APPLICATION NO:

O/2002/8136

LOCATION:

Land west of Molly Millars Close Molly Millars Lane, Wokingham .

APPLICANT:

Lamron Developments Ltd C/O Project Design Partnership

PROPOSAL:

Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

EARLIEST DATE FOR DECISION: **08/02/2003**

APPLICATION WILL HAVE EXPIRED ON: 06/03/2003

CASE OFFICER: **Mrs B Polnik**

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Lamron Developments Ltd
C/O Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

Application Number: O/2002/8136

Parish:	**Wokingham**
Location:	**Land west of Molly Millars Close, Molly Millars Lane, Wokingham.**
Proposal:	**Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.**

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

Reason

1. In the absence of satisfactory provision of adequate services, amenities and infrastructure needs, in respect of leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policy LD6 of the Berkshire Structure Plan and policies WOS4 and WR8 of the Wokingham District Local Plan.

Informatives

1. This refusal is in respect of the location plan and plan nos. 3467 P 60, 3467 P 61, 3467 P 62 and 3467 P 63, Upton McGougan Flood Risk Assessment, Mayer Brown Transport Assessment and GVA Grimley report on the office & industrial market for Wokingham, received by the Local Planning Authority on 9 January 2003.

T. G Watson

Trevor Watson
Development Control Manager
Date: 24/11/2004

NEW DWELLINGS - If this notice relates to approval of new dwellings please ensure that you contact The Council to arrange for an address & post code to be allocated. Details can be obtained from Mrs V Conlon on 0118 974 6489.

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

CONFIDENTIAL

SAI PANEL BRIEFING NOTE

APPLICATION NO: O/2002/8136
CASE OFFICER: BASIA POLNIK

APPLICANT: LAMRON DEVELOPMENTS LTD
LOCATION: LAND WEST OF MOLLY MILLARS CLOSE/ MOLLY MILLARS LANE, WOKINGHAM
PROPOSAL: OUTLINE FOR 3 OFFICE BUILDINGS & ASSOCIATED PARKING

This 0.999ha site is currently vacant and was last used for car parking by Radyne located opposite the site. It is located on the northern side of Molly Millars Lane, west of its junction with Molly Millars Close.

The application is for 3 buildings containing 4,645m^2 of office floorspace subdivided into 9 smaller units with associated parking.

In December 2002 a report was considered by Development Control Cttee for similar proposal, O/2001/5282, which is the subject of an appeal for non-determination. It was resolved that planning permission would have been refused on the grounds of inadequate infrastructure contributions. The public inquiry is scheduled for 3.6.03. The main difference between the current application and the previous is that the current scheme indicates the sub-division of the floorspace into 9 smaller units.
The contributions requested for the previous application O/2001/5282 were as follows:

Highways contributions of £250,000 requested previously although applicant offered £25,000

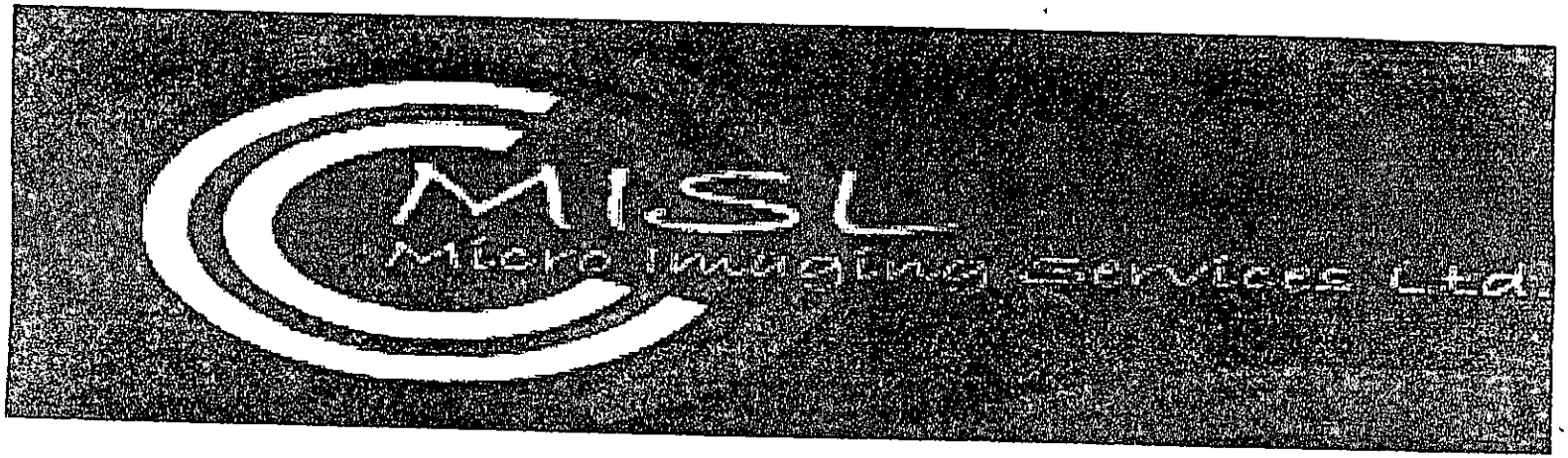
Recreation contributions of £14,000 requested previously towards Elms Field playing area.

The primary considerations for the SAI Panel are:

Have there been any material changes in circumstances to justify a change in the contributions previously requested?

BP/29.1.03

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



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

Development Control Ref No:	Received	Parish
O/2001/5282	12.11.01	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : DEVELOPMENT CONTROL COMMITTEE

REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

1. **Proposal** – The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be 201-258 employees.

   A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION: TO ESTABLISH WHAT DECISION MEMBERS WOULD HAVE MADE HAD THE APPEAL FOR NON-DETERMINATION OF THE APPLICATION HAD BEEN LODGED

Background Papers

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

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

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

BACKGROUND

2. **Planning History** – This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

   In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distributory road) and provided for insufficient parking information. The IDR scheme has now been abandoned.

3. **Consultations** -
   - ***Access and Movement Officer***: Request a revised plan showing the construction details of the proposed access and the existing access stopped up, a contribution of £250,000 towards local highway/traffic management schemes/sustainable transport initiatives in order to mitigate the traffic impact of the proposal and a travel plan.

   - ***Landscape Architect :*** Revised site layout, Drawing No. 3467/P/41, clearly shows the protected Lime trees on the adjacent site and their relationship to building A and proposed car park which are well outside the protected distances required for tree protection given in BS 5837.

     The applicant will need to submit under reserved matters details of tree protection measures in accordance with BS 5873 for all existing trees to be retained within the site and for the Lime trees growing along the north-western boundary of the site. This protection will need to be approved and erected on site before commencement of works.

     The layout now provides for a minimum 3m strip along the front of the site adjacent to Molly Millars Lane for planting, which is acceptable. A detailed landscape scheme for the site will need to be submitted as part of the reserved matters.

   - ***Recreation*** : Request a contribution of £14,000 towards improvements at Elms Field playing area.

   - ***Environmental Health :*** Site is located within 30m of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, in addition to ground condition investigation and restriction of hours of construction.

   - ***Policy & Plans***: Provided that there are no adverse highway effects that are overriding or any unacceptable housing growth pressure associated with the proposal there is no reason under employment policies why the application should not be approved.

- ***Ecologist :*** A part of the site lies within an area liable to flooding and therefore the Environment Agency needs to be consulted.

- ***Royal Berks Fire and Rescue :*** No requirement for further hydrants.

- ***Environment Agency :*** Satisfied with the conclusions of the Flood Risk Assessment which shows that the proposed buildings are to be located outside the floodplain. Sustainable Urban Drainage measures for the control of surface water off the site will need to be agreed in due course. No objection in principle subject to conditions to include no raising of ground levels, submission of surface water source control measures, provision of 8m buffer zone to the Emm Brook and proposed planting, any new bridges to span both banks and the provision of a landfill gas risk assessment.

- ***Wokingham Town Council :*** "No objection".

- ***Letters of Representation :*** None received.

4. **Appraisal** – Main issues are:

   A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS1, WOS2, WEM2, WEM9 and WEM12).

   B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

   C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

   D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

   E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (Deposit Draft) as amended Policies WIC16, WIC17 and WIC18).

A. Principle of redevelopment within a core employment area
The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the

general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office providing there are no overriding issues such as impact on neighbours, highway and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 the Local Plan Inspector has commented that in his view business, industrial, storage and distribution uses would be acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

The Local Plan Inspector has recommended that Policy WOS2 is retitled to Housing Development Principles and if this is accepted the policy would not apply to this commercial development.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout has been amended (Plan 3467/P/41 and 3467/P/42 received 14th August 2002) to incorporate a 3m planting strip to the front and indicates existing trees within the buffer zone adjoining the watercourse being retained. The Landscape Architect is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a 3m landscaping strip are also considered to be acceptable.

C. Access and movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour flows to and from the site.

These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards highway improvements in the vicinity of the site. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The application as originally submitted included 185 parking spaces which was considered to be excessive.

The revised proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m^2 floor area. This is below the Council's maximum standard provision of 1:25m^2 floor area, but is the maximum ratio as indicated in PPG13. This could be partly offset by a travel plan, which could be dealt with by condition, encouraging alternative forms of transport and car sharing. A condition is proposed to ensure adequate provision of cycle parking.

Additionally in order to mitigate the traffic impact of the proposal a contribution of £250,000 towards local highway/traffic management schemes/sustainable transport initiatives is also requested.

D. Services, Amenities and Infrastructure
Development Plan Policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area has been requested in lieu of on-site provision.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook
The Environment Agency objected to the scheme as originally submitted, as part of the development would fall within the 8m buffer zone. This has now been revised and the Environment Agency is now satisfied that the buffer is adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

5. **Conclusion** – Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would be detrimental impact on the amenities of the area.

6. **Recommendation** – To if the appeal against non-determination had not been lodged the application based on the submitted information would have been recommended for REFUSAL of planning permission on the following grounds:

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (Deposit Draft).

Informatives

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:
   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Deposit Draft Wokingham District Local Plan Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

Section 106 Pro Forma: Instruction to prepare legal agreement FAO Legal Services	
Application Reference and site address	O/2002/8136 Molly Millars Lane and land west of Molly Millars Close, Wokingham
Applicant name and address	Lamron Developments (Wokingham) Ltd (refer to attached application form)
Agent name and address	Project Design Partnership (FAO: Mr Gopal) (refer to attached application form)
Solicitor contact details (if known)	Not known
Copy of report to Committee and Members Update	DC report 12th November 2003 (Member update not relevant)
Copy of Application • Copy of application form • Copy of approved plans • Copy of Certificate	 -Attached -Location plan attached -Attached
Requirements of the Section 106 agreement • Education • Leisure • Highways • Libraries • Housing • Other	 -£14,000 towards enhancement of public open space at Elms Field
Name of other Officers involved in Section 106	Iain Root
Copy of draft decision notice and any plans to be attached to the Section 106	attached

Case Officer: Basia Polnik

Date: 24.11.2003

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Approval of Permission

Lamron Developments Ltd
C/O Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

Application Number: O/2002/8136

Parish:	**WOKINGHAM**
Location:	**Land west of Molly Millars Close, Molly Millars Lane, Wokingham.**
Proposal:	**Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.**

The Wokingham District Council in pursuance of their powers under the above Acts and Regulations hereby **Approve Permission** for carrying out the above development in accordance with the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Conditions

1. Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

2. Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

5. Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning

Authority. The development shall be constructed in accordance with the approved details.

6. No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing Nos. P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.

7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

8. No part of the offices hereby permitted shall be occupied until covered bicycle parking for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority has been received. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.

9. No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.

10. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

11. 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).

12. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

14. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

15. The plans and particulars submitted in accordance with the condition 1 above shall include:

i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;

ii) details of the species, diameter (measured in accordance with paragraph i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs iii) and iv) below apply;

iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;

v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 22 below) from damage before or during the course of development;

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph i) above.

16. No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11. above.

17. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.

18. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.

19. Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.

20. No building or raising of ground levels, or storage or deposition of spoil or materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.

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

22. A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.

23. Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.

24. No mezzanine floors shall be inserted.

Reasons

1. No such details have been submitted.

2. No such details have been submitted.

3. In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

5. In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

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

7. To prevent queuing and parking off site, in the interests of highway safety and convenience.

8. In order to encourage the use of alternative forms of transport.

9. In the interests of highway safety and convenience.

10. In the interests of highway safety and convenience.

11. In the interests of visual amenity.

12. In the interests of visual amenity.

13. In the interests of visual amenity.

14. In order to ensure that the approved landscaping is satisfactorily maintained.

15. To secure protection, throughout the time that the development is being carried out of trees growing within or adjacent to the site which are of amenity value to the area.

16. In the interests of visual amenity.

17. To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

18. To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

19. In order to encourage the use of alternative forms of transport.

20. To prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity.

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

22. To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. To maintain a continuous buffer strip and corridor for wildlife passage and habitat and to decrease the risk of pollution from run-off.

24. To prevent an overdevelopment of the site and to ensure adequate parking.

Informatives

1. This approval is in respect of Plan Nos. 3467/P/60, 61, 62 and 63, submitted to the Local Planning Authority on 9 January 2003.

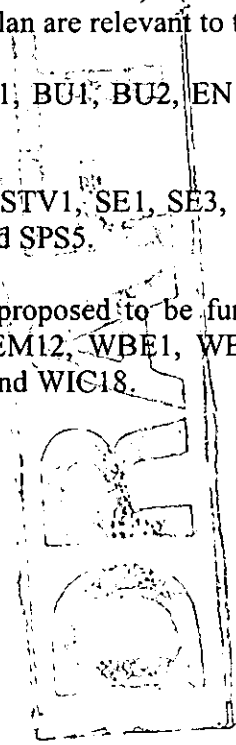
2. The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practices.
(For further information, please contact the Environment Agency).

3. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

Berkshire Structure Plan Policies OS1, BU1, BU2, EN1, LD3, T3, T6, LD6, LD8 and EN3.

South East Area Local Plan Policies STV1, SE1, SE3, SBE1, SBE2, SBE8, ST3, ST5, ST8, ST9, SR3, SPS1, SPS3, SPS4 and SPS5.

Wokingham District Local Plan (as proposed to be further modified) Policies WOS1, WOS3, WOS4, WEM2, WEM9, WEM12, WBE1, WBE10, WT1, WT2, WT3, WT6, WT7, WT10, WR8, WIC16, WIC17 and WIC18.



Trevor Watson
Development Control Manager
Date:

Notice checked by: _____

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

Development Control Ref No:	Received	Parish/Ward
O/2002/8136	9.1.2003	Wokingham/ Evendons

Applicant Lamron Developments Ltd.
Location Land West of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal Outline planning permission for 3 buildings for B1(a) office use with associated car parking and external work.

FOR CONSIDERATION BY Development Control Committee
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

This proposal is an outline application with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use, 4,645m^2 in total, with associated parking and access.

This application is a duplicate of the application O/2002/8136 that was allowed on appeal. The committee report relating to that application and a copy of the relevant appeal decision are attached hereto. This duplicate application was held in abeyance pending the outcome of the appeal, the applicant has not withdrawn the application and therefore it falls to be determined by the Council.

The main issue in relation to the determined appeal was the effect of the proposed development on highway safety and the free flow of traffic and whether a planning obligation was required to counterbalance any objections. The Inspector considered that there was no evidence to support the Council's view that the Transport Assessment did not adequately model traffic levels and queuing at the Finchampstead Road/Molly Millar's Lane roundabout. The Inspector concluded that the proposed development would not give rise to a material increase in traffic generation and, as such, there would be no significant effect on the junction or the surrounding road network. Therefore there was no justification for the financial contributions that the Council sought in this case and costs were awarded to the developer.

RECOMMENDATION

That planning permission be GRANTED subject to a S106 agreement to secure £14,000 towards enhancement of Elms Field play area and the same conditions as attached to appeal decision relating to O/2001/5282. Should the agreement not be completed within 6 months of the date of the Committee resolution, the Development Control Manager is authorised to refuse the proposals on the basis of lack of infrastructure contributions. These are as follows:

1. Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
   Reason: No such details have been submitted.

2. Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: No such details have been submitted.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

5. Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

6. No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing Nos. P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

8. No part of the offices hereby permitted shall be occupied until space has been laid out within the site for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.
Reason: In order to encourage the use of alternative forms of transport.

9. No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

10. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of highway safety and convenience.

11. 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: In the interests of visual amenity.

12. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.
Reason: In the interests of visual amenity.

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.
Reason: In the interests of visual amenity.

14. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

15. The plans and particular submitted in accordance with the condition 1 above shall include:
    i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
    ii) details of the species, diameter (measured in accordance with paragraph i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs iii) and iv) below apply;
    iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
    iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
    v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 22 below) from damage before or during the course of

development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph i) above.

Reason: To secure protection, throughout the time that the development is being carried out of trees growing within or adjacent to the site which are of amenity value to the area.

16. No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11. above.
Reason: In the interests of visual amenity.

17. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor area, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

18. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

19. Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.
Reason: In order to encourage the use of alternative forms of transport.

20. No building or raising of ground levels, or storage or deposition of spoil or

materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.
Reason: To prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity.

21. Surface water source control measures shall be carried out in accordance with details, which shall be 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.

22. A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.
Reason: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.
Reason: To maintain a continuous buffer strip and corridor for wildlife passage and habitat and to decrease the risk of pollution from run-off.

24. No mezzanine floors shall be inserted.
Reason: To prevent an overdevelopment of the site and to ensure adequate parking.

Informatives

1. This approval is in respect of Plan Nos. 3467/P/60, 61, 62 and 63, submitted to the Local Planning on 9 January 2003.
2. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan Policies OS1, BU1, BU2, EN1, LD3, T3, T6, LD6, LD8 and EN3.
South East Area Local Plan Policies STV1, SE1, SE3, SBE1, SBE2, SBE8, ST3, ST5, ST8, ST9, SR3, SPS1, SPS3, SPS4 and SPS5.
Wokingham District Local Plan (as proposed to be further modified) Policies WOS1, WOS3, WOS4, WEM2, WEM9, WEM12, WBE1, WBE10, WT1, WT2, WT3, WT6, WT7, WT10, WR8, WIC16, WIC17 and WIC18.

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Dept Development Control	**Telephone No** 0118 974 6428/6429
Date 3.11.2003	

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

BACKGROUND

This application was first considered by Development Control Committee on 9 April 2003 when it was deferred at the request of the agent pending the outcome of negotiations with the Highway Authority regarding contributions. The Committee resolution was that the Development Control Manager is authorised to grant planning permission under delegated powers should the outcome of further negotiations result in an acceptable highway contribution. A copy of the report and minutes are attached.

Since then the appeal for a similar application, O/2001/5282, also for 4,645m^2 of B1 floor space, was heard and the application was allowed, with an award of costs, on the grounds that the proposed development would not give rise to a material increase in traffic generation, with no significant effect on the critical junction or surrounding road network and as such no highway contribution could be justified.

A copy of the appeal decision is attached.

CONSULTATION

Additional comments from the Access & Movement Officer since application was last considered by Committee.

Access & Movement Officer: Application site has permission for a car park for up to 280 spaces and this would have a higher peak hour traffic generation than the current proposal which supports 156 parking spaces and around 135 peak hour movements. It was this fact that enabled the Inspector at the last appeal to conclude " .... *the proposed development would not detract from the highway safety or the free flow of traffic on the surrounding road network and, as such, there is no reason for a financial contribution being sought* ... "

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location and a Travel Plan will be agreed which will contain meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport.

APPRAISAL

As the current application is identical to the previous scheme in terms of siting and building area (total floor space being 4,645m^2), although the 3 buildings are sub-divided into 9 self-contained units, the Inspector's comments are material in the determination of this application. He concluded that additional highway contributions could not be justified and the appeal was allowed.

CONCLUSION

As additional highway contributions cannot be justified, there is no longer a requirement in this instance and therefore the application can be approved subject to conditions and a S106 agreement to secure £14,000 for enhancement of public open space which the Inspector considered acceptable.

310. APPLICATION NO: 2003/8482, PROPOSED ERECTION OF 4 DWELLINGS. (AMENDMENT TO CONSENT F/2002/6409 AND DRAFT CONSENT F/2003/7775 WITH INTERNAL ALTERATIONS TO FORM 4/5 BEDROOMS), 48 & 50 BUTTS HILL ROAD WOODLEY, FOR: MILLGATE HOMES

The Committee considered a report about this application set out on Agenda pages 194 to 207.

In presenting the report, Officers informed Members that if they were minded to approve the proposal, two additional conditions were necessary relating to landscaping issues.

David Ashman a local Member attended the meeting and spoke in opposition to the proposal.

In discussing the report, a number of Members expressed concern that a three storey element might be introduced at later stage.

RESOLVED: 1) That an Agreement be entered into under Section 106 of the Town & Country Planning Act 1990 and other statutory powers to secure a financial contribution of £12,000 towards highways improvements, traffic management and local sustainable transport initiatives;

2) That subject to the execution and registration of the Agreement referred to in 1) above, Application No: 2003/8482 be approved subject to the conditions set out on Agenda pages 197 to 198

311. APPLICATION NO: 2002/8136, LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM, LAND WEST OF MOLLY MILLARS LANE, WOKINGHAM, FOR: LAMRON DEVELOPMENTS (WOKINGHAM) LTD

The Committee considered a report about this application set out on Agenda pages 208 to 225.

In presenting the report, Officer informed Members that the applicant had made a request for the application to be deferred to resolve the only outstanding issue of the highways infrastructure contributions. In the light of this request Members were asked to delegate authority to approve the application to the Development Control Manager under delegated power if the further negotiations resulted in an acceptable highway contribution.

RESOLVED: That the Development Control Manager be authorised to approve Application No: 2002/8136 under delegated powers should an acceptable highways contribution be negotiated and subject to the completion of a legal agreement and appropriate conditions.

312. APPLICATION NO: 2003/8368, PROPOSED ERECTION OF REPLACEMENT DWELLING AND DETACHED DOUBLE GARAGE, CHERRY HILL, CHURCH LANE, FINCHAMPSTEAD, FOR: MR. & MRS. BRYANT

The Committee considered a report about this application set out on Agenda pages 226 to 241.

Mr. A Mcallan representing the applicant attended the meeting and spoke in favour of the proposal.

At this point the Chairman conveyed the comments of a local Member, Mr. GA Cockroft in support of the proposal and against the recommendation for refusal.

Development Control Ref No:	Received	Parish
O/2002/8136	9.1.2003	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be between 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no new or substantive representations have been received.

Background Papers

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

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

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

BACKGROUND

1 HISTORY

This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

More recently an outline planning application, O/2001/5282, was submitted and is now the subject of an appeal against non-determination. The Informal Hearing is scheduled for 3 June 2003. This application was considered by the Development Control Committee on 11 December 2002 when it was resolved that planning permission would have been refused on the grounds of lack of provision of infrastructure needs if the appeal had not been lodged. A copy of this report and minutes are attached. The current planning application has been submitted to try and overcome the previous reasons for refusal .

2 CONSULTATION

Access and Movement Officer: The applicant has failed to justify the proposed provision of the maximum recommended number of car parking spaces in an area which is accessible to pedestrians, cyclists and users of public transport and which, as a result, could be expected to have a lower provision. The development's traffic impact (particularly on the existing congestion at the Finchampstead Road / Molly Millar's Lane junction) has not been adequately addressed. A contribution towards local sustainable transport initiatives could overcome the above objections. However the £50,000 offered to date is considered to be inadequate.

Arboricultural Officer : Group of lime trees included in Tree Preservation Order 336/1997 along the north west boundary should not be adversely affected. Significant trees within the site can also be retained. The planting shown is acceptable. Therefore no objection subject to conditions to include tree protection.

Drainage Engineer : Recommend conditions relating to surface water sewerage works, surface water balancing and foul sewerage works.

Thames Water : No buildings will be permitted within 3 metres of the sewers crossing the site without Thames Water's approval.

Environmental Health : Site is located within 30 metres of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, and restriction of hours of construction.

Ecologist : Any development must include an 8 metre buffer zone either side of the Emm Brook and any crossings will have to have clear spanning bridges and not culverts. A flood risk study is also required.

Wokingham Town Council : No reply received to date.
Letters of Representation : None received.

3 APPRAISAL

Main issues are:

A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WEM2, WEM9 and WEM12).

B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (as proposed to be modified) Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (as proposed to be modified) Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>

The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within the Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office use providing there are no overriding issues such as impact on neighbours, highways and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 (as proposed to be modified) industrial, storage and distribution uses are acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable. The wording of policy WEM12 has been revised stating that in this location the Council will first seek B2 or B8 uses and that clear justification would be required if other uses are proposed.

The report on "The office and industrial market for Wokingham" submitted in support of the application shows a relatively even match between industrial and office demand and new availability. However, should some of the consented schemes not be constructed then there would be a shortfall.

The current application is identical to the previous scheme, O/2001/5282, in terms of siting and building areas. However, the 3 buildings are subdivided into a total of 9 self-contained units as research has established an unsatisfied demand for this size and type of office space. Building A comprises 3 self-contained units, ranging from 428m^2 to 726m^2, Building B comprises 2 units, 787m^2 and 751m^2 and Building C comprises 4 units, ranging from 324m^2 to 787m^2.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout incorporates a planting strip to the front and indicates existing trees within the 8 metre buffer zone adjoining the watercourse being retained. The Arboricultural Officer is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a landscaping strip are also considered to be acceptable.

C. Access and Movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as outlined in the Wokingham District Local Plan) is still to be funded as are the

emerging accessibility improvements coming forward at and in the vicinity of the rail station.

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m^2 floor area. This is below the Council's maximum standard provision of 1:25m^2 floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/from work are likely to be made by private car and this would only serve to add to existing congestion in the area.

The Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £50,000 contribution (£25,000 was offered on the previous application) on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served existing trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £50,000 contribution as currently offered is not agreed.

D. <u>Services, Amenities and Infrastructure</u>

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area was requested on the previous application in lieu of on-site provision. As there has not been a change in circumstances the same should be applied to the current application.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook

An 8 metre buffer zone is shown either side of the watercourse which is considered adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

4 CONCLUSION

Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

5 RECOMMENDATION

Resolve that the Development Control Manager be authorised to refuse planning permission, under delegated powers, at the end of the public consultation period on 11.4.2003, providing no new or substantive representations have been received.

Reasons.

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

Informatives.

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

Appeal Decision

Hearing held on 3 June 2003

Site visit made on 3 June 2003

by Peter Drew BSc (Hons) DipTP (Dist) MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
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Temple Quay House
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☎ 0117 372 6372
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Date

13 AUG 2003

Appeal Ref: APP/X0360/A/02/1103394
Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
- The appeal is made by Lamron Developments (Wokingham) Limited against Wokingham District Council.
- The application (Ref.O/2001/5282) is dated 9 November 2001.
- The development proposed is erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works.

Summary of Decision: The appeal is allowed and planning permission granted subject to conditions set out in the Formal Decision below.

Preliminary Matters

1. The Council resolved that had it been in a position to determine the application, it would have been refused for the following reason:

   In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (Deposit Draft).

2. The application was made in outline although details of the means of access, siting and landscaping are to be considered at this stage. The plans that were before the Council at the time the appeal was lodged comprise Plans 1-4 and these include revised plans that were submitted to the Council in August 2002 in order to address the concerns of the Environment Agency. The plans show that it is proposed to gain vehicular access from Molly Millar's Lane to 2 office buildings set back from the Molly Millar's Lane frontage of the site, and to make provision for 156 parking spaces within the site. A bridge over the Emm Brook, which flows from east to west through the site, would give access to a further office building on the northern side of the brook. Existing trees, notably those along the western boundary of the site, which are protected by a Tree Preservation Order (TPO), and along the line of the brook, would be retained and additional landscaping is shown around the perimeter of the site and adjacent to parking areas. I propose to deal with this appeal on this basis.

3. At the Hearing a Unilateral Planning Obligation (the Obligation), dated 3 June 2003 was submitted (Document 3), in which the Appellant agreed to pay the index linked sum of £14,000 to the Council as a contribution towards the enhancement of Public Open Space in the area.

Subsequently in a further deed dated 11 June 2003 (Document 20), HSBC Bank Plc agreed to observe and perform the terms of the Obligation in the event that the bank sought possession of any part of the appeal site. Having seen evidence of title (Document 21), I am satisfied that all parties with an interest in the land comprising the appeal site are, therefore, bound by its terms. At the Hearing the Council confirmed that this addressed their concerns in this regard and that they have no objection to the principle of the development or its impact on the character of the area. The Environment Agency has also confirmed that they have no objection to the development, subject to conditions.

4. At the Hearing an application for costs was made by Lamron Developments (Wokingham) Limited against Wokingham District Council. This application is the subject of a separate Decision.

Main Issue

5. In light of the above, I consider the main issue in this appeal to be the effect of the proposed development on highway safety and the free flow of traffic and whether, having regard to advice in Circular 1/97, a planning obligation is required to counterbalance any objections.

Planning Policy

6. The development plan includes the Berkshire Structure Plan 1991-2006 and the South East Area Local Plan, which were adopted in 1997 and 1994 respectively. Policy OS1 states that the overall strategy of the Structure Plan is to seek sustainable development by pursuit of a number of objectives. These include (iv) to steer development to locations well served by public transport, (vii) to seek improvements to infrastructure and (viii) to promote an appropriate balance between all forms of transport. Policy LD5 says that development will not be permitted where it is likely to give rise to serious problems such as traffic congestion and that major development should be in areas well served by public transport. Amongst other things the Policy requires on and off-site provision of a standard appropriate to the nature and location of the proposed development for parking and facilities for pedestrians and cyclists. Policy LD6 indicates that contributions may be sought from developers to provide additional infrastructure, where the tests set down in Circular 1/97 'Planning Obligations' are met. Policy LD8 says that opportunities will be sought for securing other benefits both on site and in the surrounding area. I consider that the most relevant Policy in the Local Plan is Policy SPS1. It says that acceptable development, which gives rise to the need for the provision for new public and community services will be expected to provide an appropriate level of infrastructure that is required as a consequence of and directly related to the development.

7. In January 2003, the Council published Proposed Modifications to the Wokingham District Local Plan, following consideration of the Inspectors Report and I consider that the following policies are most relevant to this appeal. Policy WOS3 says that acceptable development should, amongst other things, have no significant effect on road safety or cause highway traffic generation problems and encourage the use of walking, cycling and public transport. Policy WOS4 says that where development gives rise to the need for new infrastructure to be provided, the Council will assess the nature and extent of planning obligations required in accordance with national guidance. Amongst other things Policy WT3 states that all traffic generating development will need to facilitate alternative modes of transport to the private car and that this will include contributions designed to encourage walking and/or cycling and/or public transport. Policy WT3A says that major developments will normally be required to prepare a Travel Plan. Policy WT6 requires appropriate car and cycle parking, the standards for which are set out in Appendix 7 of the Plan. These require a maximum of 1 car space per 30m² of B1 (a) floorspace and a minimum of 1 cycle space per 150m² of B1 (a) floorspace. I attach

significant weight to these Policies of the emerging Local Plan, having regard to advice at paragraph 48 of Planning Policy Guidance (PPG) 1 'General Policy and Principles', because of the strong likelihood that they will be adopted by the Council in the near future.

8. Supplementary Planning Guidance (SPG) called 'Planning Obligations Principles and Practice' was adopted by the Council in January 2002. It was produced and publicised in accordance with PPG 12 'Development Plans' and for this reason I attach its contents significant weight. The SPG defines major development to include commercial development involving more than 500m² of floorspace (paragraph 1.6) and requires a Transport Assessment to be submitted for such major development, following agreement with the Council as to its scope (paragraph H2.1). It also says that the Council's Highway staff will seek contributions towards off-site highway improvements such as cycleways and footways so as to mitigate the potential traffic impact of the development and promote other forms of transport (paragraph H2.2). It also states that developers will be required to prepare a detailed Travel Plan alongside planning applications that are likely to have significant transport implications (paragraph H5.2). Advice in PPG4 'Industrial and Commercial Development and Small Firms', PPG13 'Transport' and PPG17 'Planning for Open Space, Sport and Recreation' is also relevant to this appeal.

Reasons

Highway Safety

9. The proposed development would comprise 4,645 m² of B1 (a) office floorspace. Based on recent experience the Council has indicated that this amount of floorspace could be expected to accommodate between approximately 202 and 258 employees at the site. In this context the Appellant's estimate in the Draft Master Travel Plan (Document 5), submitted at the Hearing, of approximately 233 employees being based at the site, seems to be reasonable. It was agreed at the Hearing that the level of parking being proposed reflects the maximum parking standard in Annex D of PPG13 and the Council's own identical standard (Document 4). In this regard the Council acknowledge that parking was not cited in the reason for the deemed refusal.

10. The Transport Assessment estimates that the peak hour traffic flow directly arising from the development would be 135 vehicle movements to and from the site. Although this is based on average TRICS rates, rather than 85%ile rates, this figure does not appear to be in dispute; indeed the Council has actually attached great weight to it in their consideration of the proposed development and this is an issue that I consider in detail below. The Transport Assessment demonstrates that when the additional movements arising from the development are added to the existing traffic flows the surrounding road network continues to operate within design capacity. This is after taking account of other developments that have been permitted in the area, together with improvements to the critical junction, namely the Finchampstead Road/Molly Millar's Lane roundabout.

11. I have seen no evidence to support the Council's view that the Transport Assessment does not adequately model traffic levels and queuing at the critical junction. I consider that it was open to the Council to undertake traffic counts in the area in order to check the base data used in the Transport Assessment, but this did not occur. On the morning of the Hearing I observed traffic building up on this leg of the junction along Finchampstead Road between approximately 08.30 and 09.00 hours, which is likely to comprise part of the morning peak. The northbound queue did briefly reach back past The Two Poplars Public House, which I estimated to be approximately 100 metres of queuing traffic. However for most of the time queues of traffic heading towards Wokingham, were far more modest and comprised only 2 or 3 cars at any one time. In the light of my observations and in the absence of any detailed evidence from the

Council on this point, I have no reason to find that the length of existing queues identified in the Transport Assessment are suspect.

12. Based on the Transport Assessment the Appellant estimates that there could be an increase in traffic on Finchampstead Road of up to 2.6% at peak times as a direct result of the development and the Council has produced no evidence to dispute this figure. However this figure takes no account of the potential traffic generation of the existing, unfettered use of the car park on the appeal site, which would reduce the net increase in traffic generated by the proposed development. It was agreed at the Hearing that the appeal site has planning permission as a car park for between 240 and 280 cars, although there was some documentation that suggests an even higher figure. I noted at the site inspection that although parts of the site are overgrown there appears to be a hard surface over large parts of the appeal site between Molly Millar's Lane and the Emm Brook. I am, therefore, in no doubt that minimal works would be necessary in order to facilitate parking on this area and such operations may not be within the control of the Local Planning Authority.

13. I acknowledge that use of the appeal site, as a car park may not, in itself, give rise to traffic generation and it may be inferred that the site became vacant through lack of demand for such parking, despite evidence that this use continued until very recently (Document 9). However there are a number of reasons why this situation could change in the future. Firstly I note that a number of other buildings and sites in the vicinity of the appeal site are currently vacant and if there was a sudden upturn in demand for such space there could be a much higher demand for car parking in the area. Secondly the permissions on adjoining sites require Travel Plans to be submitted, which could be undermined by the availability of a car park on the appeal site, in the light of advice in paragraph 49 of PPG13. The Council also acknowledges that their strategy for the town centre involves more intensive development, for example on central car parks, which could realistically lead to the appeal site being used as a long-term edge of centre car park for commuters. Finally I note that the Council now concedes that there is a need to make an allowance for the traffic that would have been attracted to the existing car park (Document 11). For all of these reasons I believe that there is both a latent and prospective demand for car parking on the appeal site.

14. If an allowance were made for the lawful use of the appeal site, this would further reduce the net increase in traffic arising from the proposed development on the surrounding network. In my view the likely use of the car park associated with the proposed office development would result in some increase in traffic generation over and above the existing lawful use. However I consider that after making an allowance for the existing use of the land as a car park, this may be a nominal increase in traffic, which would be significantly less than the Appellant's estimates of up to 2.6%. I am, therefore, led to the conclusion that the proposed development would not give rise to a material increase in traffic generation and, as such, there would be no significant effect on the critical junction or the surrounding road network.

Financial Contribution

15. In light of the above conclusion, I now turn to examine whether there is any justification for the financial contribution that the Council has sought in this case. The appeal site is well served by public buses (Document 13) and just over 1 kilometre from the railway station, which I consider is a distance that could easily be walked or cycled, as part of a longer journey by public transport. The Appellant has also agreed to provide cycle stands in accordance with the Council's standard (Document 4). At the site inspection I also noted that the Molly Millar's Lane Route Enhancement, which incorporates enhanced facilities for pedestrians and cyclists in the vicinity of the appeal site, has been implemented following developer contributions, as

envisaged in the Council's Transport Plan (Document 6). A contribution has not been sought towards this scheme or other improvements to the road network, which might be directly related to the impact of the proposed development.

16. In contrast the Finchampstead–Wokingham Cycle Route, which the Council seeks contributions towards from the Appellant, more particularly Phase 2, is identified in the Council's Transport Plan (Document 6) as being funded by the Council rather than developers. It seems to me that this is because it is a strategic facility for the town rather than being related to use of the appeal site or other land. Since the Transport Plan forms the basis of a funding bid from Government, I am unclear why developer contributions are also now being sought to facilitate construction of this link. In any event the Council's best argument that the completion of this route would somehow encourage existing commuters to swap their cars for bicycles, thereby reducing the amount of vehicles at the critical junction, which, in turn would compensate for the traffic generated by the proposed development, is at best an extremely convoluted one.

17. In my view the contribution being sought does not meet the tests for planning obligations, which are set out in paragraph 7 of Circular 1/97. Firstly I have found that it is not necessary for the reasons summarised in paragraph 13 above. Secondly I consider that it is not directly related to the proposed development and the admission of the Council's Highway Witness when addressing the Appellant in the Hearing that it would not be 'your people' using the cycleway sums up this point. Whilst I acknowledge that employees travelling by bicycle to the appeal site from central Wokingham may derive some benefit from the completion of the link, in distance terms the Appellant has demonstrated that this benefit is marginal. However the Council's concerns relate to the critical junction, which lies to the south-east of the site and, in particular, the approach along Finchampstead Road from the south, rather than problems on approach to the site from the north. I accept that employees based at the site may find it more convenient to use the link at lunchtimes in order to gain access to the town centre. However I do not consider that this rationale satisfies the test of being directly related to the proposed development, since other employees and residents over a wide area would also benefit. In this regard paragraph B12 of Circular 1/97 emphasises that developers should not be expected to pay for facilities that are needed solely to resolve existing deficiencies.

18. I am also not convinced that the scale of the contribution being sought by the Council fairly and reasonably relates in scale and kind to the proposed development. The Council sought a contribution of £270,000, which was derived by multiplying the peak hour traffic flow of 135 (see paragraph 9 above) by a figure of £2,000, which was achieved on a nearby site. In this context I note that Phase 2 of the cycle route was only estimated to cost £300,000 (Document 6), which suggests to me that the Appellant was being asked to substantially pay for the cycle link. Whilst there have been suggestions that the latest estimate for this phase of the link is much higher, I was also told at the Hearing that there is no detailed plan of the proposed route. I am also mindful that these negotiations have been ongoing for some 18 months and it, therefore, appears to me that it was in the context of this earliest estimate that the contribution of £270,000 was sought.

19. As if to emphasise how imprecise the contribution of £270,000 was, the Council have subsequently reduced their demands and as recently as 31 March 2003 they indicated that they would accept a contribution of £100,000 (Document 11). This is almost a third of what was originally being sought. It was also alleged that the Council reduced their demands to £75,000 in a telephone call made to the Appellant's Highways Agent in May 2003. However I saw no documentary evidence to substantiate this claim.

20. Although I accept that by their very nature such negotiations involve an element of bargaining, paragraph 6 of Circular 1/97 emphasises that such negotiations should be conducted in a way that is seen to be fair, open and reasonable, and in accordance with the principle that planning permissions should not be bought or sold. In this case the negotiations were delegated to officers following a report to the relevant Committee of the Council, which did not attempt to quantify the level of contribution, by reference to anything objective, such as SPG. In any event I note that the SPG does not provide clear guidance on how the level of contribution is to be derived. There is no framework in the Local Plan or the SPG for the level of contribution to be based on increased traffic flow and the Council's Highway Witness conceded that he was uncomfortable with what amounted to a development tax. In these circumstances and in the light of all that I have seen and heard I cannot escape the conclusion that the Council's action was directly contrary to the advice in Circular 1/97.

21. On the main issue I conclude that the proposed development would not detract from highway safety or the free flow of traffic on the surrounding road network and, as such, there is no justification for a financial contribution being sought towards the cycleway/footway. In these circumstances, I consider that the proposed development complies with Policies OS1 and LD5 of the Structure Plan, Policy WOS3 of the emerging Local Plan and advice in PPG13.

Other Matters

22. I appreciate that a Travel Plan was not submitted alongside the planning application, contrary to advice in paragraph 89 of PPG13, Policy WT3A of the emerging Local Plan and Council's SPG. I acknowledge that this hampered negotiations and that the £270,000 figure was an attempt by the Council to make the Appellant think more seriously about methods of transport other than the private car. However since the Council acknowledge in their appeal statement that the Travel Plan can be secured by condition, I am satisfied that this factor does not outweigh my findings on the main issue.

23. Finally I am satisfied that the Obligation does meet the tests set out in paragraph 7 of Circular 1/97 and accords with Policies LD6 and LD8 of the Structure Plan, Policy SPS1 of the Local Plan, Policies WOS4 of the emerging Local Plan and advice in PPG17.

Conditions

24. Circular 11/95 'The Use of Conditions in Planning Permissions' states that outline permissions should be subject of standard conditions and I intend to impose the model conditions in the Circular in preference to those suggested by the Council and delete the inappropriate reference to siting, which is before me. I consider details of slab level are required in the interests of precision and the finished appearance of the site. Conditions are also necessary regarding the access, car parking and cycle spaces, but I shall amend those suggested by the Council in the interests of precision and for the avoidance of doubt, having regard to Council's standards. In light of the direct relationship between levels of car parking and cycle spaces and the floorspace permitted, it is clearly necessary to restrict the introduction of mezzanine floors.

25. During construction phase all operations need to be confined to the site and measures need to be taken to avoid debris on the highway network, both in the interests of highway safety. However in my view this is a largely commercial area, where there is no need to restrict the times of construction activity.

26. It is clearly important that the trees to be retained, including those subject of the TPO and those adjacent to the Emm Brook, be protected during construction phase by an appropriate condition. In my view model condition 71 from the Circular is the most appropriate condition to achieve

such protection, as I have no details before me regarding the TPO. However I have amended the model condition to incorporate the protection that the Environment Agency seek for the Buffer Zone either side of the Emm Brook, particularly as most of the trees on the site, other than those subject of the TPO fall within this zone. Whilst indicative landscaping is shown on the submitted plans, significant additional detail is required of hard and soft landscaping and to achieve this I intend to impose model conditions from the Circular regarding hard and soft landscaping and landscape maintenance. However I believe that there is no need for a management plan as well because the proposed conditions already address landscaping adequately. I have also related the suggested condition regarding waste back to the hard landscaping details in the interests of the finished appearance of the development.

27. The Appellant claims that investigations regarding landfill gas were completed in January 2002, but I have not seen the results of those investigations and the fact that the Environment Agency requested that such conditions be imposed, suggests that they are not aware of this analysis either. If the investigations have been completed and found no evidence of landfill gas, then I consider that discharging these conditions will be straightforward and, as such, I consider their imposition is not onerous. Turning to the other conditions put forward by the Environment Agency, I have amended them in the interests of precision and to avoid duplication. In particular I have clarified the area liable to flood by reference to the contour level referred to in the Environment Agency correspondence. I have also deleted the separate request for landscaping details in the Buffer Zone, which is required to facilitate a wildlife corridor, since this will be addressed as part of the other landscaping conditions that I intend to impose. It was also agreed at the Hearing that temporary bridges could be erected during construction phase as a result of permitted development rights and, as such, the condition suggested by the Environment Agency in this regard is entirely appropriate and reasonable.

28. There was considerable discussion at the Hearing as to whether a condition was an adequate mechanism to deliver a Travel Plan on what is a large office scheme where the travel patterns of future occupiers are unknown. The Appellant draws attention to the fact that the Council has seen fit to impose such a condition when it recently resolved to grant planning permission on a nearby site for a similar scale of development (Document 12). Nevertheless the best practice guide, 'Using the Planning Process to Secure Travel Plans – Best Practice Guidance for Local Authorities, Developers and Occupiers', whilst conceding that conditions may be appropriate in the more straightforward cases, says that planning agreements are likely to be the most suitable means of securing travel plans. Despite this, although I consider that it does not represent best practice, I am satisfied that a condition can address this issue. I note that the Council share this view since they did put forward a suggested condition regarding a Travel Plan and this may well have influenced the Appellant's decision not to incorporate the Travel Plan into a Unilateral Obligation, which the Appellant had previously signalled would happen.

Conclusions

29. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.

Formal Decision

30. In exercise of the powers transferred to me, I allow the appeal and grant outline planning permission for the erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works on land west of Molly Millar's Close, Molly Millar's Lane, Wokingham in accordance with the terms of the application (Ref.O/2001/5282), dated 9 November 2001, and drawing No's 094.0104-01, P31, P41 and P42, being the plans that were before the Council when the appeal was lodged, subject to the conditions set out overleaf:

1) Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

3) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

5) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

6) No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing No's P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.

7) Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period; in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

8) No part of the offices hereby permitted shall be occupied until space has been laid out within the site for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.

9) No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.

10) Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

11) 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

12) Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment),

schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.

13) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

14) No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

15) The plans and particulars submitted in accordance with the condition 1 above shall include:

i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;

ii) details of the species, diameter (measured in accordance with paragraph (i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (iii) and (iv) below apply;

iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;

v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 23 below) from damage before or during the course of development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (i) above.

16) No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11 above.

17) Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.

18) The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any

development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.

19) Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.

20) No building or raising of ground levels, or storage or deposition of spoil or materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.

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

22) A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.

23) Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.

24) No mezzanine floors shall be inserted.

Information

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

32. This decision does not convey any approval or consent that may be required under any enactment, by-law, order or regulation other than section 57 of the Town and Country Planning Act 1990.

33. An applicant for any approval required by a condition attached to this permission has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.

34. Attention is drawn to the requirements of section 76 of the Town & Country Planning Act 1990 concerning provision for the benefit of the disabled.

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Mr Malcolm Mc Phail	Lamron Estates (Wokingham) Limited, Brinkletts House, 15 Winchester Road, Basingstoke, Hants RG21 8UE.
Mr Ian Sowerby BA (Hons) MSc MRTPI	The Bell Cornwell Partnership, Oakview House, Station Road, Hook, Hants RG45 6PU.
Mr Martin Knowles B Eng (Hons)	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey.

FOR THE LOCAL PLANNING AUTHORITY:

Mrs B Polnik BSc (Hons), Dip TP, MRTPI	Senior Planning Officer, Wokingham District Council, PO Box 157, Shute End, Wokingham RG40 1WR.
Mr Steve Mc Millan MSc MIHT	Parkman on behalf of Wokingham District Council.

DOCUMENTS

Document 1	List of persons present at the Hearing.
Document 2	Copy of the Council's letters of notification and a list of persons notified.
Document 3	Unilateral Planning Obligation dated 3 June 2003.
Document 4	Extract from Wokingham District Local Plan, comprising Appendix 7 'Parking Standards'.
Document 5	Draft Master Travel Plan.
Document 6	Extracts from Wokingham District Local Transport Plan, comprising details of cycle route and Molly Millar's Lane route enhancement.
Document 7	Map showing extent of permissions for car parking.
Document 8	Aerial photograph showing car parking on the appeal site.
Document 9	Letter from Wokingham District Council to Mayer Brown Limited dated 17 December 2001.
Document 10	E-mail from Steven Mc Millan to Mayer Brown dated 17 January 2003.
Document 11	E-mail from Steven Mc Millan to Mayer Brown dated 31 March 2003.

Document 12	Planning Officer's report regarding former Fluidrive Engineering site, Molly Millar's Lane.
Document 13	Wokingham District public transport map and guide.
Document 14	Flood Risk Assessment.
Document 15	Transport Assessment.
Document 16	Bundle of documents, Appendices A-G attached to Mrs Polnik's statement.
Document 17	Bundle of documents, Appendices A-C attached to Mr Mc Millan's statement.
Document 18	Bundle of documents, MBL Appendices A-D attached to Mr Knowles's statement.
Document 19	Bundle of documents, Appendices IS.1-IS.7 attached to Mr Sowerby's statement.
Document 20	Deed dated 11 June 2003 signed on behalf of HSBC bank Plc.
Document 21	Office copy entries from Gloucester District Land Registry.
Document 22	Appellant's proposed travel plan condition.

PLANS

Plans 1 - 4	Drawing No's 094.0104-01, P31, P41 and P42, which were before the Council when the appeal was lodged.
Plans 5 and 6	Superseded plans submitted at application stage.

Basia Polnik

From: Basia Polnik
Sent: Friday, October 03, 2003 3:15 PM
To: 'SMcMillan@Parkman.co.uk'
Subject: Lamron, Molly Millars Lane, Wokingham (O/2002/8136)

Steve
I'm proposing to take this one back to Cttee following the consideration of this application at the 9th April Cttee when the Cttee gave Trevor delegated powers to approve the application subject to a satisfactory highway contribution. Since then we've had the appeal decision on the other application and therefore can you confirm that in view of the Inspector's comments on the previous application that the Highway Authority are no longer requiring a contribution.

Thanks

Basia Polnik
x6450

PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk www.pdp.co.uk

Our Ref: 3467/D1/CMG/KC

Your Ref:

Date: 10th October 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

By Email and Post 73673

BP -

Dear Mrs Polnik

Application Ref: 0/2002/5282
Land West of Molly Millars Close, Molly Millars Lane, Wokingham

I refer to your letters dated the 17th September and 8th October 2003. I apologise for not having responded to your earlier letter more promptly.

On behalf of Lamron Developments (Wokingham) Ltd I can confirm their agreement to a contribution of £14,000 towards enhancement of public open space.

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

Yours sincerely

Gopal.

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

cc: M McPhail Esq Lamron Estates Ltd

PROJECT DESIGN PARTNERSHIP
Partners: Chandra M. Gopal atp Arch RIBA Malcolm Bender Dip Arch RIBA Mac M. McGregor MBIAT
Barry R K Brown MRICS Doug Dabell atp Arch Colin J Lott BA(Hons) Dip Arch RIBA
Associates: Anthony D Heath MBIAT Andrew Prosser BSc(Hons) MSc Dip Arch ARB

FAX

PROJECT DESIGN PARTNERSHIP

Architects and Quantity Surveyors
Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Tel: 01372 744446 Fax: 01372 745597 E-mail: pdp@pdp.co.uk www.pdp.co.uk

Project:	Molly Millars Lane	Our Ref:	3467/D1/CMG/KC
From:	Chandra Gopal	Date:	10.10.2003
To:	Mrs B Polnik	Wokingham District Council	0118 974 6484
Cc:			

73658

Pages: 1+ 1

BP

13 OCT 2003

Please see attached letter

Chandra Gopal
E-mail: chandra.gopal@pdp.co.uk

PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk www.pdp.co.uk

Our Ref. 3467/D1/CMG/KC

Your Ref:

Date: 10th October 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

By Email and Post

Dear Mrs Polnik

Application Ref: 0/2002/5282
Land West of Molly Millars Close, Molly Millars Lane, Wokingham

I refer to your letters dated the 17th September and 8th October 2003. I apologise for not having responded to your earlier letter more promptly.

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Gopal

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3467/D1/CMG/KC

10th October 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

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

Yours sincerely

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

cc: M McPhail Esq Lamron Estates Ltd

Basia Polnik

From: Kaye OConnor [Kaye.OConnor@pdp.co.uk]
Sent: Friday, October 10, 2003 2:32 PM
To: 'basia.polnik@wokingham.gov.uk'
Subject: Application Ref: 0/2002/5282



3467 D1 022 CMG.doc

On behalf of Mr Chandra Gopal, please see attached letter of today's date.

Many thanks

Kaye O'Connor
<<3467 D1 022 CMG.doc>>

Kaye O'Connor
for Project Design Partnership
Ryebrook Studios, Woodcote Side, Epsom, Surrey, KT18 7HD
Tel: 01372 744446 Fax: 01372 745597 www.pdp.co.uk

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RESOLVED: That Application No: 2002/7284 be refused on the grounds set out on Agenda pages 328 to 329 subject to the deletion of reason for refusal two.

200. APPLICATION NO: 2001/5282, OUTLINE APPLICATION FOR THE ERECTION OF THREE BUILDINGS FOR B1(A) OFFICE USE WITH ASSOCIATED CAR PARKING AND EXTERNAL WORKS, LAND WEST OF MOLLY MILLIARS CLOSE, MOLLY MILLARS LANE WOKINGHAM, FOR: LAMRON DEVELOPMENTS (WOKINGHAM) LTD

The Committee considered a report about this application set out on Agenda pages 333 to 340.

In the presentation to Members, Officers informed the Committee that the applicant had lodged an appeal against non-determination and that therefore a decision was being sought on what the Committee's decision would have been had the appeal not been made. Officers also updated Members on a number of minor alterations to the assessment of the site as a result of the decisions of the Executive concerning the Local Plan modifications made on the 4th December 2002. The local plan policies affected were W0S2 and WEM12.

In connection to infrastructure contributions Members noted that the applicant had offered to make a £14,000 contribution towards recreational facilities as previously requested and that in the light of this offer that part of the reason for refusal would be withdrawn subject to it forming part of a legal agreement or unilateral undertaking. Members attention was also drawn to a letter received from the applicant's agent that day raising a number of points in connection to the highways aspects of the report. These were summarized verbally for Members and full copies circulated to them.

Officers also informed Members that a new application had been submitted for a similar proposal although the application was currently invalid.

RESOLVED: That had an appeal against non-determination not been lodged, Application No: 2001/5282 would have been refused on the grounds set out on Agenda page 338 with the deletion of

201. APPLICATION NO: 2002/7510, PROPOSED ERECTION OF THREE STOREY ACADEMIC BUILDING, AMENDMENT TO APPLICATION NO: 2001/5077, UNIVERSITY OF READING WHITEKNIGHTS CAMPUS READING, FOR: UNIVERSITY OF READING

The Committee considered a report about this application set out on Agenda pages 341 to 352.

In presenting the report, Officers clarified that the number of parking spaces associated with the development would be 20 and also a correction to the recommendation.

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

a) Financial contributions for Highways Improvements specified in the Legal Agreement relating to permission 2001/5077;

b) The transfer of the parcel of land specified in the Legal Agreement relating to permission 2001/5077;

2) That Subject to the registration and execution of the Agreement referred to in 1) above, Application No: 2002/7510 be approved subject to the conditions set out on Agenda pages 344 to 345.

Basia Polnik

From: Steven McMillan [smcmillan@parkman.co.uk]
Sent: 17 January 2003 16:08
To: Alec Philpott (E-mail)
Cc: Keith Rogers (E-mail); Basia Polnik (E-mail)
Subject: Lamron, Molly Millar's Lane

Alec
Lamron, Molly Millar's Lane

We've got a copy of Martin's statement and I suppose that you'll have a copy of ours. We haven't made any further representations to the Inspectorate but I thought it might be useful if I set out the line that we will be taking.

The amount of traffic attracted to a development is not determined by the fact of the development but by its attractiveness to traffic. The traffic impact of a 345 space car park in Molly Millar's Lane would therefore be determined by the number of cars which would be attracted to it.

You are aware that it is our view that there is little or no demand for such a facility. Any demand that there might be would, we feel, be from traffic which is already visiting the area and either squeezing into existing car parks or parking in nearby residential areas. There is little evidence that this is happening on any scale and, if it were, we would welcome a car park in the area. There would, of course, be no impact from that traffic (which would already be on the Barkham Road and Finchampstead Road and parking in the area).

The suggestion that the car park be marketed as an edge-of-centre long-stay car park is interesting and, if the demand was there, would be supported by the Council. If there was a demand then it would serve traffic already on the Finchampstead Road and Barkham Road. Intercepting this traffic at Molly Millar's Lane would relieve town centre congestion and the pressure on town centre car parks - and have no impact on Finchampstead Road and Barkham Road.

You have asked for comparisons with other developments in the area. CF Taylor you know - this is the £270,000 equivalent. Fluidrive was equivalent to £133,650 plus some land. Watson Petroleum in Fishponds Road is proceeding on the basis of a £174,960 equivalent. It is on the basis of the above that it is felt that the £50,000 currently proposed for the Lamron development is not acceptable.

It is reasonable to assume that future developers will ask for the same type of comparison exercise that you asked for. For us to accept £50,000 at the Lamron site would set a precedent and be unfair to the CF Taylor, Fluidrive and Watson Petroleum developers.

I look forward to hearing further from you on this matter.

Steve

STEVE MCMILLAN
Parkman Ltd - Wokingham
Tel: 0118 936 7325 Fax: 0118 936 7340

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Basia Polnik

From: Steven McMillan [smcmillan@parkman.co.uk]
Sent: 24 March 2003 16:41
To: Basia Polnik (E-mail)
Cc: Keith Rogers (E-mail)
Subject: Lamron Comments

Basia
Lamron

Tried to phone Alec Philpott (Mayer Brown) re any movement in the amount of contribution - the £50,000 offered is considered to be inadequate. He's not in, but I'll keep trying. Highway comments are therefore as before.

The applicant has failed to justify the proposed provision of the maximum recommended number of car parking spaces in an area which is accessible to pedestrians, cyclists and users of public transport and which, as a result, could be expected to have a lower provision.

The development's traffic impact (particularly on the existing congestion at the Finchampstead Road / Molly Millar's Lane junction) has not been adequately addressed.

A contribution towards local sustainable transport initiatives could overcome the above objections but no agreement yet exists on a figure.

Get back to me if you need any more info.

Steve

STEVE MCMILLAN
Parkman Ltd - Wokingham
Tel: 0118 936 7325 Fax: 0118 936 7340

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Development Control Ref No:	Received	Parish
O/2002/8136	12.11.01	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no letters raising new substantive planning objections have been received.

Background Papers

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

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

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

BACKGROUND

1 HISTORY

This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

More recently an outline planning application, O/2001/5282, was submitted and is now the subject of an appeal against non-determination. The Informal Hearing is scheduled for 3 June 2003. This application was considered by the Development Control Committee on 11 December 2002 when it was resolved that planning permission would have been refused on the grounds of infrastructure needs if the appeal had not been lodged. A copy of this report and is attached.

2 CONSULTATION

Access and Movement Office : Awaiting reply.
Arboricultural Officer : Group of lime trees included in Tree Preservation Order 336/1997 along the north west boundary should not be adversely affected. Significant trees within the site can also be retained. The planting shown is acceptable. Therefore no objection subject to conditions to include tree protection.
Drainage Engineer : Recommend conditions relating to surface water sewerage works, surface water balancing and foul sewerage works.
Thames Water : No buildings will be permitted within 3 metres of the sewers crossing the site without Thames Water's approval.
Environmental Health : Site is located within 30 metres of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, and restriction of hours of construction.
Ecologist : Any development must include an 8 metre buffer zone either side of the Emm Brook and any crossings will have to have clear spanning bridges and not culverts. A flood risk study is also required.
Wokingham Town Council : No reply received to date.
Letters of Representation : None received.

3 APPRAISAL

Main issues are:

A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WEM2, WEM9 and WEM12).

B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (as proposed to be modified) Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (as proposed to be modified) Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>

The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office providing there are no overriding issues such as impact on neighbours, highway and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 (as proposed to be modified) industrial, storage and distribution uses would be acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable. The wording of the policy WEM12 has been

revised stating that in this location the Council will first seek B2 or B8 uses and that clear justification would be required if other uses are proposed.

The report on "The office and industrial market for Wokingham" submitted in support of the application shows a relatively even match between industrial and office pipeline and new availability. However, should some of the consented schemes not be constructed then there would be a shortfall.

The current application is identical to the previous scheme, O/2001/5282, in terms of siting and building areas. However, the 3 buildings are subdivided into a total of 9 self-contained units as research has established an unsatisfied demand for this size and type of office space. Building A comprises 3 self-contained units, ranging from 428m^2 to 726m^2, Building B comprises 2 units, 787m^2 and 751m^2 and Building C comprises 4 units, ranging from 324m^2 to 787m^2.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout incorporates a planting strip to the front and indicates existing trees within the 8 metre buffer zone adjoining the watercourse being retained. The Arboricultural Officer is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a landscaping strip are also considered to be acceptable.

C. Access and movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as outlined in the Wokingham District Local Plan) is still to be funded as are the emerging accessibility improvements coming forward at and in the vicinity of the rail station. The application as originally submitted included 185 parking spaces which was considered to be excessive.

The revised proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/from work are likely to be made by private car and this would only serve to add to existing congestion in the area.

Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. Also the TA assumes provision of 185 on-site car parking spaces. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £25,000 contribution on the previous application on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served exiting trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £25,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area was requested on the previous application in lieu of on-site provision. As there has not been a change in circumstances the same should be applied to the current application.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook

An 8 metre buffer zone is shown either side of the watercourse which is considered adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

4 CONCLUSION

Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

5 RECOMMENDATION

Resolve that the Development Control Manager be authorised to refuse planning permission, under delegated powers, at the end of the public consultation period on 11.4.2003, providing no letters raising new substantive planning objections have been received.

Reasons.

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

Informatives.

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

Application No: O/2002/8136
Applicant: Lamron Developments Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for 3 buildings for B1(a) office use with associated car parking

Planning application was considered by the Development Control Committee on 12th November 2003, following a previous deferral from Development Control Committee on 9th April 2003, when the application was deferred for acceptable highway contributions to be negotiated.

The Committee resolved in November 2003 to grant planning permission subject to conditions and a s106 agreement to secure a contribution of £14,000 towards recreation. The resolution included that if the s106 agreement had not been signed within 6 months then the Development Control Manager would have delegated powers to refuse the application.

To date the s106 agreement has not been signed and therefore it is recommended that the application be refused under delegated powers on the grounds of lack of appropriate SAI contributions. On the previous application O/2001/5282 the appellant submitted a unilateral obligation agreeing to pay £14,000 towards the enhancement of POS in the area. Policy WR8 requires the provision of POS in connection with the proposed commercial development and as the development would generate employees and in the absence of on-site provision an off-site contribution to enhance existing facilities is required. The lack of provision would lead to unacceptable impact on existing recreational facilities.

Reason for Refusal:
In the absence of satisfactory provision of adequate services, amenities and infrastructure needs, in respect of leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan and policies WOS4 and WR8 of the Wokingham District Local Plan.

Informative:
N19 insert "location plan and plan nos.3467 P 60, 3467 P 61, 3467 P 62 and 3467 P 63, Upton McGougan Flood Risk Assessment, Mayer Brown Transport Assessment and GVA Grimley report on the office & industrial market for Wokingham received by the LPA on 9.1.2003.

Recommendation agreed..... T. G Watson .....
(Development Control Manager)
Date..... 24.11.04 .....

RECOMMENDATION

That planning permission be GRANTED subject to a S106 agreement to secure £14,000 towards enhancement of Elms Field play area and the same conditions as attached to appeal decision relating to O/2001/5282. Should the agreement not be completed within 6 months of the date of the Committee resolution, the Development Control Manager is authorised to refuse the proposals on the basis of lack of infrastructure contributions. These are as follows:

1. Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
   Reason: No such details have been submitted.

2. Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: No such details have been submitted.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

5. Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

6. No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing Nos. P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

8. No part of the offices hereby permitted shall be occupied until ~~space has been laid out within the site~~ covered bicycle parking for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.
Reason: In order to encourage the use of alternative forms of transport.

9. No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

10. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of highway safety and convenience.

11. 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: In the interests of visual amenity.

12. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.
Reason: In the interests of visual amenity.

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.
Reason: In the interests of visual amenity.

14. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

15. The plans and particular submitted in accordance with the condition 1 above shall include:
    i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
    ii) details of the species, diameter (measured in accordance with paragraph i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs iii) and iv) below apply;
    iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
    iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
    v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 22 below) from damage before or during the course of

development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph i) above.

Reason: To secure protection, throughout the time that the development is being carried out of trees growing within or adjacent to the site which are of amenity value to the area.

16. No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11. above.
Reason: In the interests of visual amenity.

17. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor area, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

18. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

19. Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.
Reason: In order to encourage the use of alternative forms of transport.

20. No building or raising of ground levels, or storage or deposition of spoil or

materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.
Reason: To prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity.

21. Surface water source control measures shall be carried out in accordance with details, which shall be 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.

22. A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.
Reason: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.
Reason: To maintain a continuous buffer strip and corridor for wildlife passage and habitat and to decrease the risk of pollution from run-off.

24. No mezzanine floors shall be inserted.
Reason: To prevent an overdevelopment of the site and to ensure adequate parking.

Informatives

1. This approval is in respect of Plan Nos. 3467/P/60, 61, 62 and 63, submitted to the
2. Local Planning on 9 January 2003.
2.3 You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan Policies OS1, BU1, BU2, EN1, LD3, T3, T6, LD6, LD8 and EN3.
South East Area Local Plan Policies STV1, SE1, SE3, SBE1, SBE2, SBE8, ST3, ST5, ST8, ST9, SR3, SPS1, SPS3, SPS4 and SPS5.
Wokingham District Local Plan (as proposed to be further modified) Policies WOS1, WOS3, WOS4, WEM2, WEM9, WEM12, WBE1, WBE10, WT1, WT2, WT3, WT6, WT7, WT10, WR8, WIC16, WIC17 and WIC18.

INFORMATIVE 2.
The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practices (for further information please contact the Environment Agency).

WORK SHEET FOR : Mrs B Polnik

Application Number : O/2002/8136

Applicant : Lamron Developments Ltd C/O Project Design Partnership.

Location : Land west of Molly Millars Close, Molly Millars Lane, Wokingham,

Proposal : Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Site Notice Displayed ? :	YES	NO	DATE
	✓		27.3.03

Date of Neighbour Notifications : .....

Date of Site Visit : 27.3.03

Date Registered : 09/01/2003

Earliest Date for Decision : 08/02/2003

Latest Consultation Date/Site Notice Expiry Date : 08/02/2003

This application will have expired on: 06/03/2003. 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 :

O/2002/8136 report to 9.4.2003

appln. deferred at agents request as highway contributions still under negotiation.

Ctee resolution - DC Manager be authorised to grant p.p under delegated powers should outcome of further negotiations result in an acceptable highway contribution.

Planning Issues :

(with costs awarded)

O/2002/5282 - similar appln. dismissed at appeal on the grounds that the proposed dev. (4,645m²) would not give rise to a material increase in traffic generation with no significant effect on the critical junction or surrounding road network and no Unilateral Planning Obligation submitted for £14,000 for enhancement of POS

additional contribution could be justified.

Application Number: O/2002/8136

Appraisal :

REFER TO CTTEE REPORT 12.11.03

(AND 9TH APRIL 2003)

Recomendation : Approval: ☐ **Refusal:** ☐

(tick appropriate box)

DRAFT DECISION NOTICE Subject to S106

Application Number O/2002/8136
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

SITE ADDRESS: Land west of Molly Millars Close Molly Millars Lane Wokingham .

APPLICATION NUMBER: O/2002/8136

OFFICER: Mrs B Polnik

DATE OF SITE VISIT: 27.3.03

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS Refer to 5282 for SV. Notes

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date 24 November 2003
My ref. BP/O/2002/8136
Your ref. 3467/DI/CMG/VA

Mr C M Gopal
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

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

Dear Mr Gopal

RE: LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

I write to inform you that the above-mentioned planning application was considered again by the Development Control Committee on 12 November following the appeal decision on the previous application, O/2001/5282, in August 2003. The Committee resolved to grant planning permission subject to a S106 agreement to secure £14,000 for enhancement of the public open space at Elms Field.

I have now instructed our Legal Section to draft the S106 agreement. However, should the agreement not be completed within 6 months of the date of the Committee resolution, then the Development Control Manager is authorised to refuse the proposal on the basis of lack of infrastructure contributions.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

cc: Colin Lawley (Legal Section)

Extract from Minutes
DC Ctte 12.11.2003

STANDS AND BIN STORE AT 8 LONDON ROAD, TWYFORD FOR MR J BRAR

The Committee considered a report on this application set out on Agenda pages 59-69.

Ms V Holburn, a local resident, spoke objecting to the application.

Mr C Dawson, agent for the applicant, spoke in support of the application.

RESOLVED That Application F/2003/8716 be approved subject to the Conditions set out on Agenda pages 60-62.

Mr S Conway requested to be recorded as voting against the Motion.

186 APPLICATION F/2003/9727 ERECTION OF DETACHED DWELLING AT 'FIRCOT', ELM LANE, LOWER EARLEY FOR KINGFISHER RESIDENTIAL LTD

The Committee considered a report on this Application set out on Agenda pages 70-85.

RESOLVED That Application F/2003/9727 be approved subject to the Conditions set out on Agenda pages 70-72.

187 APPLICATION O/2002/8136 DEVELOPMENT OF THREE BUILDINGS FOR B1(a) OFFICE USE WITH ASSOCIATED CAR PARKING AND EXTERNAL WORK ON LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM FOR LAMRON DEVELOPMENTS LTD

The Committee considered a report on this Application set out on Agenda pages 86-112.
Members supported the Development Control Manager's recommendation to grant outline planning permission subject to an additional condition requiring the provision of covered bicycle parking and an additional informative encouraging the applicant to implement sustainable drainage techniques.

RESOLVED That Application O/2002/8136 be approved subject to the completion of a Section 106 Legal Agreement set out on Agenda page 86, the Conditions and Informatives set out on Agenda pages 86-90, to an additional Condition requiring the provision of covered bicycle parking and to an additional informative encouraging the applicant to implement sustainable drainage techniques.

188 APPLICATION O/2003/0081 CONSTRUCTION OF A CLUBHOUSE, PRO SHOP AND GREENKEEPING FACILITY, CONSTRUCTION OF A DRIVING RANGE, FOOTBALL PITCH AND RUNNING TRACK; CONSTRUCTION OF A TENNIS CENTRE, OUTDOOR COURT AND CAR PARKING; CONSTRUCTION OF 3 DETACHED DWELLINGS AND 28 FLATS (INCLUDING 20 AFFORDABLE KEY WORKER UNITS) AT WOODCRAY MANOR GOLF CLUB, FINCHAMPSTEAD ROAD, WOKINGHAM FOR EUROGOLF COURSE CONSTRUCTION AND MANAGEMENT LTD

Mr M Bryant declared a personal interest in this application as the appointed Council representative on the Wokingham Sports Council. In accordance with the dispensation allowed under Paragraph 10(2) of the Code of Conduct, he remained in the meeting and took part in the discussions and voting.

Mr R Eke and Mr K Malvern advised that they had considered this application when it had come before the Planning Committee of the Wokingham Town Council. Their votes at parish level had represented a preliminary view and they intended to consider the matter afresh at

Report to 12th Nov. 2003 DC Ctee.

Development Control Ref No:	Received	Parish/Ward
O/2002/8136	9.1.2003	Wokingham/ Evendons

Applicant Lamron Developments Ltd.
Location Land West of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal Outline planning permission for 3 buildings for B1(a) office use with associated car parking and external work.

FOR CONSIDERATION BY Development Control Committee
REPORT PREPARED BY Corporate Head of Planning

SUMMARY
This proposal is an outline application with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use, 4,645m^2 in total, with associated parking and access.

This application is a duplicate of the application O/2002/8136 that was allowed on appeal. The committee report relating to that application and a copy of the relevant appeal decision are attached hereto. This duplicate application was held in abeyance pending the outcome of the appeal, the applicant has not withdrawn the application and therefore it falls to be determined by the Council.

The main issue in relation to the determined appeal was the effect of the proposed development on highway safety and the free flow of traffic and whether a planning obligation was required to counterbalance any objections. The Inspector considered that there was no evidence to support the Council's view that the Transport Assessment did not adequately model traffic levels and queuing at the Finchampstead Road/Molly Millar's Lane roundabout. The Inspector concluded that the proposed development would not give rise to a material increase in traffic generation and, as such, there would be no significant effect on the junction or the surrounding road network. Therefore there was no justification for the financial contributions that the Council sought in this case and costs were awarded to the developer.

RECOMMENDATION
That planning permission be GRANTED subject to a S106 agreement to secure £14,000 towards enhancement of Elms Field play area and the same conditions as attached to appeal decision relating to O/2001/5282. Should the agreement not be completed within 6 months of the date of the Committee resolution, the Development Control Manager is authorised to refuse the proposals on the basis of lack of infrastructure contributions. These are as follows:

1. Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
   Reason: No such details have been submitted.

2. Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: No such details have been submitted.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

5. Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

6. No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing Nos. P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

8. No part of the offices hereby permitted shall be occupied until space has been laid out within the site for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.
Reason: In order to encourage the use of alternative forms of transport.

9. No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

10. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of highway safety and convenience.

11. 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: In the interests of visual amenity.

12. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.
Reason: In the interests of visual amenity.

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.
Reason: In the interests of visual amenity.

14. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

15. The plans and particular submitted in accordance with the condition 1 above shall include:
    i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
    ii) details of the species, diameter (measured in accordance with paragraph i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs iii) and iv) below apply;
    iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
    iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
    v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 22 below) from damage before or during the course of

development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph i) above.

Reason: To secure protection, throughout the time that the development is being carried out of trees growing within or adjacent to the site which are of amenity value to the area.

16. No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11. above.
Reason: In the interests of visual amenity.

17. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor area, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

18. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

19. Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.
Reason: In order to encourage the use of alternative forms of transport.

20. No building or raising of ground levels, or storage or deposition of spoil or

materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.
Reason: To prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity.

21. Surface water source control measures shall be carried out in accordance with details, which shall be 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.

22. A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.
Reason: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.
Reason: To maintain a continuous buffer strip and corridor for wildlife passage and habitat and to decrease the risk of pollution from run-off.

24. No mezzanine floors shall be inserted.
Reason: To prevent an overdevelopment of the site and to ensure adequate parking.

Informatives

1. This approval is in respect of Plan Nos. 3467/P/60, 61, 62 and 63, submitted to the Local Planning on 9 January 2003.
2. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:
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Wokingham District Local Plan (as proposed to be further modified) Policies WOS1, WOS3, WOS4, WEM2, WEM9, WEM12, WBE1, WBE10, WT1, WT2, WT3, WT6, WT7, WT10, WR8, WIC16, WIC17 and WIC18.

Author Basia Polnik	**Email** development.control@wokingham.gov.uk
Dept Development Control	**Telephone No** 0118 974 6428/6429
Date 3.11.2003	

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

BACKGROUND

This application was first considered by Development Control Committee on 9 April 2003 when it was deferred at the request of the agent pending the outcome of negotiations with the Highway Authority regarding contributions. The Committee resolution was that the Development Control Manager is authorised to grant planning permission under delegated powers should the outcome of further negotiations result in an acceptable highway contribution. A copy of the report and minutes are attached.

Since then the appeal for a similar application, O/2001/5282, also for 4,645m^2 of B1 floor space, was heard and the application was allowed, with an award of costs, on the grounds that the proposed development would not give rise to a material increase in traffic generation, with no significant effect on the critical junction or surrounding road network and as such no highway contribution could be justified.

A copy of the appeal decision is attached.

CONSULTATION

Additional comments from the Access & Movement Officer since application was last considered by Committee.

Access & Movement Officer: Application site has permission for a car park for up to 280 spaces and this would have a higher peak hour traffic generation than the current proposal which supports 156 parking spaces and around 135 peak hour movements. It was this fact that enabled the Inspector at the last appeal to conclude " .... *the proposed development would not detract from the highway safety or the free flow of traffic on the surrounding road network and, as such, there is no reason for a financial contribution being sought ...* "

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location and a Travel Plan will be agreed which will contain meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport.

APPRAISAL

As the current application is identical to the previous scheme in terms of siting and building area (total floor space being 4,645m^2), although the 3 buildings are sub-divided into 9 self-contained units, the Inspector's comments are material in the determination of this application. He concluded that additional highway contributions could not be justified and the appeal was allowed.

CONCLUSION

As additional highway contributions cannot be justified, there is no longer a requirement in this instance and therefore the application can be approved subject to conditions and a S106 agreement to secure £14,000 for enhancement of public open space which the Inspector considered acceptable.

Costs Decision

Hearing held on 3 June 2003
Site visit made on 3 June 2003

by Peter Drew BSc (Hons) DipTP (Dist) MRTPI

an Inspector appointed by the First Secretary of State

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

Date
13 AUG 2003

Costs application in relation to Appeal Ref: APP/X0360/A/02/1103394
Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham

- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6 and the Local Government Act 1972, section 250(5).
- The application is made by Lamron Developments (Wokingham) Limited for a full award of costs against the Wokingham District Council.
- The hearing was in connection with an appeal against the failure of the Council to give notice within the prescribed period of a decision on an application for outline planning permission for the erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works.

Summary of Decision: The application is allowed in the terms set out below in the Formal Decision and Costs Order.

The Submissions for the Appellant

1. The Appellant seeks a full application for costs on the basis that the deemed refusal was based solely on the lack of highway infrastructure contributions by the Appellant. The sums sought have never been justified, despite the application having been submitted approximately 18 months ago and the fact that a second application is still current. In these circumstances the demands are excessive, in Circular 1/97 'Planning Obligations' terms, and this constitutes unreasonable behaviour by the Local Planning Authority.

2. There are 4 grounds for the application and these can be summarised by reference to the Appendix to Circular 8/93 'Awards of Costs incurred in Planning and Other (Including Compulsory Purchase Order) Proceedings'. In this case the Appellant submits firstly that there has been a failure to provide evidence, on planning grounds, to substantiate the deemed reason for refusal, contrary to the second example in the Appendix. The Appellant draws attention to advice in paragraph 18 of Annex 3 to Circular 8/93, which says that where an appeal has arisen because of what seems to the Secretary of State to be an unreasonable demand on the part of the Local Planning Authority, he will consider sympathetically an application made to him for an award of costs. In this case the Appellant submits that there has been a failure to substantiate the deemed reason for refusal in the appeal, by reference to the tests in Circular 1/97.

3. Secondly there has been a failure to take into account advice in Circular 1/97, contrary to the third example in the Appendix. The Appellant draws attention to advice in paragraph 11 of Annex 1 to Circular 8/93, which says that a Local Planning Authority may be held to have acted unreasonably if they fail to take into account relevant policy statements in a Government Circular.

4. Thirdly there has been a lack of discussion and negotiation within a reasonable timescale, which meant that the application was not reported to Committee in a reasonable time, contrary to the fourth example in the Appendix. The Appellant draws attention to advice in paragraph 26 of Annex 3 to the Circular, which says that in any appeal regarding non-determination, the Local Planning Authority will be expected to show that they had specific and adequate reasons for not reaching a decision within the time limit. In this case the letter dated 2 October 2002 from Mrs Polnik was the first point when a figure of £270,000 was mentioned and this was approximately 10 months after the application was registered. The Appellant states that the appeal was lodged at the last possible moment, approximately 12 months after submission of the application and some 3 months after the last addendum to the application, just as the Appellant's option was about to run out.

5. Finally the Local Planning Authority has pursued unreasonable demands by seeking a contribution towards the cycleway by way of an Obligation, contrary to the ninth example in the Appendix. This ground was again justified by reference to advice in paragraph 18 of Annex 3 to Circular 8/93, as referred to in paragraph 2 above.

The Response by the Council

6. The Council submits that the deemed refusal was based on the harm that the proposal would cause in the absence of requested improvements. The Highway Authority statement deals with the issue of traffic flows and contributions in paragraphs 4.4 and 4.5 and the demands are not considered excessive in terms of Circular 1/97 and, therefore, the Local Planning Authority would dispute the accusation of unreasonable behaviour.

7. The Local Planning Authority has substantiated its reason for refusal in its evidence and believes that the tests in paragraph 7 of Circular 1/97 have all been met and that the contributions requested would mitigate the impact of the development.

8. The reason why the application was not determined within the Statutory period was because discussions and negotiations continued with the Applicant. In order to demonstrate this the Council set out a brief chronology. The application was validated on 12 November 2001, but the Transport Assessment was not received until 24 December 2001. Following an objection from the Environment Agency, the Local Planning Authority suggested to the Agent that the Applicant should negotiate directly with the Environment Agency to overcome their concerns. On 5 February 2002 the Local Planning Authority requested further information regarding the relationship of the proposed development to the protected trees (subject of the TPO) and planting along the front of the site, but this information was not received until 14 August 2002.

9. The Highway Authority made comment on the Transport Assessment on 28 March 2002 by way of a fax; it requested further information concerning a Travel Plan, required parking to be reduced to PPG13 levels, sought cycle parking facilities and suggested that congestion was not adequately reflected in the model. No response was received and this was noted in the meeting of 4 November 2002, which was convened specifically because of the lack of response to the fax that had been sent in March 2002. At this meeting the Highway Authority made clear that the contribution being sought was a response to the Applicants lack of commitment to modes of transport other than the private car.

10. Following negotiations with the Environment Agency, the Flood Risk Assessment was received on 29 May 2002 and this gave rise to a revised layout, received on

14 August 2002. At this stage the Highway Authority still awaited the outstanding information, which was required in order to process the application and for this reason it was not possible to determine the application within the Statutory period. As such the Local Planning Authority considers that there has been good reason for the delay in dealing with the application and that, in these circumstances, there has been no unreasonable behaviour. Indeed some of the information, such as the Master Travel Plan was not submitted until the morning of the Hearing.

Conclusions

11. I have considered this application for costs in the light of Circular 8/93 and all the relevant circumstances. This advises that, irrespective of the outcome of the appeal, costs may only be awarded against a party who has behaved unreasonably and thereby caused another party to incur or waste expense unnecessarily.

12. I consider that the Council has not brought forward any evidence to substantiate the deemed reason for refusal of planning permission. Dealing initially with the Transport Assessment, I have seen no evidence to substantiate the Council's claim that it does not accurately reflect capacity problems on the network. The Council, as Highway Authority, put forward no evidence to substantiate its position that the model was inaccurate and I found the critique to comprise little more than unsubstantiated assertion.

13. Turning to the level of contribution being sought, I have concluded in paragraph 20 of my decision that there is no methodology for assessing the level of contribution in the Local Plan or SPG. The whole basis of this requirement seems to be that this is the approach that the Council has taken on nearby sites and that it would not be fair if the Appellant did not have to make a similar contribution. However this is not the test set out in Circular 1/97 and I believe that such an approach does in effect comprise a development tax. In my view the Council has not demonstrated how the contributions being sought meet any of the tests set out in paragraph 7 of Circular 1/97. On this basis alone I believe that the Council has acted unreasonably because it has not justified its demands by reference to advice in Circular 1/97.

14. Turning to the third ground of the application, it is clear that the contribution was not identified for over 10 months after the application was submitted, but this was partly the fault of the Applicant, who did not respond to issues raised by the Council. Nevertheless this does not justify the Council's position, since the deemed refusal did not relate to the level of car parking, which was shown on the revised plans submitted in August 2002. In my view it was for the Council to justify its demands for the level of contribution being sought by reference to Circular 1/97.

15. For the reasons given, I consider that unreasonable behaviour as defined in Circular 8/93, has been demonstrated and I, therefore, consider that a full award of costs is justified. The application is allowed in the terms set out below in the Formal Decision and Costs Order.

Formal Decision and Costs Order

16. In exercise of my powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990, and all other powers enabling me in that behalf, I HEREBY ORDER that Wokingham District Council shall pay to Lamron Developments (Wokingham) Limited, the costs of the appeal proceedings, such costs to be

assessed in the Supreme Court Costs Office if not agreed. The proceedings concerned an appeal under section 78 of the Town and Country Planning Act 1990 against the failure of the Council to give notice within the prescribed period of a decision on an application for outline planning permission for the erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works on land west of Molly Millar's Close, Molly Millar's Lane, Wokingham.

17. The applicant is now invited to submit to Wokingham District Council, to whom a copy of this decision has been sent details of those costs with a view to reaching agreement as to the amount. In the event that the parties cannot agree on the amount, a copy of the guidance note on how to apply for a detailed assessment by the Supreme Court Costs Office is enclosed.

INSPECTOR

Date: 04 November 2003

Your Ref:

My Ref: **Mrs B Polnik - O/2002/8136**

Lamron Developments Ltd
C/O Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

WOKINGHAM DISTRICT COUNCIL

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

Dear Sir/Madam

Application Number: O/2002/8136

Site Address: Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .

Proposal: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works..

Your application is to be determined at the Development Control Sub-Committee meeting on the 12/11/03 and will start at 7.00pm. The application has been recommended for approval and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

You may attend the Committee meeting and speak if you wish. A leaflet explaining the process is enclosed.

IF YOU WISH TO ARRANGE TO SPEAK contact Richard May in the Policy & Members' Services Section on (0118) 974 6052 no later than 5.00pm on the last working day (Tuesday) prior to the meeting.

IF YOU WISH TO DISCUSS THE APPLICATION contact the Development Control Section on (0118) 974 6446 or (0118) 974 6453 quoting the application number at the head of this letter and ask for the case officer dealing with the proposal.

Yours faithfully,

Anna Cronin

Head of Planning & Transportation

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Steve McMillan **MY REF:** SMcM/

YOUR REF:

TO: Basia Polnik / Jeni Jackson - Planning **DATE:** 29/10/03

LAMRON; Molly Millars Lane, Wokingham

Basia / Jeni,

I'm assuming that the area of the development and the number of parking spaces proposed are the same as the previous application.

Access and Movement
The application site has planning permission for a car park with up to 280 spaces and this would be have a higher peak-hour traffic generation than the current proposal which supports 156 parking spaces (and around 135 peak-hour movements). It was largely this fact that enabled the inspector at the recent appeal to conclude that;
" .... *the proposed development would not detract from the highway safety or the free flow of traffic on the surrounding road network and, as such, there is no reason for a financial contribution being sought ...* "

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m^2 floor area. This is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location and a Travel Plan will be agreed which will contain meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport.

Regards,

Steve McMillan
Parkman / Highway Development Control

Basia Polnik

From: Mcmillanallen@aol.com
Sent: Tuesday, November 04, 2003 8:04 AM
To: basia.polnik@wokingham.gov.uk; Jenifer.Jackson@wokingham.gov.uk
Subject: Lamron



Lamron Memo; SMcM - Basia (29-...

Jeni / Basia

Lamron

Enclosed is a short section on access and movement.

Steve

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date 8 October 2003
My ref. BP/O/2002/8136
Your ref. 3467/DI/CMG/VA

Mr C M Gopal
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

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

Dear Mr Gopal

RE: LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

I refer to my letter dated 17 September 2003 (copy attached). As no reply has been received I assume that your client no longer wishes to pursue the matter and therefore if I do not receive a response within 14 days of the date of this letter, the application will be treated as withdrawn.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Enclosure: Copy of my letter dated 17 September 2003.

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date 17 September 2003
My ref. BP/O/2002/8136
Your ref. 3467/DI/CMG/VA

Mr C M Gopal
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

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

Dear Mr Gopal

RE: LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

I refer to the above-mentioned planning application which was deferred from the Development Control Committee on 9th April 2003 pending the outcome of negotiations regarding highway contributions.

Following the previous application (O/2002/5282) being allowed at appeal on the grounds that the Inspector considered a highway contribution was unjustified, I would be grateful if you could confirm in writing whether your client still wishes to pursue this outstanding application (O/2002/8136) or wishes to withdraw it.

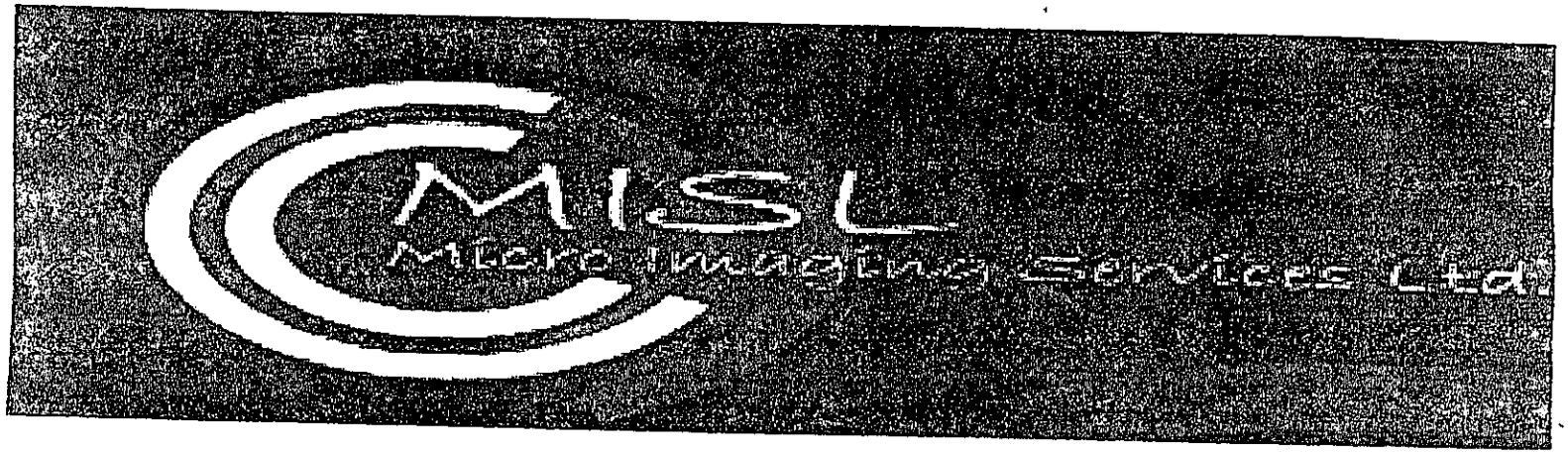
In the case of the former, I would be grateful if you could confirm you client's agreement to a contribution of £14,000 (index-linked) towards enhancement of public open space.

I await your reply.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

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



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

6-7867
PLANNING
PC
DC BLP
ADP
CS
04 APR 2003
COPIES TO

PROJECT DESIGN PARTNERSHIP
Architects and Quantity Surveyors
Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk www.pdp.co.uk

Our Ref: 3467/D1/CMG/VA

Your Ref:

Date: 4th April 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

By Fax 0118 974 6484

Dear Mrs Polnik

Application Ref: 0/2002/8136
Land West of Molly Millars Close, Molly Millars Lane, Wokingham

Proposals: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Discussions are continuing between Mayer Brown Limited, the applicants consulting engineers and the council's highway engineers to agree the financial contributions, and the travel plan. We therefore request that the committee decision in respect of the above application is deferred to allow further time to reach an agreement with your council. We will be most grateful for your co-operation in this matter.

Yours sincerely

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

Encs:

cc: M McPhail Esq Lamron Estates Ltd
I Sowerby Esq The Bell Cornwell Partnership

PROJECT DESIGN PARTNERSHIP
Partners: Chandra M. Gopal atp Arch RIBA Malcolm Bender Dip Arch RIBA Mac M. McGregor MBIAT Barry R K Brown MRICS Doug Dobell atp Arch Colin J Lott BA(Hons) Dip Arch RIBA
Associates: Anthony D Heath MBIAT Andrew Prosser BSc(Hons) MSc Dip Arch ARB

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 9TH APRIL 2003 FROM 7.00 PM TO 10.50 PM

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

Also Present: David Ashman, Mr. D Ball, Mrs. P Bray and Mrs. T Marinos

PART I

301. MINUTES

The Minutes of the meeting of the Committee held on 19th March 2003 were confirmed as a correct record and signed by the Chairman subject to the list of apologies given including Mrs. DC Beatty.

302. APOLOGIES

Apologies for absence were submitted from Mrs. JL Lissaman and Mr. ND Rose. An apology for late arrival was submitted from Mrs. DC Beatty.

303. APPLICATION NO: 2002/8206, OUTLINE APPLICATION FOR DEMOLITION OF 41 WATMORE LANE WINNERSH, PROVISION OF ACCESS AND ERECTION OF 24 DWELLINGS, LAND ADJACENT TO WINNERSH PRIMARY SCHOOL AND 41 WATMORE LANE WINNERSH, FOR: LINDEN HOMES

The Committee considered a report about this application set out on Agenda pages 9 to 72.

Members noted that the applicant had withdrawn the duplicate application to the current scheme and also that five additional letters of objection had been received since the publication of the Agenda. Officers provided details of infrastructure contributions sought from the applicant. These included £75,585 towards the primary school sector, £44,795 towards the secondary school sector, £100,000 towards off-site recreational provision. The Housing Officer had requested 6 2-bedroom units to be provided.

Members were also informed of further details submitted by the applicant after the publication of the agenda regarding proposals for the construction of the access to the site and measures proposed to protect and preserve a veteran tree affected by the access. The Arboricultural Officer commented that he and the Access & Movement officer had assessed the proposed access arrangements and considered them to be acceptable in arboricultural and engineering terms. However, Members were advised that an additional condition requiring the submission of further information in relation to the routing of utilities would also be necessary in the event of permission being granted.

Mr. David Jupp representing Winnersh Parish Council attended the meeting and spoke in opposition to the proposal.

Mr. Grimson representing a group of local residents attended the meeting and spoke in opposition to the proposal.

Mr. D Ball and Mrs. P Bray both local Members attended the meeting and spoke in opposition to the development.

At this point the Chairman asked the Arboricultural Officer to respond to a number of issues raised by the previous speakers. He provided a technical breakdown of the proposed measures to mitigate damage to the affected tree's roots. Although some non-woody roots

would be damaged it was not considered that the loss of these non-essential roots would adversely impact the overall condition of the tree. It was considered that enough moisture would be able to reach roots affected by the access road. However, whilst similar mitigation schemes had been undertaken elsewhere with different species of tree it was not possible to provide an example of such works being undertaken to a mature oak.

In discussing the proposal Members noted the comments of the Arboricultural officer, but commented that they still remained concerned regarding the impact of the access road and installation of utility services on an important veteran tree. They felt that it had not, in their opinion, been adequately demonstrated that the tree would be protected from damage. Concern was also expressed that it was not possible to compare the mitigation scheme to previous examples used to protect oak trees. Members also wished for it to be placed on record that in their opinion a contributing factor to the non-determination of the application within the eight-week period was the late submission of the arboricultural method statement.

Other Members expressed concern over the loss of playing fields and public open space resulting from the proposed development and that any contribution towards off site recreational provision should be within the Parish of Winnersh.

Officers clarified that the principle of development and status of open space within the application site had been established by the Planning Inspectorate's decision to grant permission to Application No: 2001/3458.

After further discussion it was,

RESOLVED: That had an appeal against non-determination not been submitted by the applicant, Application No: 2002/8206 would have been refused on the grounds set out on Agenda page 18 with the following additional reason;

Reason 3

It has not been demonstrated sufficiently that construction of the access road would not have an adverse effect on the veteran oak tree outside 39 Watmore Lane that is subject to a Tree Preservation Order. The loss of this tree would be detrimental to the amenity of the area and as such would be contrary to polices EN1 of the Structure Plan, LBE1 & LBE2 of the Loddon Area Local Plan and WOS3, WBE1 or WBE11 of the Wokingham District Local Plan, (as proposed to be modified).

304. APPLICATION NO: 2002/8475, OUTLINE APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT OF SITE WITH 16 DWELLINGS FOLLOWING DEMOLITION OF EXISTING BUILDING, CE SITE TAG LANE, HARE HATCH WARGRAVE, FOR: G SMITHS & W PHELPS PAMTECHNICAL SERVICES

The Committee considered a report about this application set out on Agenda pages 73 to 82.

Officers informed Members that one additional letter of objection had been received since the publication of the Agenda. Members also noted that an additional reason for refusal was proposed relating to the lack of provision for affordable housing.

Mr. J Day representing the applicant attended the meeting and spoke in favour of the proposal.

The Chairman, outlined the local Member, Frank Browne's opposition to the scheme and agreement with the views of the Parish Council.

In discussing the proposal Members strongly felt that the proposal was in the

Green Belt and that there were no special circumstances in this case to override the Council's policies regarding the protection of the Green Belt. Concern was also expressed regarding the level of bus service provision in the context of the sites sustainability.

RESOLVED: That Application No: 2002/8475 be refused on the grounds set out on Agenda pages 77 to 78 with the following additional reason;

Reason 6

The proposal does not make adequate provision for affordable housing in accordance with Policy H8 of the Berkshire Structure Plan, Policy LH8 of the Loddon Area Local Plan and Policy WH7 of the Wokingham District Local Plan (as proposed to be modified).

305. APPLICATION NO: 2003/8401, RESERVED MATTERS PURSUANT TO OUTLINE APPLICATION NO: O/2001/4747 FOR THE ERECTION OF 24 DWELLINGS, LAND REAR OF 207-219 READING ROAD WOKINGHAM, FOR: CHARLES CHURCH DEVELOPMENTS

The Committee considered a report about this application set out on Agenda pages 83 to 116.

Officers updated Members of a number of alterations to the report. The Environment Agency had indicated that they had no comments to make on the proposal. Officers also clarified that as the consultation period for amended proposal plans did not expire until the 11th April, Members were asked to note that the recommendation set out on agenda page 89 had been amended to authorise the Development Control Manager to approve the application.

Mr. Murray-Crystal representing the applicant attended the meeting and spoke in support of the proposal.

During the discussion of the proposal Members expressed some concern regarding the level of affordable housing provision sought as part of the proposal. It was noted and welcomed that ridge heights had been reduced from the three storey element detailed in the previous application, but Members still felt that there was risk that a three storey element might be introduced at a later stage and expressed concern regarding the quality of the dwellings' design.

Regarding the location of the access to the site, concern was expressed regarding the use of a 'ghost island' for traffic turning right into the site and whether the amendments still subject to consultation concerned alterations to the site access. Officers clarified that the details of the access arrangements to be site had formed part of the earlier outline application.

Officers confirmed that it was not considered appropriate to seek to renegotiate affordable housing contributions as these had been approved at the outline stage prior to changes to the Local Plan, (as proposed to be modified). They also clarified that Condition 4 would be sufficient to over come potential overlooking problems although it was accepted that Condition 5 could be reworded to limit windows at 1st floor level or above.

RESOLVED: That the Development Control Manager be authorised to approve Application No: 2002/8401 under delegated powers after the end of the publication consultation period on the 11th April 2003, providing that no new or substantive representations have been received and subject to the conditions set out on Agenda pages 89 to 91 of the agenda with the following amendment to Condition 5;

Amended Condition 5

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) no additional windows or similar openings shall be constructed at first floor level *or above* in any of the buildings hereby permitted except for any which may be shown on the approved drawings.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

306. APPLICATION NO: 2002/7111, PROPOSED CREATION OF ANGLING POND, LAND NORTH OF READING ROAD ARBORFIELD, FOR: MRS. J BRADBURY & MR. K BRADBURY

The Committee considered a report about this application set out on Agenda pages 117 to 138.

In presenting the report, Members were informed that the Council's Environmental Health Officer had raised no objection to the proposal subject to the closure of the pond at 8 pm. It was therefore proposed to amend Condition 2 accordingly.

At this point the Chairman outlined the comments and concerns of the local Member, Mr. G Cowan regarding the proposal who was unable to attend the meeting due to illness.

Members commented that they shared the concerns of the local Member regarding the future status of the land should permission be granted. The Development Control Manager confirmed that should the proposed use not be successful, the land would revert to agricultural status.

When discussion continued Members expressed some surprise regarding the design of the pool, but noted the applicant had indicated that the layout was most suitable for angling matches. Members also commented that additional traffic would be generated by the proposal particularly before the opening of the pond at 8.00 am.

Officers informed Members that the proposed earth bunds were considered sufficient to screen the pond from the Reading Road, but that additional details were to be secured by condition. The Assistant Engineer commented that no injury accidents had been reported in a 200 m span either side of the access to the pond.

RESOLVED: That Application No: 2002/7111 be approved subject to the Conditions set out on agenda pages 123 to 127 and subject to the amendment of Condition 2 as follows

Amended Condition 2

The use hereby permitted shall not operate other than between the hours of 08.00 to *20.00* Mondays to Saturday s (inclusive) and between 10.00 and 20.00 on Sundays and Bank Holidays.

Reason: To safeguard the residential amenity of the occupiers of neighbouring properties.

307. APPLICATION NO: 2002/7688, APPLICATION FOR RESERVED MATTERS ON CONSENT 99/70802/O – PHASE II FOR ERECTION OF 85 DWELLINGS, LAND AT JUNCTION OF CHURCH LANE/HOLLOW LANE SHINFIELD READING, FOR: CREST HOMES RESIDENTIAL (SOUTH) LIMITED

The Committee considered a report about this application set out on Agenda pages 139 to 159.

In presenting the report to the Committee, Officers drew Members attention to the comments of the Access & Movement

Officer on the amended plans submitted by the applicant. The comments had been received since the publication of the Agenda and concerned the proposed emergency access to the site, cycle ways , pedestrian visibility areas and the location of gates on a number of plots.

Members also noted that a contribution towards open space had yet to be agreed and that if Members were minded to authorise the Development Control Manager to approve the application, this matter would also need to be resolved.

Three additional letters of objection to the proposal had been received in relation to the protection of trees planted in Hollow Lane in memorial to local residents killed in the World Wars. Officers clarified that the Council Arboricultural Officer had not yet had the opportunity to determine if trees to either side of the proposed emergency would be affected. The public consultation period for the amended plans was due to expire on the 10th April and Members were remind that the application was a reserved matters application in respect of external appearance, access, siting and design.

Mr. D Bulcock representing Shinfield Parish Council attended the meeting and expressed that authority's concerns regarding the proposal.

Mr. C Rout, a local Member attended the meeting and spoke of residents concerns regarding the specially planted Silver Jubilee Trees.

In debating the proposal, a number of Members supported the concerns expressed by local residents and the Parish Council regarding the impact of the proposed emergency road on trees in Hollow Lane. Some concern was also expressed regarding the location of the proposed play area in the centre of the development. It was felt that this location would encourage anti-social behaviour to the detriment of residents living around the play area. Concern was also expressed that no contribution had been sought for youth & community infrastructure.

Other Members felt that as it stood a number of issues required clarification and further negotiation with the applicant. In these circumstances they felt that the application should be deferred to allow more time for the outstanding issues to be resolved or clarified.

It was also felt that the proposed height of the dwellings made them visually intrusive and concern was also expressed regarding the non-inclusion of detailed landscaping plans as part of the current reserved matters application.

In response to a question the Solicitor confirmed that it had been considered procedurally valid for the applicant to submit the current reserved matters application rather than a full planning application. The Planning Officer also indicated that the location of the play area was considered to be the most appropriate in safety and surveillance terms.

After further discussion it was

RESOLVED: That Application No: 2002/7688 be deferred to enable further negotiation and clarification with the applicant on the following points;

a) The details of access arrangements for emergency vehicles from Hollow Lane into the site and impact on tress planted to commemorate the Queen's Silver Jubilee

b) To seek potential for changes to the three storey elements of the proposal

c) Further negotiation and information regarding possible changes to the location of the proposed play area and its safety.

308. APPLICATION NO: 2002/7358, PROPOSED ERECTION OF FOUR DETACHED DWELLINGS, GARAGES, ACCESS AND LANDSCAPING, LAND REAR OF 194-198 OLD WOOSEHILL LANE WOKINGHAM, FOR: SAHANA ENTERPRISES.

The Committee considered a report about this application set out on Agenda pages 160 to 183.

Members were informed of a correction to the proposed Condition 15 and were also provided with a site plan relating to Application No: 2002/7358. This application had been allowed on appeal for the erection of two houses.

Mr. Downey representing a group of local residents attended the meeting and spoke in opposition to the proposal.

Mrs. T Marinos, a local Member attended the meeting and spoke in opposition to the proposal.

During their discussion of the proposal Members expressed serious concern regarding the impact of the proposal, particularly plots 3 & 4 on the amenity of the residents of 7 Bedford Gardens. They also felt that the proposal was not neighbourly. Other Members expressed concern regarding the access to the site onto Old Woosehill Lane and commented that accesses created by other recent developments in close proximity to the plans did not appear to be shown on the enclosed drawings.

After further discussion it was

RESOLVED: That Application No: 2002/7358 be refused on the grounds of the proposals' inappropriate relationship and impact on 7 Bedford Gardens.

309. APPLICATION NO: 2002/7616, PROPOSED CHANGE OF USE OF RESIDENTIAL CURTILAGE TO BEER GARDEN AND PARKING AREA AND REALIGNMENT OF PUBLIC FOOTPATH, THE THREE FROGS LONDON ROAD WOKINGHAM, FOR: GREENE KING PLC

The Committee considered a report about this application set out on Agenda pages 184 to 193.

Members were informed of a correction to the first sentence of Section A of the report, that the proposal would involve the removal of an existing fence.

Mrs. O'Hare a local resident of Harmar Close attended the meeting and spoke in opposition to the proposal.

Concern was expressed by the local Member, Mrs. M Robertson of the proximity of the proposed car parking to the houses in Harmar Close and also that the landscaping proposed in connection to changes to the footpath line would create a hazard to safety.

In discussing the application, Members noted the concerns expressed by local residents regarding the impact of the proposal on the amenity of residents in Harmar Close and in particular 16 Harmar Close. They felt that the issue needed to be investigated further and in the circumstances it was suggested that a site visit should be arranged to assess the concerns expressed by local residents and the local Member.

RESOLVED: That Application No: 2002/7616 be deferred for a site visit to be undertaken.

310. APPLICATION NO: 2003/8482, PROPOSED ERECTION OF 4 DWELLINGS. (AMENDMENT TO CONSENT F/2002/6409 AND DRAFT CONSENT F/2003/7775 WITH INTERNAL ALTERATIONS TO FORM 4/5 BEDROOMS), 48 & 50 BUTTS HILL ROAD WOODLEY, FOR: MILLGATE HOMES

The Committee considered a report about this application set out on Agenda pages 194 to 207.

In presenting the report, Officers informed Members that if they were minded to approve the proposal, two additional conditions were necessary relating to landscaping issues.

David Ashman a local Member attended the meeting and spoke in opposition to the proposal.

In discussing the report, a number of Members expressed concern that a three storey element might be introduced at later stage.

RESOLVED: 1) That an Agreement be entered into under Section 106 of the Town & Country Planning Act 1990 and other statutory powers to secure a financial contribution of £12,000 towards highways improvements, traffic management and local sustainable transport initiatives;

2) That subject to the execution and registration of the Agreement referred to in 1) above, Application No: 2003/8482 be approved subject to the conditions set out on Agenda pages 197 to 198

311. APPLICATION NO: 2002/8136, LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM, LAND WEST OF MOLLY MILLARS LANE, WOKINGHAM, FOR: LAMRON DEVELOPMENTS (WOKINGHAM) LTD

The Committee considered a report about this application set out on Agenda pages 208 to 225.

In presenting the report, Officer informed Members that the applicant had made a request for the application to be deferred to resolve the only outstanding issue of the highways infrastructure contributions. In the light of this request Members were asked to delegate authority to approve the application to the Development Control Manager under delegated power if the further negotiations resulted in an acceptable highway contribution.

RESOLVED: That the Development Control Manager be authorised to approve Application No: 2002/8136 under delegated powers should an acceptable highways contribution be negotiated and subject to the completion of a legal agreement and appropriate conditions.

312. APPLICATION NO: 2003/8368, PROPOSED ERECTION OF REPLACEMENT DWELLING AND DETACHED DOUBLE GARAGE, CHERRY HILL, CHURCH LANE, FINCHAMPSTEAD, FOR: MR. & MRS. BRYANT

The Committee considered a report about this application set out on Agenda pages 226 to 241.

Mr. A Mcallan representing the applicant attended the meeting and spoke in favour of the proposal.

At this point the Chairman conveyed the comments of a local Member, Mr. GA Cockroft in support of the proposal and against the recommendation for refusal.

The comments of another local Member, Mrs. MA Long raising no objection to the proposal were also reported.

In discussing the proposal a number of Members commented that taking into account the sensitivity of the location, it was appropriate to employ extra caution in considering development proposals. Whilst noting that local Members had made no objection, they supported the officer appraisal of the proposal, with particular reference to bulk, scale and massing. They also expressed concern that the proposal if approved would undermine the Council's policies relating to development in the countryside.

Other Members commented that in their opinion the proposal would not result in an inappropriate form of development and was an improvement over the existing property at that location which would fit into the character of the area.

In response to a question the Development Control Manager commented that the Council's countryside supplementary planning guidance was new and that therefore the impact of the guidance on the Planning Inspectorate's consideration of appeals had yet to be demonstrated. However, the guidance was concerned not only with the question of complying with a mathematical limit on size, but also involved the factors of scale, bulk and massing

It was suggested that a site visit be undertaken, but this view was not supported and after further debate it was

RESOLVED: That Application No: 2003/8368 be refused on the grounds set out on Agenda page 229.

(Note: Mr. SR Conway and Mr. JE Earnshaw wished to be recorded as voting in favour of the decision to refuse the proposal.).

313. APPLICATION NO: 2002/8102, PROPOSED SINGLE STOREY SIDE EXTENSION, 98 VAUXHALL DRIVE, WOODLEY, FOR: MR. & MRS. HOLT

The Committee considered a report about this application set out on Agenda pages 242 to 253.

Members noted that the current proposal was an amendment of a previous submission and which had been amended in the light of objections. Officers clarified that Woodley Town Council had been contacted to ascertain that authority's views on the revised proposals and this was conveyed to the Committee.

RESOLVED: That Application No: 2002/8102 be approved subject to the conditions set out on Agenda pages 244 to 245.

314. APPLICATION NO: 2002/7916, PROPOSED ERECTION OF REPLACEMENT DWELLING AND DEMOLITION OF EXISTING DWELLING, WALDEN ACRES, WOKINGHAM ROAD HURST, FOR: MRS. A DRAKE & MR. & MRS. T DRAKE

At the point Mrs. AMNC Drake declared a prejudicial interest under the Local Code of Conduct for Members as an applicant in the above proposal. She left the room during the consideration of the proposal and took no part in its discussion and voting thereon.

Mr. AJ Ross declared a personal interest under the Local Code of Conduct for Members as a personal friend of the applicant. He left the room during the consideration of the proposal and took no part in its discussion and voting thereon.

As both the Chairman and Vice-Chairman were not present nominations were sought for a Chairman for this item only

and Mr. K.A Malvern subsequently took the Chair.

The Committee considered a report about this application set out on Agenda pages 254 to 266.

In presenting the report, Officers informed Members that the results of surveys undertaken of the pond to the rear of the application site had indicated the presence of Great Crested Newts. As a result two additional conditions relating to mitigation measures to protect the newts were suggested if Members were minded to approve the application.

In discussing the proposal Members commented that they considered the proposal to be a significant improvement over a previous proposal and that concerns regarding, scale, bulk and massing had been adequately addressed.

RESOLVED: That Application No: 2002/7916 be approved subject to the conditions set out on Agenda pages 257 to 259 with the following additional conditions:

Condition 11

No development shall take place until further details of a Crest Crested Newt mitigation scheme has been submitted to and approved in writing by English Nature and Wokingham District Council. The survey, mitigation and contingency measures shall be implemented in accordance with the approved plans unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure protection of any Great Crested Newts that may be on the site.

Condition 12

No development shall take place until a DEFRA license has been obtained by the applicant.

Reason: To ensure protection of any Great Crested Newts that may be on the site.

315. APPLICATION NO: 2003/8594, SINGLE STOREY REAR EXTENSION TO FORM A CONSERVATORY, 2 VERMONT WOODS, FINCHAMPSTEAD, WOKINGHAM, FOR: MR. & MRS. COLEMAN-SMITH

The Committee considered a report about this application set out on Agenda pages 267 to 272.

RESOLVED: That Application No: 2003/8594 be approved subject to the conditions set out on Agenda page 269.

316. APPLICATION NO: 2003/8659, PROPOSED SINGLE STOREY REAR EXTENSION TO DWELLING TO FORM REPLACEMENT CONSERVATORY, 40 SELSDON AVENUE WOODLEY, FOR: MRS. A DAVIES

The Committee considered a report about this application set out on Agenda pages 273 to 280.

RESOLVED: That Application No: 2003/8659 be approved subject to the conditions set out on Agenda pages 275.

317. APPLICATION NO: 2003/8485, PROPOSED ALTERATION OF ROOF OVER IN-FILLED COURTYARD (AMENDMENT TO APPLICATION F/2002/7724), HILLSIDE PRIMARY SCHOOL, RUSHEY WAY, LOWER EARLEY, FOR: WOKINGHAM DISTRICT COUNCIL PROPERTY SERVICES

The Committee considered a report about this application set out on Agenda pages 281 to 287.

RESOLVED: That Application No: 2003/8485 be approved subject to the conditions set out on Agenda pages 282 to 283.

318. CONTINUATION OF THE MEETING

RESOLVED: That the meeting continue beyond 10.00 pm.

319. DRAFT SUPPLEMENTARY PLANNING GUIDANCE ON TELECOMMUNICATIONS DEVELOPMENT AND DRAFT SUPPLEMENTARY PLANNING GUIDANCE ON DESIGN OF NEW RESIDENTIAL SCHEMES IN WOKINGHAM DISTRICT

At this point the Chairman suggested that the Members should defer consideration of the draft supplementary planning guidance to the next meeting of the Committee on the 23rd April.

RESOLVED: That consideration of the draft supplementary planning guidance be deferred to the next meeting

Part of the first sentence of section A – 'Effect on the character and Appearance of the Area' is missing. This should read :
The application would involve the removal of an existing fence that currently denotes the boundary between the rear of the pub car park and the access driveway into no.230 and no.232 Harmar Close.

Site Address: 48 and 50 Butts Hill Road, Woodley
Application No: F/2003/8482, Pages 194-207

Additional conditions to be added to recommendation, to ensure suitable landscaping:

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development; the approved landscaping scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of any of the building(s) hereby approved and retained.
Reason: In the interests of visual amenity.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of visual amenity.

Site Address: Land west of Molly Millars Close/Molly Millars Lane, Wokingham
Application No: O/2002/8136, Pages 208 – 225

The agent has requested for the application to be deferred with the view to resolve the outstanding highway contribution. As this is the only outstanding issue it is recommended that the Development Control Manager is authorised to grant planning permission under delegated powers should the outcome of further negotiations result in an acceptable highway contribution.

in consultation with local member

Site Address: Walden Acres, Wokingham Road, Hurst
Application No: O/2002/7916, Pages 254 – 266

Effect on local ecology
During the month of March four studies of the pond to the rear of the application site were carried out to assess whether or not Great Crested Newts were present. The studies showed that Great Crested Newts indeed existed in the pond. Consequently a mitigation

scheme must be formulated to ensure their protection during development work on the site. Therefore, the following conditions should be added to secure a suitable scheme:

11. No development shall take place until full details of a Great Crested Newt mitigation scheme has been submitted to and approved in writing by English Nature and Wokingham District Council. The survey, mitigation and contingency measures shall be implemented in accordance with the approved plans unless otherwise approved in writing by the Local Planning Authority.
Reason: To ensure protection of any Great Crested Newts that may be in the building.

12. No development shall take place until a DEFRA licence has been obtained by the applicant.
Reason: To ensure protection of any Great Crested Newts that may be in the building.

Site Address: 40 Selsdon Avenue, Woodley
Application No: F/2003/8659, Pages 273 – 280

Consultation has been received from Woodley Town Council with no comment on the proposal. One neighbour consultation response has been received supporting the application.

Development Control Ref No:	Received	Parish
O/2002/8136	9.1.2003	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be between 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no new or substantive representations have been received.

Background Papers

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

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

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

BACKGROUND

1 HISTORY

This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

More recently an outline planning application, O/2001/5282, was submitted and is now the subject of an appeal against non-determination. The Informal Hearing is scheduled for 3 June 2003. This application was considered by the Development Control Committee on 11 December 2002 when it was resolved that planning permission would have been refused on the grounds of lack of provision of infrastructure needs if the appeal had not been lodged. A copy of this report and minutes are attached. The current planning application has been submitted to try and overcome the previous reasons for refusal .

2 CONSULTATION

Access and Movement Officer : The applicant has failed to justify the proposed provision of the maximum recommended number of car parking spaces in an area which is accessible to pedestrians, cyclists and users of public transport and which, as a result, could be expected to have a lower provision. The development's traffic impact (particularly on the existing congestion at the Finchampstead Road / Molly Millar's Lane junction) has not been adequately addressed. A contribution towards local sustainable transport initiatives could overcome the above objections. However the £50,000 offered to date is considered to be inadequate.

Arboricultural Officer : Group of lime trees included in Tree Preservation Order 336/1997 along the north west boundary should not be adversely affected. Significant trees within the site can also be retained. The planting shown is acceptable. Therefore no objection subject to conditions to include tree protection.

Drainage Engineer : Recommend conditions relating to surface water sewerage works, surface water balancing and foul sewerage works.

Thames Water : No buildings will be permitted within 3 metres of the sewers crossing the site without Thames Water's approval.

Environmental Health : Site is located within 30 metres of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, and restriction of hours of construction.

Ecologist : Any development must include an 8 metre buffer zone either side of the Emm Brook and any crossings will have to have clear spanning bridges and not culverts. A flood risk study is also required.

Wokingham Town Council : No reply received to date.
Letters of Representation : None received.

3 APPRAISAL
Main issues are:

A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WEM2, WEM9 and WEM12).

B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (as proposed to be modified) Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (as proposed to be modified) Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>
The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within the Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office use providing there are no overriding issues such as impact on neighbours, highways and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 (as proposed to be modified) industrial, storage and distribution uses are acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable. The wording of policy WEM12 has been revised stating that in this location the Council will first seek B2 or B8 uses and that clear justification would be required if other uses are proposed.

The report on "The office and industrial market for Wokingham" submitted in support of the application shows a relatively even match between industrial and office demand and new availability. However, should some of the consented schemes not be constructed then there would be a shortfall.

The current application is identical to the previous scheme, O/2001/5282, in terms of siting and building areas. However, the 3 buildings are subdivided into a total of 9 self-contained units as research has established an unsatisfied demand for this size and type of office space. Building A comprises 3 self-contained units, ranging from 428m^2 to 726m^2, Building B comprises 2 units, 787m^2 and 751m^2 and Building C comprises 4 units, ranging from 324m^2 to 787m^2.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout incorporates a planting strip to the front and indicates existing trees within the 8 metre buffer zone adjoining the watercourse being retained. The Arboricultural Officer is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a landscaping strip are also considered to be acceptable.

C. Access and Movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as outlined in the Wokingham District Local Plan) is still to be funded as are the

emerging accessibility improvements coming forward at and in the vicinity of the rail station.

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/from work are likely to be made by private car and this would only serve to add to existing congestion in the area.

The Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £50,000 contribution (£25,000 was offered on the previous application) on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served existing trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £50,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area was requested on the previous application in lieu of on-site provision. As there has not been a change in circumstances the same should be applied to the current application.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook

An 8 metre buffer zone is shown either side of the watercourse which is considered adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

4 CONCLUSION

Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

5 RECOMMENDATION

Resolve that the Development Control Manager be authorised to refuse planning permission, under delegated powers, at the end of the public consultation period on 11.4.2003, providing no new or substantive representations have been received.

Reasons.

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

Informatives.

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

RESOLVED: That Application No: 2002/7284 be refused on the grounds set out on Agenda pages 328 to 329 subject to the deletion of reason for refusal two.

200. APPLICATION NO: 2001/5282, OUTLINE APPLICATION FOR THE ERECTION OF THREE BUILDINGS FOR B1(A) OFFICE USE WITH ASSOCIATED CAR PARKING AND EXTERNAL WORKS, LAND WEST OF MOLLY MILLIARS CLOSE, MOLLY MILLARS LANE WOKINGHAM, FOR: LAMRON DEVELOPMENTS (WOKINGHAM) LTD

The Committee considered a report about this application set out on Agenda pages 333 to 340.

In the presentation to Members, Officers informed the Committee that the applicant had lodged an appeal against non-determination and that therefore a decision was being sought on what the Committee's decision would have been had the appeal not been made. Officers also updated Members on a number of minor alterations to the assessment of the site as a result of the decisions of the Executive concerning the Local Plan modifications made on the 4th December 2002. The local plan policies affected were W0S2 and WEM12.

In connection to infrastructure contributions Members noted that the applicant had offered to make a £14,000 contribution towards recreational facilities as previously requested and that in the light of this offer that part of the reason for refusal would be withdrawn subject to it forming part of a legal agreement or unilateral undertaking. Members attention was also drawn to a letter received from the applicant's agent that day raising a number of points in connection to the highways aspects of the report. These were summarized verbally for Members and full copies circulated to them.

Officers also informed Members that a new application had been submitted for a similar proposal although the application was currently invalid.

RESOLVED: That had an appeal against non-determination not been lodged, Application No: 2001/5282 would have been refused on the grounds set out on Agenda page 338 with the deletion of

201. APPLICATION NO: 2002/7510, PROPOSED ERECTION OF THREE STOREY ACADEMIC BUILDING, AMENDMENT TO APPLICATION NO: 2001/5077, UNIVERSITY OF READING WHITEKNIGHTS CAMPUS READING, FOR: UNIVERSITY OF READING

The Committee considered a report about this application set out on Agenda pages 341 to 352.

In presenting the report, Officers clarified that the number of parking spaces associated with the development would be 20 and also a correction to the recommendation.

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

a) Financial contributions for Highways Improvements specified in the Legal Agreement relating to permission 2001/5077;

b) The transfer of the parcel of land specified in the Legal Agreement relating to permission 2001/5077;

2) That Subject to the registration and execution of the Agreement referred to in 1) above, Application No: 2002/7510 be approved subject to the conditions set out on Agenda pages 344 to 345.

Development Control Ref No:	Received	Parish
O/2001/5282	12.11.01	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : DEVELOPMENT CONTROL COMMITTEE

REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

1. **Proposal** – The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be 201-258 employees.

   A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

   However the application cannot be formally determined as an appeal against non-determination was lodged on 18th November 2002.

RECOMMENDATION: TO ESTABLISH WHAT DECISION MEMBERS WOULD HAVE MADE HAD THE APPEAL FOR NON-DETERMINATION OF THE APPLICATION NOT BEEN LODGED

Background Papers

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

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

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

BACKGROUND

2. **Planning History** – This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

   In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

3. **Consultations** -
   - ***Access and Movement Officer***: Still seeking additional information to establish an appropriate level of parking provision. The current proposed 'Heads of Terms' for the Travel Plan contain no real obligations for addressing journeys to/from work and therefore is unacceptable. Negotiations are continuing with regard to the developer making an appropriate financial contribution towards local highway/traffic management/ sustainable transport initiatives and schemes, in order to mitigate potential adverse impact arising from the development.
   - ***Landscape Architect*** : Revised site layout, Drawing No. 3467/D/11, clearly shows the protected Lime trees on the adjacent site and their relationship to building A and proposed car park which are well outside the protected distances required for tree protection given in BS 5837.
     The applicant will need to submit under reserved matters details of tree protection measures in accordance with BS 5873 for all existing trees to be retained within the site and for the Lime trees growing along the north-western boundary of the site. This protection will need to be approved and erected on site before commencement of works.
     The layout now provides for a minimum 3m strip along the front of the site adjacent to Molly Millars Lane for planting, which is acceptable. A detailed landscape scheme for the site will need to be submitted as part of the reserved matters.
   - ***Recreation*** : Request a contribution of £14,000 towards improvements at Elms Field playing area.
   - ***Environmental Health*** : Site is located within 30m of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, in addition to ground condition investigation and restriction of hours of construction.
   - ***Policy & Plans***: Provided that there are no adverse highway effects that are overriding or any unacceptable housing growth pressure associated with the proposal there is no reason under employment policies why the application should not be approved.
   - ***Ecologist :*** A part of the site lies within an area liable to flooding and therefore the Environment Agency needs to be consulted. (*Officer comment*: The Environment Agency have been consulted and their comments are reported below.)

- ***Royal Berks Fire and Rescue :*** No requirement for further hydrants.
- ***Environment Agency :*** Satisfied with the conclusions of the Flood Risk Assessment which shows that the proposed buildings are to be located outside the floodplain. Sustainable Urban Drainage measures for the control of surface water off the site will need to be agreed in due course. No objection in principle subject to conditions to include no raising of ground levels, submission of surface water source control measures, provision of 8m buffer zone to the Emm Brook and proposed planting, any new bridges to span both banks and the provision of a landfill gas risk assessment.
- ***Wokingham Town Council :*** "No objection".
- ***Letters of Representation :*** None received.

4. **Appraisal** – Main issues are:

   A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS1, WOS2, WEM2, WEM9 and WEM12).

   B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

   C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

   D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

   E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (Deposit Draft) as amended Policies WIC16, WIC17 and WIC18).

A. Principle of redevelopment within a core employment area

The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office

providing there are no overriding issues such as impact on neighbours, highway and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 the Local Plan Inspector has commented that in his view business, industrial, storage and distribution uses would be acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

The Local Plan Inspector has recommended that Policy WOS2 is retitled to Housing Development Principles and if this is accepted the policy would not apply to this commercial development.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout has been amended (Plan 3467/P/41 and 3467/P/42 received 14th August 2002) to incorporate a 3m planting strip to the front and indicates existing trees within the buffer zone adjoining the watercourse being retained. The Landscape Architect is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a 3m landscaping strip are also considered to be acceptable.

C. Access and movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as

outlined in the WDLPDD) is still to be funded as are the emerging accessibility improvements coming forward at and in the vicinity of the rail station. The application as originally submitted included 185 parking spaces which was considered to be excessive.

The revised proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the sites location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/work are likely to be made by private car and this would only serve to add to existing congestion in the area.

Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. Also the TA assumes provision of 185 on-site car parking spaces. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £25,000 contribution on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served exiting trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £25,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area has been requested in lieu of on-site provision.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook
The Environment Agency objected to the scheme as originally submitted, as part of the development would fall within the 8m buffer zone. This has now been revised and the Environment Agency is now satisfied that the buffer is adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

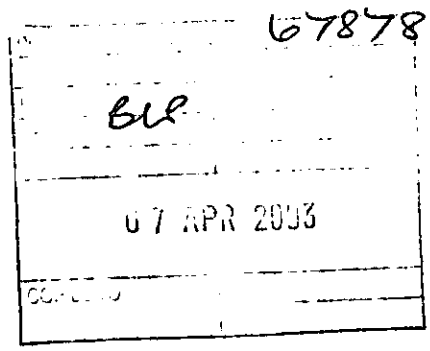
5. **Conclusion** – Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

6. **Recommendation** – If the appeal against non-determination had not been lodged the application based on the submitted information would have been recommended for REFUSAL of planning permission on the following grounds:

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (Deposit Draft).

Informatives:
1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
Deposit Draft Wokingham District Local Plan Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.



PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk www.pdp.co.uk

Our Ref: 3467/D1/CMG/VA

Your Ref:

Date: 4th April 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

By Fax 0118 974 6484

Dear Mrs Polnik

Application Ref: 0/2002/8136
Land West of Molly Millars Close, Molly Millars Lane, Wokingham

Proposals: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Discussions are continuing between Mayer Brown Limited, the applicants consulting engineers and the council's highway engineers to agree the financial contributions, and the travel plan. We therefore request that the committee decision in respect of the above application is deferred to allow further time to reach an agreement with your council. We will be most grateful for your co-operation in this matter.

Yours sincerely

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

Encs:

cc: M McPhail Esq Lamron Estates Ltd
I Sowerby Esq The Bell Cornwell Partnership

PROJECT DESIGN PARTNERSHIP
Partners: Chandra M. Gopal atp Arch RIBA Malcolm Bender Dip Arch RIBA Mac M. McGregor MBIAT
Barry R K Brown MRICS Doug Dabell atp Arch Colin J Lott BA(Hons) Dip Arch RIBA
Associates: Anthony D Heath MBIAT Andrew Prosser BSc(Hons) MSc Dip Arch ARB

Date: 02 April 2003

Your Ref:

My Ref: **Mrs B Polnik - O/2002/8136**

Lamron Developments Ltd
C/O Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

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

Dear Sir/Madam

Application Number: O/2002/8136

Site Address: Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .

Proposal: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works..

Your application is to be determined at the Development Control Sub-Committee meeting on the 09.04.03 and will start at 7.00pm. The application has been recommended to delegate refusal to Development Control Manager and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

You may attend the Committee meeting and speak if you wish. A leaflet explaining the process is enclosed.

IF YOU WISH TO ARRANGE TO SPEAK contact Kevin Jacob in the Policy & Members' Services Section on (0118) 974 6058 no later than 5.00pm on the last working day (Tuesday) prior to the meeting.

IF YOU WISH TO DISCUSS THE APPLICATION contact the Development Control Section on (0118) 974 6446 or (0118) 974 6453 quoting the application number at the head of this letter and ask for the case officer dealing with the proposal.

Yours faithfully,

Anna Cronin

Head of Planning & Transportation

Wokingham District Council
Planning Application

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

AND/OR

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

Application No: 2002/8136

Proposal:
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Location:
Land west of Molly Millars Close Molly Millars Lane Wokingham

This application is being advertised in the Reading Chronicle newspaper on the 21/03/2003 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 Mrs B Polnik P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **11/04/2003**. 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: 21/03/2003

SN 27/3.

Our Ref. **16729**
Your Ref. O/2002/8136
Date. 05 February 2003

PLANNING SERVICES HPT 65865
POL
DC BLP
APP
CS
07 FEB 2003
COPIES TO

This matter is being dealt with by -
HPINDER

FAO Mrs B Polnik
Wokingham District Council
DX33506
WOKINGHAM

Dear Sir / Madam

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

Land west of Molly Millars Close, Molly Millars La
Wokingham

I refer to your consultation received in this office on 16/01/2003

SEWERAGE

There are public sewers crossing this site, therefore, no building will be permitted within 3 metres of the sewers without Thames Water's approval. See enclosed appendix 2 for your information. Should you require an application form or other questions relating to your building/development work, please contact us on: 0845 8502777

WATER

With regard to water supply, this comes within the area covered by the Three Valleys Water Company. For your information the address to write to is:-
Three Valleys Water Company
P.O. Box 48, Bishops Rise, Hatfield, Herts, AL10 9AL
Tel:- (01707) 268111

Yours faithfully,

Admin
(For Technical Information Manager

RWE GROUP

Appendix 2

Building Over a Public Sewer

Although responsibility for the control of building over public sewers is carried out by Local Authorities through the Building Regulations, the Authorities are required to consult us where building over might occur. It will usually help to speed up your Building Regulations application if we are already aware of your proposals.

We need to know about any building work near or over a public sewer to:

- Present the sewer collapsing. The extra weight of a new building above a sewer could cause the sewer to collapse, resulting in structural damage to the new building and interrupted drainage from other properties and wastewater flooding. It will need to be repaired quickly, even if this involves taking down the building.
- Ensure we have access to carry out maintenance and repairs. We need to have access to the sewer and its manholes in order for us to inspect the sewer and to have access to clear blockages or carry out repairs.

You can find our whether there is a public sewer on the land by visiting the Local Authority offices to inspect a copy of the sewer maps, or you can contact our Asset Data Services Dept. on 0118 923 6664 or fax 0118 923 6669. If you want to talk to us about building over or close to a sewer, please phone our 24 hour Customer Centre on 0845 9200 800.

If you find that your plans could affect a public sewer, you should consider first of all:

- Avoiding the sewer. Modifications to your plans so that the buildings are at least 3 metres away from the sewer. This is often the easiest and cheapest option.
- Divert the sewer. If your plans cannot be modified, we will usually require the sewer to be diverted. In most cases we will have to carry out the work, but you will have to pay for it. We can give you an estimate of the cost before any work commences. Please contact us to discuss your proposals on 020 8568 2777.

Under no circumstances will you be allowed to construct directly over a manhole or pressurised pumping main.

You can contact us to discuss these options through our Customer Centre. We will always try to be flexible and helpful in deciding with you on the best way of dealing with an affected sewer.

If, having considered the alternatives your only option is to apply for building over a public sewer, you should make an application to us on the attached form. In some circumstances, we will allow you to build over, but you must have our written agreement to do this before you start. The sewer must be in satisfactory condition. For all classes, except class 1 domestic extensions, we will need to carry out a survey usually by Closed Circuit Television (CCTV) before you begin work, to see whether repair work is needed. You will not usually be charged for any necessary repair. Another survey is required when your building is completed, to check that the sewer has not been damaged.

In some circumstances, we have the right to stop your works and the buildings that are built over public sewers may have to be taken down. It is therefore in your interest to get in touch with us early on in the design to avoid abortive costs, delays or other problems.

We will not permit building over on new developments.

Minor sewers serving a number of houses, often run along the back of older properties. These public sewers are usually called Section 24 Sewers and are not usually shown on the sewer maps, but they are commonly affected by rear extension. Section 24 Sewers are common in properties built before 1st October 1937. It is important that you contact us at an early stage if your suspect that a Section 24 Sewer could be present. This will enable us to agree with you the necessary steps to avoid problems in the future.

We make a charge for every application. The level of charge will depend on the size of the sewer to be surveyed and whether a detailed investigation is necessary. In some cases, where major "strategic" sewers are involved, a formal legal agreement may also be required.

See Part One all plans

To:
Landscape and Trees

From: Mrs B Polnik

Date: 16 January 2003 21 JAN 2003

Application Number: O/2002/8136

Proposal: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works..

Site Address:
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .

Applicant:
Lamron Developments Ltd C/O Project Design Partnership.

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

There is a group of Lime along the north west boundary included in Tree Preservation Order No. 336/1997. These trees should not be adversely effected by the proposed development. The significant trees within the site can also be retained. The planting shown is acceptable.

I therefore have no objection to planning permission being granted. I would recommend that the attached conditions be imposed.

Neil Etherington
13/2/03.

WHAT PLANNING CONDITIONS RELATE TO TREES, FORESTRY AND LANDSCAPING

Condition 01	Attached to Detailed Planning Consent

(a) No development or other operation shall commence on site until a scheme (herein called the Approved Method Statement for Arboricultural Works Scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site has been submitted to and approved in writing by the Local Planning Authority; no development or other operations shall take place except in complete accordance with the approved protection scheme.

(b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the approved scheme are in place on site.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place inside or within 10.0m of an area designated as being fenced off or otherwise protected in the approved scheme.

(d) The fencing or other works which are part of the approved scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the LPA has first been sought and obtained.

REASON

To secure the protection, throughout the time that the development is being carried out, of trees, shrubs or hedges growing within or adjacent to the site which are of amenity value to the area.

Condition 02	Attached to Detailed Planning Consent

No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the LPA; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the LPA gives written consent to any variation.

REASON

To secure the protection throughout the time that the development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area.

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WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

To: Mrs B Polnik , Development Control

From: John Mullaney, Environmental Health

Your Ref: O/2002/8136

My Ref: 4436

Date: 27/01/03

PROPOSED PROPOSED ERECTION OF 3 BUILDINGS FOR B1 OFFICES

LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

These proposals have been evaluated and I have the following comments. According to our records, there is one landfill site within 250 metres of the site.

NGR	Distance	Landfill Name	Landfill Description
SU 805 677	20m	Mulberry Park, Eastheath Brickworks	Industrial/ Commercial

A detailed risk assessment needs to be carried out to determine the likely impact of landfill gas on the property. Then gas protection measures should be agreed and implemented prior to the development commencing. If not properly monitored and controlled landfill gas can give rise to flammability, toxicity and asphyxiation hazards. Therefore, adequate gas protection measures must be installed prior to occupation of the building to protect the health and safety of any future occupants. I recommend the following conditions are imposed should the application be granted planning consent:

1. No development shall commence until a detailed investigation to determine the present and likely future impact of landfill gas on the site has been submitted to and approved in writing by the Local Planning Authority. The method and extent of this investigation shall be agreed with the Planning Authority prior to the commencement of work. Where a risk from migrating gas is identified, details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring, shall be submitted to and approved in writing by the Planning Authority, before the development commences. The development shall then proceed in strict accordance with the measures approved.
   Reason - To protect people on or close to the site from the risks associated with migrating landfill gas.

2. Works related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 7.30am and 6pm Monday to Friday and 8am to 1.30pm Saturdays and at no time on Sundays, Bank or National Holidays.
   Reason - To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

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.

John Mullaney

J R MULLANEY
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

Basia Polnik

From: Andy Glencross
Sent: 24 January 2003 16:43
To: Basia Polnik
Subject: PA O/2002/8136 Land west of Molly Millars Close Molly Milars Lane Wokingham

Hi Basia

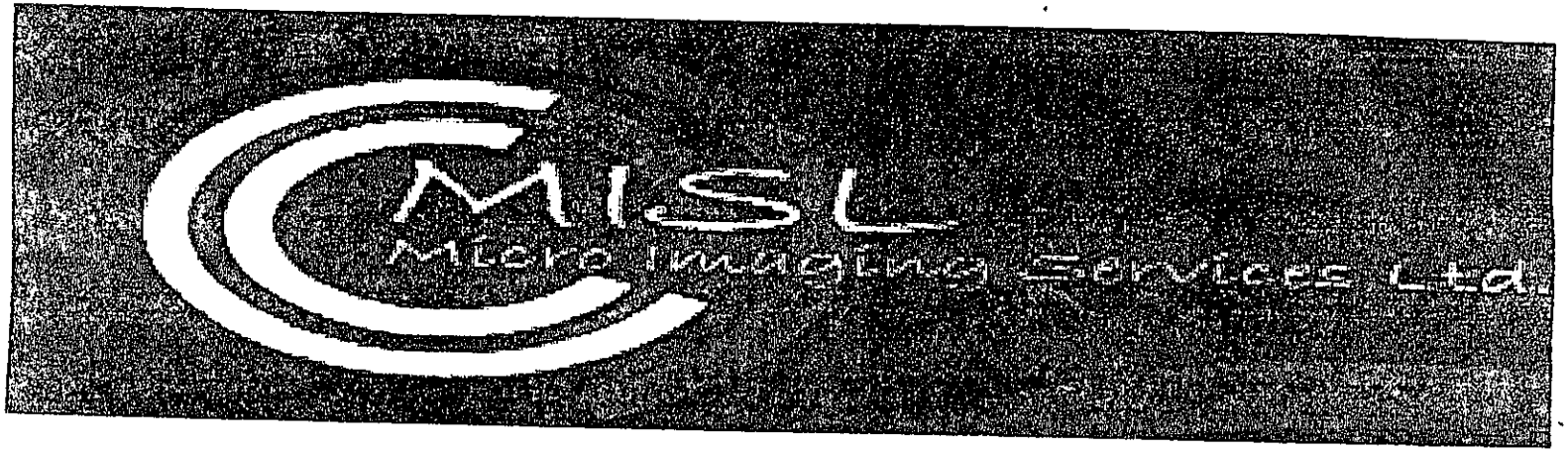
Any devlopement on this site must reatiain the standard EA buffer zone of 8metres of natural vegetation either side of the banks of the Emmbrook and any crossings of the brook will have to be clear spanning bridges not culverts.

In addition at least half the site lies with the flood plain so if they propose any development within there they will need to provide a flood risk study.

Cheers

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

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



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

See Part One Plans

To:
Drainage
Fao Roger Johnson

From: Mrs B Polnik

Date: 16 January 2003

Application Number: O/2002/8136

Proposal: Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works..

Site Address:
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .

Applicant:
Lamron Developments Ltd C/O Project Design Partnership.

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

Conditions ① Development shall not begin until surface water sewerage works have been carried out in accordance with details submitted to and approved by the District Planning Authority.
② Details of surface water balancing works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the District Planning Authority prior to commencement
③ None of the ~~dwellings~~ buildings shall be occupied until foul sewerage works have been provided to serve the development hereby permitted, in accordance with details to be submitted to and approved by the District Planning Authority. RJ 11/2/03

Application Number: O/2002/8136

Case Officer : BP

Valid Date : 09 JAN 2003

Map No : 75B 83

Site Area :

Received Date: 05/12/2002

Level : Delegated Application

Description : Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Location : Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .

Parish : WK **Ward :** Evendons. 16.1.03 B.

Applicant : Lamron Developments Ltd C/O Project Design Partnership.

Fee Required: £0 **Fee Received: £0** Resubmission 2001/5282 at appeal.

Additional: ..... or Refund: .....

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS			
BLOCK PLANS			
FORMS UNSIGNED			
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS			
FLOOR PLANS			
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER	Traffic assessment?	phoned 11/12 to follow	09 JAN 2003

Is the site in a Conservation Area: ☐ Yes ☐ No If "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☑ Yes ☐ No Major Development

---

INTERNAL CONSULTATIONS

16.1.03 JB

Building Control

Heritage (Harold Sanders)

Landscape

Trees TPOs on site

Environmental Health - Landfill

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways

Dixton Pastures } major dev.

Drainage Roger Tundon }

~~Access Officer~~ }

NEIGHBOURS

.....

2 x S/N + See map

.....

No new pre-apps

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : _____

SEB

British Gas

Oil pipeline

Transco

Environment Agency — Landfill — Flood — Car parking

Railtrack

Police Arch Officer

Royal Berks Fire & Rescue

Thames Water

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

OTHERS

.....

.....

.....

.....

.....

.....

Organisation_Name	Building_Name	address1	Postcode
~~C.E.TAYLOR (B/E) UK LTD~~			RG41 2RR
ABBEY NATIONAL PLC	TRINITY COURT	TRINITY COURTMOLLY MILLARS LANEWOKINGHAM	RG41 2PY
CITROMECH CITROEN SPECIALISTS	UNIT 3	UNIT 3EASTHEATH AVENUEWOKINGHAM	RG41 2PR
IRVIN BROTHERS LTD			RG41 2QX
RADYNE LTD			RG41 2PX
STRAYFIELD LTD			RG41 2PX
FIRST LEISURE HEALTH & FITNESS L	TRINITY COURT	TRINITY COURTMOLLY MILLARS LANEWOKINGHAM	RG41 2PY
BIG CC MOTORCYCLES	THE SPEED SHOP	THE SPEED SHOPFISHPONDS ROADWOKINGHAM	RG41 2QX
CLEARCOMM SOLUTIONS LTD	CLEARCOMM CENTRE	CLEARCOMM CENTREMOLLY MILLARS LANEWOKIN	RG41 2PY
A J MOTORS (WOKINGHAM) LTD			RG41 2PT
RYGOR COMMERCIALS LTD			RG41 2RX
ZENITH BATHROOM PLUMBING & HEA			RG41 2QJ
LUFF CONSTRUCTION LTD	CEDAR HOUSE	CEDAR HOUSEEASTHEATH AVENUEWOKINGHAM	RG41 2PR
GLENTWORTH FABRICS	UNIT 1	UNIT 1MOLLY MILLARS BRIDGEWOKINGHAM	RG41 2W\
ARMAGARD LTD			RG41 2W\
GENERAL DATACOMM			RG41 2QF
TRUSEAL LTD			RG41 2RC
MICHAEL BOWYER & CO LTD			RG41 2W\
SERVICETEC	UNIT 2	UNIT 2MOLLY MILLARS BRIDGEWOKINGHAM	RG41 2W\
	UNIT 100	UNIT 100ASHVILLE WAYWOKINGHAM	
	UNIT 400	UNIT 400ASHVILLE WAYWOKINGHAM	
	UNIT 500	UNIT 500ASHVILLE WAYWOKINGHAM	
	UNIT 600	UNIT 600ASHVILLE WAYWOKINGHAM	
ADVANCED TECHNOLOGY MACHINES	UNIT 4	UNIT 4MOLLY MILLARS BRIDGEWOKINGHAM	RG41 2W\
	ESSENTIAL HOUSE		RG41 2PX
Oak Tree Works			
MOLLY MILLAR AUTOS			RG41 2PT
HAMECH LTD			RG41 2QX
	UNIT 450		
LAND WEST OF			
XEROX UK LTD	TRINITY COURT	TRINITY COURTMOLLY MILLARS LANEWOKINGHAM	RG41 2XE
BROAG LTD	REMEHA HOUSE	REMEHA HOUSEMOLLY MILLARS LANEWOKINGHAM	RG41 2QP
LANDLORD MORTGAGES LTD	CYBER HOUSE	CYBER HOUSEMOLLY MILLARS LANEWOKINGHAM	RG41 2PX
ALLNET	ALLNET HOUSE		RG412QB
	~~QUOIN HOUSE~~		~~RG412QJ~~

**********FILE COPY**********

Tel: 0118 974 6450

Date: 16 January 2003

My ref: O/2002/8136

WOKINGHAM UNITARY
Aiming for Excellence

Councillor Marinos
10 Wildcroft Drive
Wokingham
RG40 3NY

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

Dear Councillor

Application Number: O/2002/8136
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

I write to let you know that the above mentioned application has been received.

At this stage a recommendation has not yet been made. This form should only be returned if it is likely that you might wish for the application to be listed for consideration by the Development Control Committee. This form must be received no later than 28 days from the date of this letter.

If you have concerns about the proposals it may be possible for these to be addressed during the consideration of the application. In these circumstances it would be helpful if you could discuss these with the case officer **Mrs B Polnik** on **0118 974 6450** in the first instance.

Yours sincerely
Trevor Watson
Development Control Manager

LISTING FORM

Case officer: **Mrs B Polnik** Application Number: **O/2002/8136**
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.
I wish this application to be listed should the officers recommendation be for: GRANT/REFUSAL and my reasons are:

_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor Marinos

**********FILE COPY**********

**********FILE COPY**********

Tel: 0118 974 6450

Date: 16 January 2003

My ref: O/2002/8136

WOKINGHAM UNITARY
Aiming for Excellence

Councillor Morgan
Valois Farm
Range Road
Wokingham
RG40 3NR

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

Dear Councillor

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Yours sincerely
Trevor Watson
Development Control Manager

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Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.
I wish this application to be listed should the officers recommendation be for: GRANT/REFUSAL and my reasons are:

_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor Morgan

**********FILE COPY**********

**********FILE COPY**********

Tel: 0118 974 6450

Date: 16 January 2003

My ref: O/2002/8136

WOKINGHAM UNITARY
Aiming for Excellence

Councillor King
1 Winkfield Close
Wokingham
Berks
RG41 2EZ

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

Dear Councillor

Application Number: O/2002/8136
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

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Yours sincerely
Trevor Watson
Development Control Manager

LISTING FORM
Case officer: **Mrs B Polnik** Application Number: **O/2002/8136**
Land west of Molly Millars Close, Molly Millars Lane, Wokingham, .
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.
I wish this application to be listed should the officers recommendation be for: GRANT/REFUSAL and my reasons are:

_____

_____

Should the officers recommendation be in accordance with my views I am happy for the application to be determined under delegated powers. YES/NO

Signed: _____ Date: _____

Councillor King

**********FILE COPY**********

Received by Wokingham District Council

Application No: O/2002/8136

Proposal:
Outline application for the proposed erection of 3 buildings for B1(a) office use with associated car parking and external works.

Location:
Land west of Molly Millars Close, Molly Millars Lane, 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 and 1.00pm - 4.00pm Sunday. Library closed all day Wednesday. If you intend to view this application at Woodley Library please allow 4 days from the date of this letter for delivery of plans and remember to quote application number O/2002/8136 to enable the library staff to locate the correct information.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Mrs B Polnik P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 08/02/2003. Written comments submitted will become available for public inspection.

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

Trevor Watson
Development Control Manager

16 January 2003

09 JAN 2003 8136

PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk

Our Ref: 3467/D1/CMG/KC

Your Ref:

Date: 4th December 2002

8136

05 DEC 2002

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham -

An appeal was lodged on the 7th November by The Bell Cornwell Partnership against the failure of Wokingham District Council to determine the above application ref: 0/2001/5282. To enable discussions to proceed and to enable Wokingham District Council to approve our proposals, which will avoid the need for a public inquiry, we submit herewith our "duplicate" planning application.

The application comprises the following:

6 copies of the Planning Application forms Parts I and II
A copy of the relevant Certificate B and Agricultural Holdings Certificate
6 copies of our design Statement
6 copies of our drawings:

3467/P/60	Location Plan
3467/P/61	Proposed Site Layout
3467/P/62	Proposed Site Layout Lower Level
3467/P/63	Landscaping Proposals

2 copies of the Flood Risk Assessment

You will note that the proposed siting and building areas have not altered from the original application drawings. However the three buildings are subdivided into a total of 9 self contained units. Research has established an unsatisfied demand for this size and type of office space.

3467 D1 018 CMG

Partners
Chandra M. Gopal atp Arch RIBA
Malcolm Bender Dip. Arch RIBA
Mac M. McGregor MBIAT
Barry R. K. Brown ARICS
Doug Dabell atp (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

Ms B Polnik
Wokingham District Council
Re: Molly Millars Lane, Wokingham

3467/D1/CMG/KC
4th December 2002

A copy of our drawing no. 3467/F/46 showing the subdivision of the buildings was handed to you at our meeting of the 13th September 2002. This duplicate application illustrates such units.

In due course we will forward Agents' report in support of this application. The Transportation Consultants, Mayer Brown, will forward to you two copies of their Transport Assessment.

I trust you will find the application in order and we look forward to discussing the proposals with you at an early date.

Should you require any further information please do not hesitate to contact the writer.

Yours sincerely

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

encs:

PLANNING SERVICES | hPT 6467
FOR | TLS
OC BLP | SnF
APP |
CS |
06 JAN 2002
COPIES TO | [illegible]
| [illegible]

PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
E-mail: PDP@pdp.co.uk

Our Ref: 3467/D1/CMG/KC

Your Ref:

Date: 3rd January 2003

Mrs B Polnik
Planning Services
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

[illegible]

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham – Planning Application ref: 0/2001/5282

In support of our Planning Application dated 4th December 2002 we now enclose herewith four copies of 'A Report on the Office and Industrial Market for Wokingham' dated January 2003 prepared by Messrs GVA Grimley.

I trust you will find the report informative. Should you require any clarification please do not hesitate to contact the writer.

Yours sincerely

Gopal.

Chandra M Gopal
e-mail: chandra.gopal@pdp.co.uk

Encs:

cc: M McPhail Esq — Lamron Estates Ltd
I Sowerby Esq — The Bell Cornwell Partnership

3467 D1 020 CMG

Partners
Chandra M. Gopal atp Arch RIBA
Malcolm Bender Dip. Arch RIBA
Mac M. McGregor MBIAT
Barry R. K. Brown ARICS
Doug Dabell atp (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

09 JAN 2003 8136

3467/D1
4th December 2002

DESIGN STATEMENT

Outline Planning Application

Development of New Three Storey B1(a) – Offices (4645m²)
together with Associated Car Parking and External Works on
land west of Molly Millar's Close, Molly Millar's Lane, Wokingham. Berks.

The Site

The application site is situated close to Wokingham town centre within the business area that has developed on either side of Molly Millar's Lane. It abounds Molly Millar's Lane to the south and part abounds Molly Millar's Close to the east. Existing access to the site is gated and from Molly Millar's Lane.

The site is currently largely undeveloped with the only existing construction comprising two disused storage tanks and a small, disused pump house. The Emm Brook crosses the site centrally from East to West and a bridge exists to the West of the site.

The South, West and East of the site are neighboured by mostly industrial, office and car retail use accommodation.

Proposals

The proposals forming the subject of this Application for Outline Planning Permission comprise of the demolition of the existing pump house and storage tanks, clearance of the site and the erection of 9 office units incorporated into 3 three-storey buildings.

Surface car parking is provided to all buildings and is also incorporated at basement level within Buildings A and C. The car parking provision is based upon the ratio of 1 space per 30m² of gross office floor space. Provision has also been made for cycle and motorcycle parking.

Building A comprises 3 self-contained units, which range in size from approximately 428m² to 726m² and has a total car parking provision of 60 spaces including basement parking.

Building B comprises 2 self-contained units of approximately 787m² and 751m² and has a total car parking provision of 51 spaces.

Building C comprises 4 self-contained units, which range in size from approximately 324m² to 349m² and has a total car parking provision of 45 spaces including basement parking. This provides a range of unit sizes from approx. 324m² to 787m².

We believe that there is an unsatisfied demand for this size of office space within this area and that these proposals will provide owner occupied self-contained accommodation for small businesses.

In accordance with the requirements of the highways dept. access to the site is to be relocated further away from Molly Millar's Close on Molly Millar's Lane. The recently constructed shared footpath and cycleway is to be reinstated at the existing access and a new crossing point, incorporating line markings, dropped kerbs and tactile paving is to be constructed to match the existing at the proposed site access.

Careful consideration has been given to the site layout with respect to the buildings' arrangement either side of the Emm Brook. Renovation works may be necessary to the existing bridge, but with this exception there is to be no construction within an 8m margin either side of the brook banks in order to protect the existing trees and general environment.

The existing trees to the Western boundary are protected by a TPO and although they are actually outside of the proposed boundary of the site, care has been taken to ensure that the proposed buildings are a safe distance from them, in order to ensure their protection.

As well as restrictions imposed upon the layout by our desire to retain the existing positive features of the site, a deliberate decision was made to produce a non-linear development that maximises views, particularly from the Molly Millar's Lane access. It also clarifies perspective across the site and increases the general quality of amenity space.

The Environment Agency has been consulted and has no objections to the proposal.

Quality Landscaping proposals have also been submitted with this application, which provide amenity to the development and complement the scheme's brook side setting.

Proposed landscape boundary screening is provided around the site with the Western boundary largely screened by existing trees that are to be retained. Substantial proposed tree planting to the south of the site provides enhancement to Molly Millar's Lane.

The proposals constitute a quality development, which we believe will enhance this area.

mayer brown

WOKING BRISTOL LEEDS OXFORD

Mrs Hurst
Planning Administration
Wokingham District Council
PO Box 157
Council Offices
Shute End
Wokingham
RG40 1WR

09 JAN 2003

08th January 2003

Our Ref BSL/LEWOKINGHAM.1/1
Your Ref

09 JAN 2003 E136

Directors
William N Mayer
BSc MSc CEng MICE
Anthony M Brown
BA MCIT MIHT
Peter G Marshall
MEngSc MBA(Harv)
Timothy P Moore
BSc(Eng) CEng MICE MIHT
Paul Stocker
MCIT MILT MIHT
Steven Gosling
IEng FIHIE MIHT

Regional Director
Nicholas P Bradshaw
MCIT

Technical Directors
Martin Knowles
BEng(Hons)
Philip A Bell
BEng(Hons) MCIT MILT MIHT
Colin B White
BEng(Hons) MCIT MIHT

Dear Mrs Hurst

Proposed B1(a) Office Development, Molly Millar's Lane, Wokingham

Please find enclosed six copies of our transport assessment to support the recent planning application submitted by Project Design Partnership for the above development.

I trust that you will now be able to register the planning application. If you have any questions or comments, please do not hesitate to contact me at the address below.

Yours sincerely

Ben Smith - Laing
Senior Technician

email bsmith-laing@mayerbrown.co.uk

enclosure 6 copies of Transport Assessment for Proposed B1(a) Office Developmement, Molly Millar's Lane, Wokingham

cc. Chandra Gopal Project Design Partnership

1789/a

SECTION 66 CERTIFICATE

Application No.

09.JAN.2003 6136

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
Radyne (Overseas) Limited	Molly Millars Lane Wokingham Berks RG41 2PX	04.12.2002

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) .....

1789/b

CERTIFICATE D

I certify that

● I/The applicant cannot issue a certificate in accordance with paragraph (a) of Section 66 of the Act in respect of the accompanying application.

OR

● I/The applicant have/has taken all reasonable steps open to me/him/her to find out the names and addresses of everyone else who, at the beginning of the period of 21 days beginning with the date of application was the owner (a) of any part of the land to which the application relates, but have/has been unable to do so. These steps were as follows:

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

(c) Insert name of local newspaper circulating in the area where the land is situated.

(d) Insert date of publication (which must not be earlier than the beginning of the period of 21 days ending with the date of the application).

● Notice of the application as attached to this Certificate, has been published in the (c) . . . . . .

on (d) . . . . . ●

ALL APPLICANTS MUST COMPLETE THIS SECTION

If any of the site is part of an area of land which is let or there is an agreement to let the land for agricultural purposes to a tenant, it may be an agricultural holding. Further advice may be obtained from the Department.

Agricultural Holdings Certificate

One or other section must be crossed through as not applicable.

If the applicant is the sole agricultural tenant he or she must delete the first alternative and insert "not applicable" as the information required by the second alternative.

● None of the land to which the application relates is, or is part of, an agricultural holding.

OR

● I have/The applicant has given the required notice to every person other than my/him/herself who, at the beginning of the period of 21 days ending with the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:

Tenant's name	Address at which notice was served	Date on which notice was served

Signed . . . Lyapas . . . . . .

On behalf of . LAMRON DEVELOPMENTS (WOKINGHAM) LTD . . . .

Date . 4th DECEMBER 2002 . . . . . .

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

WOKINGHAM UNITARY
Aiming for Excellence

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer **ALL QUESTIONS** in **BLOCK LETTERS**. If a question is not applicable, answer N/A in space. Please submit SIX copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE, RG40 1WR

FOR OFFICE USE ONLY

09 JAN 2003 6136

05 DEC 2002

1.	APPLICANT'S NAME	LAMRON DEVELOPMENTS (WOKINGHAM) LTD
	ADDRESS	BRINKLETTS HOUSE, 15 WINCHESTER ROAD
		BASINGSTOKE, HANTS
	POST CODE	RG21 8UE PHONE 01256 473080
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	PROJECT DESIGN PARTNERSHIP
	ADDRESS	RYEBROOK STUDIOS
		WOODCOTE SIDE, EPSOM, SURREY
	POST CODE	KT18 7HD PHONE 01372 744446
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	SITE LOCATION	MOLLY MILLARS LANE
		(LAND WEST OF MOLLY MILLARS CLOSE)
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		ERECTION OF 3 BUILDINGS TO PROVIDE
		B1(a) OFFICES WITH ASSOCIATED
		CAR PARKING AND EXTERNAL WORKS
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.999ha (2.47 acres)
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	RADYNE (OVERSEAS) LTD MOLLY MILLARS LANE, WOKINGHAM, RG41 2PX
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	3467/P/60, 3467/P/61, 3467/P/62, 3467/P/63

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?

Tick the boxes(x)

CHANGE OF USE	[ ]	REDEVELOPMENT	[ ]
ERECTION OF NEW BUILDING	[x]	ALTERATION or EXTENSION	[ ]

9. WHAT TYPE OF APPLICATION IS THIS ? Tick one box only

OUTLINE PERMISSION	[x]	See question 10
FULL PERMISSION	[ ]	
APPROVAL OF DETAILS/RESERVED MATTERS	[ ]	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	[ ]	State period required
RELAXATION OF CONDITIONS	[ ]	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

		SITING	[x]
EXTERNAL APPEARANCE	[ ]	DESIGN	[ ]
MEANS OF ACCESS	[x]	LANDSCAPING	[x]

11. **WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.**

12. **DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS?** [redacted]/NO — **If yes, show existing route(s) and any proposed alternatives on the plans**

13. **ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED?** YES/[redacted] — **If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.**

14. **STATE EXTERNAL MATERIALS TO BE USED.**

TO BE AGREED AT DETAIL DESIGN STAGE

15. **HOW WILL THE SITE BE ENCLOSED?** Say whether walls, fences or hedges, and give height, colour and materials. If the site is divided into plots, say how each is to be enclosed.

REAR BOUNDARIES WILL BE FENCED.
BOUNDARY ALONG MOLLY MILLARS LANE WILL BE LANDSCAPED.

16. **HOW WILL SURFACE WATER BE DISPOSED OF?**

TO EXISTING SYSTEM

17. **HOW WILL FOUL SEWAGE BE DISPOSED OF?**

To existing system YES/[redacted]

If no, please give details

18. **WHAT ARE THE ACCESS ARRANGEMENTS?**
AS EXISTING
AS PROPOSED
Give details of pedestrian and vehicular access

LOCATION OF THE VEHICULAR ACCESS INTO THE SITE FROM MOLLY MILLARS LANE TO BE ALTERED

19. **HAS PROVISION BEEN MADE FOR THE DISABLED?** See notes for applicants

TO BE SUBJECT OF CONSIDERATION AT DETAIL DESIGN STAGE

20. **IF THIS PROPOSAL INVOLVES RESIDENTIAL DEVELOPMENT OR THE LOSS OF RESIDENTIAL UNITS, COMPLETE THE FOLLOWING TABLE**

	No. OF DWELLINGS/HABITABLE ROOMS PROPOSED	TO BE RETAINED	TO BE LOST
HOUSE	/ *	/ *	/ *
BUNGALOW	/ *	/ *	/ *
FLAT/MAISONETTE	/ *	/ *	/
OTHER	/ *	/ *	/ *

*** STATE No. OF HABITABLE ROOMS**

21. **DOES THE PROPOSAL INVOLVE ANY NON-RESIDENTIAL BUILDING OR USE?**

YES/[redacted] — **If YES, complete Part 2 of the form**

22. **DOES THE PROPOSAL INVOLVE THE WINNING, WORKING OR PROCESSING OF MINERALS: THE DISPOSAL OF MINERAL WASTE, OR THE DEPOSIT OR PROCESSING OF REFUSE AND WASTE MATERIALS?**

[redacted]/NO — **If YES, please ask for and complete Part 3 of the form**

23. **STATE THE FEE ENCLOSED WITH THIS APPLICATION** The current scale of fees is enclosed. If you believe a reduced fee or no fee is payable, say why.

NO FEE
DUPLICATE APPLICATION
SEE APPLICATION NO. 0/2001/5282

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED CM GOPAL **ON BEHALF OF** LAMRON DEVELOPMENTS (WOKINGHAM) LTD **DATE** 4th December 2002

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)			4645m²	
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL			4645m²	

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES N/A

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing		
Proposed	157	

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.

OFFICE ACTIVITIES

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

NOT KNOWN

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total
N/A			

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.

NO

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS'.

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

① ADDRESS RADYNE PARISH WOKINGHAM

PLOT No. S. of Molly Millars Lane ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision	
TP65 2793		ASSEMBLY SHOP/OFFICES, CANTEEN ETC FOR ASSEMBLY OF ELECTRICAL COMPONENTS.	16.7.49	APP	APP
TP242		EXTENSION OF FACTORY	20.11.50	APP	APP
TP217 3016		"	14.9.50	APP	APP
TP704 3627		HI BAY EXTENSION	11.3.54	APP	APP
TP764 3701		BOILERHOUSE + FUEL STORE	12.8.54	APP	APP
TP1183 4068		1st STAGE - NEW WORKSHOP	14.6.56	APP	APP
TP1382 4308		2nd " "	29.8.57	APP	APP
F/1/61 5734		3/St. RESEARCH BLDG.	16.3.61		
F/19/64 6035		" CRANE BAY	29.10.64	APP	C/A
F/10/65 6140		EXT. ON 2 FLOORS - RES. OFFICE BLOCK	25.2.65	APP	APP
F/7/73 9462M		ALTS. TO ELEC. SUPPLY STATION	12.7.71	APP	C/A

● DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS TP 1005 LETTER APPROVING IN PRINCIPLE

DRAINAGE

091074

② ADDRESS RADYNE PARISH WOKINGHAM

PLOT No. S. of Molly Millars Lane ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision	
6033					
F/8/73 9463M		BOILERHOUSE / BOILER	12.7.73	APP	C/A
F/11/73 / 05747/14605		STORAGE - LIT.	12.7.73		TP.
06042		GR FLOOR RES. TO OFFICES	4.4.77		C/A
08108		EXTENSION	13.4.78		C/A
BR 8338		MEZZ. FLOOR	10.4.78	APP	
BR 8222		LIT. OF CRANE BAY	9.5.78	REF	
28995		EXTEND ROAD	27.11.87		C/A
39262 INVALID N/P					
FP/92/0743A	RADYNE	WAREHOUSE TO OFFICES	8.10.92 2.11.92	REF APP	
FP95/4091	"	RAISED STEEL STORAGE AREA	13.3.96	APP	
96/63609/F	"	NEW ENTRANCE / CAR PARK / LANDSCAPING	13.3.96		C/A
99/70190/F	"	Erect replacement entrance Gates	6.9.99		C/A
FP99/8917	"	New spiral stair & assoc. ext. alts.	23.7.99	APP	

SPECIAL ORDERS TP 1005 LETTER APPROVING IN PRINCIPLE

1933

(3)

ADDRESS RADYNE PARISH WOKINGHAM

PLOT No. S. of MOLLY MILLARS LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
FP96/5310	RADYNE LTD.	RAISED STORAGE AREA & OFFICE	10-5-96	APP
FP97/6050 A	"	ENTRANCE / CAR-PORT	22.5.97 ~~27.03.97~~	~~APP~~ REF
98/67775/F	IONICA PLC	Antennae, Microwave dishes & Equipment Cabin	14.7.98	C/A
98/68110/A	Radyne Ltd.	Int. Illd. Sign & 3 Flags	9.10.98	C/A.
98/68714/A	"	Erect 3 Flag Poles	8.1.99	C/A.
C/63609/07	"	comply with cond'n 07 of consent 96/63609/F for approval of revised landscaping.	29/3/99	APP
FP98/7453/A	Minster Square Ltd.	Office refurb. & con. of g.ft car park/new access	16/10/98	C/A
99/70188/A	Radyne Ltd.	Int-illuminated sign.	27/9/99.	C/A
F/2000/2532	Minster Sq. Ltd.	Relancing & resurfacing of car park + addition of light poles	29/11/00	APP

MINISTRY DECISION

SPECIAL ORDERS Unit on Radyne Site – ClearComm Centre

1933

(4)

ADDRESS Radyne PARISH Nottingham

PLOT No. Holly Millars Lane ORD.SHEET No.

Planning No.	Building No.	Applicant	Description of Development	Date	Decision	
					Building	Planning
O/2001/5282		Lamron Dev.	O/L erect 3 buildings for BIA office use			
A/2002/7364		Indent Design	Erect non illum sign			
O/2002/8136		Lamron Dev	erect 3 buildings for BIA office use			

MINISTRY DECISION:

SPECIAL ORDERS:

[illegible]

GVA Grimley

International Property Advisers

A REPORT ON THE OFFICE & INDUSTRIAL MARKET FOR WOKINGHAM

Prepared by

GVA Grimley

International Property Advisers

January 2003

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	

C 6 JAN 2002

GVA Grimley

CONTENTS

1.0 INTRODUCTION

2.0 BACKGROUND

3.0 INDUSTRIAL SCHEMES

4.0 DATA RESULTS

5.0 OFFICE SCHEMES

6.0 CONCLUSION

Appendix I Industrial
Appendix II Offices

GVA Grimley

1.0 INTRODUCTION

This report is submitted in connection with an application for outline planning consent on the site to the west of Molly Millars Close, Molly Millars Lane, Wokingham. The proposed scheme comprises 3 three-storey buildings providing 9 office units of varying sizes.

The report looks at pipeline development, buildings under construction, and available buildings both new and secondhand for the industrial and office markets.

It also shows unsatisfied demand for both industrial and office uses.

2.0 BACKGROUND

The attached schedules at Appendix I show pipeline, new/under construction, and secondhand industrial buildings. A second schedule lists current unsatisfied demand for industrial units.

The attached schedules at Appendix II show pipeline, new/under construction, and secondhand office units. The second schedule shows current unsatisfied demand for office units. These schedules concentrate on buildings of similar size to those within the proposed scheme.

3.0 INDUSTRIAL SCHEMES

a) Molly Millars.com

This is currently a mixed scheme and is owned by Salmon Harvester and NFU Mutual. It is essentially divided into two with the rear part (Phase II) having a consent for 24,000 sq ft of industrial accommodation in two units. The front part of the site with extensive frontage to Molly Millars Lane has a consent for a four building office scheme which will provide a total of 75,000 sq ft.

However, the rear part of the site is currently under offer as an industrial pre-let leaving the front part of the site available. We understand that the current intention of the developer is to market the front part of the site on an industrial basis given the relative success with the rear part of the site. Discussions are in hand for a potential pre-let on a part of this site.

b) Former Fluidrive Engineering site, Molly Millars Lane

There has been a resolution to grant consent for an office development on this 1.4 acre site with an area of approximately 36,000 sq ft in three buildings. However the applicant Albion Land (UK) Ltd did not complete its purchase, and a car showroom enquiry also withdrew. There remains some interest in a B8 scheme for the site.

REFUSED

4.0 DATA RESULTS

PIPELINE/NEW DEVELOPMENTS		
Address	**Offices (sq ft)**	**Industrial (sq ft)**
MN3, Molly Millars Lane		51,739
Oak Tree Court, Molly Millars Lane		24,758
Phase I, mollymillars.com	75,038 ---------->	*(75,038)*
Fluidrive, Molly Millars Lane	36,000 ---------->	*(36,000)*
Buckhurst Court, London Road	10,800	
Total	**122,288** *(10,800)*	**76,497** *(187,535)*

This data shows a relatively even match between industrial and office pipeline and new availability for Wokingham. However it is somewhat misleading in that if Phase I of mollymillars.com and the Fluidrive site both become industrial then the figures look dramatically different. In that case there will be a total of 187,535 sq ft pipeline and new industrial development and only 10,800 sq ft of new office development with no pipeline office development at all.

5.0 OFFICE SCHEMES

We have looked at the supply of new small unit office schemes in the Wokingham, Bracknell and Reading areas. However, there are no new small unit office schemes currently under construction in this area. In addition, the only new office building in Wokingham, the 17,000 sq ft Albion, has been let to Punter Southall, which means that there is only the Buckhurst Court building remaining on the outskirts of the Town, at 10,800 sq ft.

6.0 CONCLUSION

It is clear from this report that the office consents in respect of both the mollymillars.com site (Phase I) and the Fluidrive site are unlikely to be implemented. In our view this will lead to a significant shortage of quality office development within Wokingham, and will clearly prevent occupiers from locating within the town.

In addition the proposed scheme for the former Radyne site would offer units ranging in size from 324 sq m up to 787 sq m (gross areas). This would allow local companies to occupy their own self-contained building within Wokingham, thereby stimulating the local economy .

We would therefore strongly recommend that the Planning Authority consider the contents of this report in support of the planning application for an office scheme on the former Radyne site at Molly Millars Lane, and grant consent for the scheme which we feel would represent a valuable addition to the Wokingham office stock.

Appendix 1

GVA Grimley

INDUSTRIAL AVAILABILITY

PIPELINE, NEW/UNDER CONSTRUCTION, SECONDHAND

WOKINGHAM

PIPELINE			
Address	**Floor Area**	**Terms**	**Comments**
Molly Millars.com Phase II Molly Millars Lane Wokingham	Unit A 15,996 Unit B 7,998 Total 23,994	£9.00 per sq ft.	Under offer as a pre-let.

NEW/UNDER CONSTRUCTION			
Address	**Floor Area**	**Terms**	**Comments**
Unit 1 MM3, Molly Millars Lane Wokingham	25,719	Freehold £3.1 million Leasehold £257,000 pa	Newly completed scheme available freehold or leasehold 8m eaves
Unit 2 MM3, Molly Millars Lane Wokingham	8,964	Freehold £1.08 million Leasehold £83,000 pa	Newly completed scheme available freehold or leasehold 7m eaves
Unit 3 MM3, Molly Millars Lane Wokingham	17, 056	Freehold £2.04 million Leasehold £158,000 pa	Newly completed scheme available freehold or leasehold 7m eaves
Oaktree Court, Molly Millars Lane Wokingham	24,758 (GEA)	£10.00	Available freehold or leasehold Secure yard

GVA Grimley

SECONDHAND			
Address	**Floor Area**	**Terms**	**Comments**
Unit 1 The Business Centre, Wokingham	Warehouse 33, 847 Office 3,602 Total 33,847	£8.00 per sq ft	Available leasehold 6.1m eaves Yard and loading area

GVA Grimley

UNSATISFIED INDUSTRIAL DEMAND

Wokingham & Environs

Company	Requirement Size	Comments
Clients of Lambert Smith Hampton	11-15,000 sq ft	Looking between Wokingham and Heathrow.
Clients of Jones Lang LaSalle	100-120,000 sq ft	Large warehouse requirement from Wokingham to Heathrow.
Clients of Lambert Smith Hampton	20-25,000 sq ft	Wokingham to West London search.
Clients of Colliers CRE.	20-30,000 sq ft	High quality warehouse required in Wokingham/Bracknell area.
Clients of Jones Lang LaSalle	60-80,000 sq ft	Require 15-20,000 sq ft office content in Thames Valley.
Clients of Matthews & Goodman	20-30,000 sq ft	High eaves height building required within general Wokingham area.
Clients of Countrywide Commercial	40-70,000 sq ft	Freehold industrial requirement for the Thames Valley.
Clients of Haslams	8-15,000 sq ft	A Wokingham requirement for a warehouse
Clients of Campsie & Co	8-12,000 sq ft	High quality requirement warehouse required in the Wokingham area.
Clients of Edwin Hill	30-35,000 sq ft	Requirement for Hydelberg in the Thames Valley with a minimum of 5,000 sq ft office requirement.
Clients of Hollis Hockley	6-10,000 sq ft	On behalf of Sateliet looking for high office content warehouse in Wokingham and Bracknell.
Clients of Docherty Baines	20-30,000 sq ft	Freehold warehouse requirement in Thames Valley.
Clients of GVA Grimley	30-60,000 sq ft	A warehouse requirement with a 12 metre eaves height in the Wokingham area.
Clients of Knight Frank	31,500-38,500 sq ft	A general Thames Valley requirement ideally on a freehold basis.

GVA Grimley

Appendix 2

GVA Grimley

OFFICE AVAILABILITY

PIPELINE, NEW/UNDER CONSTRUCTION, SECONDHAND

WOKINGHAM

PIPELINE

Address	Floor Area	Parking Ratio	Terms	Comments
Molly Millars.com Molly Millars Lane Wokingham	Unit A 14,553 sq ft Unit B 16,868 sq ft Unit C 20,065 sq ft Unit D 23,552 sq ft **Total 75,038 sq ft**	1:245 sq ft	£25.00 per sq ft	A four building scheme with outline planning consent. • Phase II to the rear will be industrial. • Grade A specification but no plans to spec develop.
Fluidrive Site Molly Millars Lane Wokingham	36,000 sq ft	TBC	TBC	A resolution to grant consent for B1(b). Site currently under offer to new purchaser considering a high tech/industrial scheme.

NEW/UNDER CONSTRUCTION

Address	Floor Area	Parking Ratio	Rent	Comments
Buckhurst Court London Road Wokingham	10,800 sq ft	1:250 sq ft	£30.00 per sq ft	A new building to be completed in August 2002. • Self contained suite. • High specification.

GVA Grimley

SECONDHAND				
Address	**Floor Area**	**Parking Ratio**	**Rent**	**Comments**
Monarch House Waterford Way Wokingham	5,835 sq ft	1:324 sq ft	£18.00 per sq ft	A refurbised 15 year old building. • Town Centre location, but poor access. • Currently under offer at £17.50 with 10 year lease and break at year 5. • Specification includes air-conditioning and raised floors.
Cyber House Molly Millars Lane Wokingham	24,400 sq ft	1:257 sq ft	£17.50 per sq ft	Refurbished 1960's office building. • Originally let to serviced office company but re-available. • Reasonable specification but no air-conditioning or raised floors. • Offering flexible lease terms.
Fairfield House Finchampstead Road Wokingham	3,500 sq ft	TBC	£18.00 per sq ft	Recently refurbished building with air-conditioning and raised floors. • Available.
Old Row Court Rose Street Wokingham	5,188 sq ft	1:399 sq ft	£17.50 per sq ft	A 10 year old building with air-conditioning but no raised floors. • Available.
12-13 Oaklands Park Wokingham	(12) 7,659 sq ft (13) 11,179 sq ft	TBC	£18.50 per sq ft	Refurbishment to be carried out. • Also available freehold at £220.00 per sq ft.
Cheney House Oaklands Park Wokingham	11,609 sq ft	TBC	£18.00 per sq ft	Modern air conditioned offices.
Imperial House Oaklands Drive Wokingham	6,563 sq ft	TBC	£22.50 per sq ft	Sublet space within 10 year old building. • Specification includes air-conditioning and raised floors. • 2 year old refurbishment.

UNSATISFIED OFFICE DEMAND

Wokingham & Environs

Company	Requirement Size	Comments
PNC Telecom	20,000 sq ft	Seeking new HQ building along M3 corridor including Wokingham.
Clients of Haslams	25,000 sq ft	Seeking freehold offices for occupation within next 6-9 months.
Clients of Fletcher King	10,000 - 15,000 sq ft	Initial search covers Watford, Croydon, Bromley, Bracknell and Wokingham.
Clients of Vail Williams	10,000 - 12,000 sq ft	Seeking office accommodation along the M3 corridor between Wokingham/Bracknell and Basingstoke.
Lab Support	5,000 - 9,000 sq ft	Seeking office accommodation in Bracknell/Wokingham area.
BJG	15,000 - 20,000 sq ft	Existing Wokingham occupier seeking to expand from existing accommodation.
Kendle Pharmaceuticals	12,000 - 15,000 sq ft	Seeking to consolidate a number of office facilities in Crowthorne. Preferred search area includes Bracknell and Wokingham.
British Cement Association	6,500 - 10,000 sq ft	Seeking economical office space within a 5 mile radius of Crowthorne including Wokingham. Occupation by fourth quarter 2002.
Vianet	10,000 - 20,000 sq ft	Office accommodation required within the Bracknell/Wokingham area.
Clients of Colliers CRE	15,000 - 20,000 sq ft	Urgent requirement centred on Camberley, Farnborough and Wokingham.

GVA Grimley

Company	Requirement Size	Comments
Clients of Hutchison Morrison Childs	15,500 - 22,500 sq ft	Large initial search area including M4, M3 and Southwest M25 areas including Wokingham. Occupation required within the next 6-9 months.
Clients of DTZ Debenham Tie Leung	45,000 - 70,000 sq ft	Headquarters office requirement within Reading and surrounding area including Wokingham. Occupation required within next 12 months.
Saab	50,000 - 100,000 sq ft	Initial search covers M40, M4, M3 areas including Wokingham. Occupation required by 2004.
Clients of Kingstons	10,000 - 14,000 sq ft	Preferred search includes Bracknell, Wokingham and Reading
Henkel-Ecolab	10,000 - 12,000 sq ft	Search focusing on Reading and surrounding areas. Occupation required within 6 months.
Clients of Main Allen	25,000 - 35,000 sq ft	M4 corridor between Hammersmith and Bracknell including Wokingham. Occupation required by December 2002.


mayer brown

09 JAN 2003 0136

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

Transport Assessment for
Lamron Developments (Wokingham) Limited

January 2003

REFUSED

the journey is the reward

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

Transport Assessment for
Lamron Developments (Wokingham) Limited

January 2003

Project Code:	LEWOKINGHAM.1
Prepared by:	Ben Smith-Laing
Position:	Senior Technician
Approved by:	
Issue Date:	7th January 2003
Status:	FINAL

Mayer Brown Limited Mayer Brown House 77-79 Maybury Road Woking Surrey GU21 5JH
Telephone 01483 750 508 Fax 01483 750 437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

Contents

1.0	Introduction
2.0	The Site and Adjacent Highway Network
3.0	Development Proposals
4.0	Policy Background and Site Accessibility
5.0	Traffic Impact
6.0	Summary and Conclusions

List of Figures

Figure 1.1	The Site in Relation to the Regional Highway Network
Figure 2.1	The Site in Relation to the Local Highway Network
Figure 3.1	Proposed Site Layout
Figure 4.1	Bus Services Plan
Figure 5.1	2000 Observed Flows – Weekday AM Peak
Figure 5.2	2000 Observed Flows – Weekday PM Peak
Figure 5.3	2004 Base Flows – Weekday AM Peak

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

List of Figures (Continued)

Figure 5.4	2004 Base Flows – Weekday PM Peak
Figure 5.5	Permitted Development Flows – CF Taylor Site Weekday AM Peak
Figure 5.6	Permitted Development Flows – CF Taylor Site Weekday PM Peak
Figure 5.7	Permitted Development Flows – Fluidrive Site Weekday AM Peak
Figure 5.8	Permitted Development Flows – Fluidrive Site Weekday PM Peak
Figure 5.9	2004 Base + Permitted Development Flows Weekday AM Peak
Figure 5.10	2004 Base + Permitted Development Flows Weekday PM Peak
Figure 5.11	Development Traffic Distribution – Weekday AM Peak
Figure 5.12	Development Traffic Distribution – Weekday PM Peak
Figure 5.13	Development Traffic Flows – Weekday AM Peak
Figure 5.14	Development Traffic Flows – Weekday PM Peak
Figure 5.15	2004 Base + Committed Development + Proposed Development Traffic Flows – Weekday AM Peak
Figure 5.16	2004 Base + Committed Development + Proposed Development Traffic Flows – Weekday PM Peak

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

List of Appendices

Appendix A Copy of Scoping Report

Appendix B TEMPRO Output File

Appendix C TRICS Output Files

Appendix D V/ARCADY Test Output Files – Molly Millar's Lane/Barkham Road

Appendix E V/PICADY Test Output Files – Molly Millar's Lane/Site Access

Appendix F V/ARCADY Test Output Files – Molly Millar's Lane/Finchampstead Road

1.0 INTRODUCTION

1.1 Mayer Brown Limited has been commissioned to prepare a Transport Assessment by Lamron Developments (Wokingham) Limited regarding a proposed B1 (a) office development on land adjacent to Molly Millar's Lane, Wokingham.

1.2 The development proposal seeks to provide 4,645m^2 of B1(a) office development. To support the development's operational requirements, it is proposed to provide 157 car parking spaces, as well as measures to encourage travel by non-car modes of transport.

1.3 The site is a 'brownfield' site and lies to the south of Wokingham in a predominantly office / industrial / business use area. The site is currently derelict and has, in the past, served as a car park for nearby businesses. The site will be accessed by vehicular traffic via a new priority junction onto Molly Millar's Lane. The site's location in relation to the regional highway network is shown in Figure 1.1.

1.4 The scope of this assessment has been discussed for a duplicate application which was submitted in 2001 with representatives of Wokingham District Council. A copy of the agreed Scoping Report is provided at Appendix A.

1.5 This report details the site and the surrounding highway network, and compares the development proposals with local, regional and national transport policies. The site's accessibility by non-car modes is established, as well as the likely impact of the traffic attracted to the site on the local highway network. As part of the assessment, the likely impact of any permitted developments in the vicinity of the site has also been considered.

1.6 The remainder of this report is divided into five sections. Section two describes the site and the adjacent highway network, while Section three outlines the development proposals. Section four provides a description of the policy applicable to the site and considers the site's accessibility, while Section five assesses the traffic impact. Section six provides the summary and conclusions.

2.0 THE SITE AND ADJACENT HIGHWAY NETWORK

2.1 The site lies within a predominantly office / industrial / business area. The site is bound to the north and east by business premises and brownfield sites. To the south, the site is bound by Molly Millar's Lane, and to the west, the site is bound by the CF Taylor office development site.

2.2 The site lies approximately 1km from Wokingham town centre, which provides the main shopping, leisure and public transport facilities. Due to the proximity of the town centre, the opportunity exists to access the site via non-car modes of transport.

2.3 Wokingham Rail Station lies approximately 650m north of the site and provides regular rail service links with Reading, London Waterloo and Gatwick Airport. This distance is considered to be a reasonable walking distance, although there are also regular bus services accessible from Molly Millar's Lane and Barkham Road that provide links to the rail station; bus stops for these services are within an 8 minute walk of the site.

2.4 The site benefits from excellent links with the local highway network. From Wokingham town centre, the A329 can be accessed, providing a link to the M4 motorway and therefore with London to the east and Bristol and South Wales to the west. The A329(M) is also accessible, providing a route to Reading to the north and Bracknell to the south.

2.5 The A321 to the east of the site provides access to Wokingham Town Centre to the north and the M3 motorway to the south; the M3 then provides access to London to the north east and Southampton to the south west.

2.6 The location of the site in relation to the local highway network is shown at Figure 2.1.

2.7 Molly Millar's Lane is typically 6-8m wide with 1.5-2m wide footways on both sides of the road. A system of street lighting is present along its entire length and the road is subject to a 30mph speed restriction. There is no on-street parking allowed, with car parking provision being accommodated within the business units.

2.8 To the west, Molly Millar's Lane is accessed via a mini-roundabout junction with Barkham Road, and accessed to the east via a three arm roundabout junction with Finchampstead Road. Barkham Road is typically 6-8m wide and is subject to a 40mph speed restriction to the south that changes to 30mph approaching Molly Millar's Lane. Footways are typically 1.5-2m wide and street lighting is provided. Finchampstead Road is typically 6-7.3m wide with 1.8-3m wide footways. Again, street lighting is provided and a 30mph speed restriction is in force.

2.9 Barkham Road to the north of Molly Millar's Lane links to Wokingham town centre, and to the south with Arborfield and routes to Shinfield and Swallowfield. Finchampstead Road links with Wokingham town centre to the north and Finchampstead to the south.

2.10 Access to the site is via Finchampstead Road and Barkham Road from the east and west. There is the possibility of using Eastheath Avenue to the south of the site, which is accessed from Finchampstead Road. This has been identified as a possible 'rat-run' by the Council and the potential impact of the development on this road is therefore assessed in this report.

3.0 DEVELOPMENT PROPOSALS

3.1 As set out in the introduction, the development proposal seeks to provide 4,645m^2 of B1(a) office development. To support the development's operational requirements it is proposed to provide 157 car parking spaces, as well as measures to encourage travel by non-car modes of transport.

3.2 The development will be divided into three buildings with associated car parking. The proposal for 157 car parking spaces is in accordance with guidance set out in Planning Policy Guidance Note 12 entitled "Transport", which recommends a maximum parking standard of 1 space per 30m^2 for B1(a) office developments. At the parking level proposed, there will be a requirement for approximately 40% of employees to travel by modes of transport other than the single occupancy car. This issue is dealt with in section four of this report.

3.3 Access to the site will be via a new priority junction onto Molly Millar's lane which forms part of the development proposals.

3.4 As part of the development proposals, it is proposed to provide secure cycle parking facilities (the Local Plan stating 1 stand per 250m^2), lockers and shower facilities. These measures are aimed at making cycling an attractive alternative to the car and thus reducing the number of car borne trips to the site.

3.5 A plan illustrating the proposed site layout, car parking provision and new site access arrangements is provided at Figure 3.1.

4.0 POLICY BACKGROUND AND SITE ACCESSIBILITY

National Policy

4.1 Government Planning Policy Guidance in relation to transport accessibility issues is contained in the revised PPG13, published in March 2001 and entitled 'Transport'. The key transport aims contained in PPG13 are:

i. Locate development in locations that offer a realistic choice of access by non-car modes;
ii. Encourage alternative means of travel which have less environmental impact; and hence;
iii. Reduce reliance on the private car;
iv. Reduce the growth in length and number of motorised journeys.

4.2 Paragraph 19 of PPG13 also states that:

"A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion."

4.3 The development proposals meets these objectives by providing employment facilities close to Wokingham town centre and its public transport facilities, therefore making the site accessible by non-car modes of transport.

4.4 Paragraph 32 of PPG13 also states that;

"....local authorities should adopt a positive, plan-led approach to identifying preferred areas and sites for B1 uses which are (or will be) as far as possible highly accessible by public transport, walking and cycling."

4.5 It will be demonstrated later in this section that the development site is identified as an employment site by the local authority, and has been chosen because of its accessibility by non-car modes.

Regional Policy

4.6 Regional policy is contained in Regional Planning Guidance for the South East (RPG9). This document follows PPG13 in requiring development sites to locate in areas where modes of transport other than the private car can be used.

4.7 Regarding walking and cycling, RPG9 states that:

"Walking and cycling should be vigorously promoted especially for shorter distances, as the healthiest and most environmentally-friendly ways to travel."

4.8 The site accords with this policy by being highly accessible by foot from adjacent residential areas as well as the town centre and with new cycling initiatives emerging in the area, cycling to the site will become an attractive alternative.

Local Policy

4.9 The Wokingham District Draft Local Plan identifies the Molly Millar's Industrial Area as a core employment area, being within an area already developed for business use with established links to the public transport network and sizeable populations.

4.10 The Local Plan contains strategies that aim to reduce the number of car borne trips. It proposes to achieve this reduction by increasing the use of transport modes such as bus, cycle and travel on foot. The site benefits from an established pedestrian and public transport network which, coupled with residential areas in the vicinity of the site, creates the potential for staff to utilise non-car modes of transport when travelling to the site.

4.11 The parking provision for the site has been set at a level of 1 space per 30m^2, which is in line with PPG13.

Pedestrian and Cycle Facilities

4.12 Molly Millar's Lane has good facilities for pedestrians and cyclists with footways on both sides along its full length. On the north side of the road, there is a shared use foot and cycleway. This facility varies in width but is 3.0 metres wide along the majority of its length. There is street lighting along the full length of Molly Millar's Lane.

4.13 Pedestrians can also use the footway provided on the south side of Molly Millar's Lane. This facility also varies in width but is generally at least 2.0 metres wide.

4.14 At its western end, Molly Millar's Lane meets Barkham Road at a mini-roundabout junction. There is a toucan crossing over Molly Millar's Lane approximately 50 metres to the east of this junction and a further toucan crossing over Barkham Road approximately 30 metres to the south.

4.15 Pedestrians and cyclists using the path on the north side of Molly Millar's Lane who wish to turn left at the junction with Barkham Road can cross over Molly Millar's Lane by means of the above mentioned toucan crossing. The footway on the south side of Molly Millar's Lane becomes a shared use foot and cycle way from this point and continues along the east side of Barkham Lane to a point opposite the junction with Woosehill Lane, where the cycle route ends. From here, the footway continues and cyclists use the road.

4.16 Pedestrians and cyclists travelling west along Molly Millar's Lane who wish to turn right along Barkham Road, towards Wokingham railway station can continue along the north side of Molly Millar's Lane to the junction with Barkham Road. The footway continues from here into Barkham Road

4.17 At its eastern end, Molly Millar's Lane meets Finchampstead Road at a mini-roundabout junction. There is a toucan crossing on Molly Millar's Lane approximately 30 metres to the west of this junction, and a further toucan crossing over Finchampstead Road approximately 20 metres to the south. The foot and cycleway running along the north side of Molly Millar's Lane finishes at the toucan crossing and all pedestrians and cyclists using this facility have to cross the road to continue.

4.18 There is a railway bridge over Finchampstead Road approximately 50 metres to the north of its junction with Molly Millar's Road. There is no footway provided on the west side of Finchampstead Road where it passes under this bridge, and pedestrians must therefore cross over to the east side of Finchampstead Road.

4.19 Pedestrians and cyclists travelling east along Molly Millar's Lane who wish to continue south along Finchampstead Road can cross over using the toucan crossing facility on Molly Millar's Road, and then continue along either side of Finchampstead Road.

4.20 When travelling from the application site to Wokingham town centre by foot or cycle, the quickest route is via Molly Millar's Lane and Finchampstead Road. To reach the town centre, pedestrians can use the shared use foot and cycleway along Molly Millar's Road and then cross over both Molly Millar's Road and Finchampstead Road using the toucan crossings previously mentioned. They can then continue along the east side of Finchampstead Road using the footway provided. Street lighting is provided along the whole of this route.

4.21 When travelling from the application site to Wokingham railway station by foot or cycle, the quickest route is via Molly Millar's Lane and Barkham Road. Pedestrians can use the shared foot and cycleway along Molly Millar's Road, and then continue along the footway on the east side of Barkham Road. This varies between approximately 1.5 and 2.0 metres wide and street lighting exists along the whole route. In order to access the railway station, it is necessary to cross over Barkham Road. There are no specific pedestrian crossing facilities on Barkham Road between its junction with Molly Millar's Road and the station, but the alignment of Barkham Road allows pedestrians to cross with a clear view of vehicles approaching from both directions.

Accessibility by Bus

4.22 There are four bus stops in the vicinity of the site. Two are located along Molly Millar's Lane, and the other two along Barkham Road, distances of approximately 280m and 550m respectively. The services that they provides access to are summarised in the table below:

Service No	Route	Peak Hourly Frequency
144 (Barkham Rd only)	Reading – Shinfield – Arborfield – California Cross – Barkham - Wokingham	2 per hour
193	Reading – Winnersh – Wokingham – Crowthorne – Sandhurst - Camberley	1 per hour
SB	Free Shuttle Bus around Wokingham Town Centre	4 per hour

Table 4.1 Summarising Bus Services Accessible from Molly Millar's Lane and Barkham Road

4.23 A plan illustrating the bus services and the stops from where they can be accessed is provided at Figure 4.1.

4.24 It is considered that the bus stops and services located close to the site provide the potential for employees to travel conveniently to the site by public transport.

Accessibility by Rail

4.25 Wokingham rail station is located approximately 650m to the north of the site. There are regular train services running to Reading, Gatwick Airport and London Waterloo. All of the bus services listed in Table 4.1 stop at the rail station, and it is also within a reasonable walking distance from the site. The services accessible from Wokingham rail station are summarised in Table 4.2 below:

Route	Peak Hourly Frequency
Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Feltham – London Waterloo	3 per hour
London Waterloo – Feltham – Longcross – Sunningdale – Ascot – Martins Heron – Bracknell – Wokingham – Winnersh – Winnersh Triangle – Earley - Reading	3 per hour
Reading – Wokingham – Guildford – Dorking – Redhill – Gatwick Airport	3 per hour
Gatwick Airport – Redhill – Dorking – Guildford – Wokingham - Reading	3 per hour

Table 4.2 Summarising Rail Services Stopping at Wokingham Rail Station

4.26 It is therefore considered that the site can be conveniently accessed by employees wishing to use rail.

Travel Plan

4.27 In accordance with the Government guidance contained in Planning Policy Guidance Note 13 (PPG13), a Travel Plan will be provided for the site. The Travel Plan will be designed to encouraged the use of alternative travel modes to the car, and in particular the number of single occupancy car journeys.

Summary

4.28 It has been demonstrated that the site is fully in accordance with national, regional and local policy surrounding this type of development. It is also been shown that the development site is accessible by non-car modes of transport and is therefore in line with Government policy to reduce the reliance on the private car.

5.0 TRAFFIC IMPACT

5.1 To assess fully the impact of the proposed development on the local highway network, junction capacity testing has been carried out at the following junctions:

- Molly Millar's Lane / Finchampstead Road Roundabout Junction
- Molly Millar's Lane / Barkham Road Roundabout Junction
- Proposed Site Access Priority Junction

Base Traffic Data

5.2 To assess the junction's base traffic flows, traffic survey data was obtained from The Denis Wilson Partnership's Transport Assessment (February 2000) for the Former CF Taylor Site, situated to the west of the site along Molly Millar's Lane. This data was used to maintain consistency when comparing the impact of the development proposals.

5.3 This survey identified the weekday AM and PM peak hours as being:

- Weekday AM Peak 08:00 to 09:00 hours
- Weekday PM Peak 17:00 to 18:00 hours

5.4 The observed 2000 observed traffic flows are contained in Figures 5.1 and 5.2 at the back of this report.

5.5 It is necessary to assess the impact of the proposed development in the year 2004, as this is the year when the development is likely to become operational. In order to present a robust case, an element of traffic growth has been included in the assessment by applying low growth rates derived using the Department of the Environment, Transport and the Regions' TEMPRO computer package. TEMPRO is an accepted tool for assessing the impact of local traffic growth. The program has been used to determine the low traffic growth figure for the Wokingham area. The growth rate applied is set out in Appendix B.

5.6 The 2004 base traffic flows are contained in Figures 5.3 and 5.4

Permitted Developments

5.7 The CF Taylor Site, to the west of the site, has been granted planning permission for a B1(a) office development. To take into account the impact of this additional traffic on the highway network, the traffic attracted to the CF Taylor site has been added to the base flows. The CF Taylor development flows are contained in Figures 5.5 and 5.6.

5.8 Further to the west along Molly Millar's Lane, the former Fluidrive site has achieved planning consent for a redevelopment to B1(a) and (b) uses. Due to being unable to obtain AM and PM total trips with an arrival / departure breakdown, an AM peak 80% / 20% arrival / departure breakdown has been assumed. This is reversed for the PM peak. The Fluidrive development flows are contained in Figures 5.7 and 5.8.

5.9 The 2004 base plus permitted development flows are contained in Figures 5.9 and 5.10.

Development Traffic Data

5.10 To assess the traffic likely to be attracted to the site, an interrogation of the TRICS (Trip Rate Information Computer System) database has been carried out. This is an accepted tool in determining the likely traffic attraction to a development site. The TRICS output files are contained in Appendix C.

5.11 Due to the limited number of sites contained in the TRICS database, selection parameters that take into account the whole of the British Isles have been used. Reports for the Fluidrive and CF Taylor sites have used similar selection parameters.

5.12 Many of the sites on TRICS predate current and national policies to reduce polluting emissions and the number and length of journeys by the private car. It is therefore considered that the surveys on the database represent the unrestrained situation. The use of the 85%ile rates is thus likely to overestimate the level of traffic generated by the proposed development, especially when the reduced level at which the car parking has been set is considered. Average TRICS rates have therefore been used to reflect this change in policy.

5.13 Table 5.1 below summarises the weekday morning and evening peak periods' arrival and departure trip rates.

	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	2.38	0.29	2.67
Weekday PM Peak (17:00 – 18:00)	0.43	2.47	2.90

Table 5.1 Development Trip Rates

5.14 These rates have been used to calculate the development traffic for these peak periods. Development traffic attraction is summarised in table 5.2 below:

	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	111	14	125
Weekday PM Peak (17:00 – 18:00)	20	115	135

Table 5.2 Development Traffic Flows

5.15 The development traffic has been distributed onto the highway network on a pro-rata basis using the existing turning proportions from Figures 5.3 and 5.4. The morning and evening development traffic distributions are provided at Figures 5.11 and 5.12 and development traffic flows at Figures 5.13 and 5.14.

5.16 Figures 5.15 and 5.16 provide the total traffic flows (2004 base + 'permitted' development + development traffic).

Eastheath Avenue

5.17 The local authority has raised the issue of the possibility of Eastheath Avenue being used as a rat-run by development traffic, and has requested that the likely impact of the proposed development on the operation of the Eastheath Avenue / Molly Millar's lane priority junction be identified. This road links with Molly Millar's Lane to the north and Finchampstead Road to the south, and provides a route that bypasses the Molly Millar's Lane / Finchampstead Road roundabout.

5.18 From Figures 5.13 and 5.14, it can be seen that 29 and 5 vehicles in the morning and evening peaks respectively arrive from Finchampstead Road south. Even if all of these vehicles chose to use Eastheath Avenue, it would equate to a figure equal to or less than 1 vehicle every 2 minutes. This will clearly have a negligible impact on the operation of the Eastheath Avenue / Molly Millar's Lane junction, and would have no environmental impact on the residential properties located on Eastheath Avenue.

5.19 On this basis, it is concluded that it is unnecessary to assess this junction further, as the proposed development will not have a material impact on its operation.

Junction Modelling

5.20 Modelling has been carried out at the junctions listed in paragraph 5.1 of this report with the appropriate software:

- Visual ARCADY 5.0 Roundabouts
- Visual PICADY 4.1 Priority Junctions

5.21 The following conditions have been tested at each of the junctions:

- 2004 Base + 'Permitted' Development
- 2004 Total Traffic Flows

Molly Millar's Lane / Barkham Road Roundabout

5.22 Tables 5.3 and 5.4 summarise the ARCADY test output files contained at the back of this report at Appendix D.

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.201	0.3	0.460	0.8
Barkham Road (S)	0.734	2.9	0.288	0.4
Barkham Road (N)	0.430	0.8	0.295	0.4

Table 5.3 Molly Millar's Lane / Barkham Road Roundabout – 2004 Base + Permitted Development

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.204	0.3	0.485	0.9
Barkham Road (S)	0.771	3.3	0.292	0.4
Barkham Road (N)	0.452	0.8	0.298	0.4

Table 5.4 Molly Millar's Lane / Barkham Road Roundabout – Total Traffic Flows

5.23 It can be seen from the above summary tables that the development traffic flows will have a negligible impact on the operation of this junction.

Site Access / Molly Millar's Lane

5.24 As this junction forms part of the development proposals, only the 2004 total traffic flow scenario has been tested. Table 5.5 below provides a summary of the PICADY tests:

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane (N)				
Site Access	0.045	0.0	0.232	0.3
Molly Millar's Lane (S)	0.297	1.2	0.034	0.0

Table 5.5 Molly Millar's Lane / Site Access – 2004 Total Traffic Flows

5.25 As can be seen, the junction operates within capacity with minimal queuing. Picady test output files are contained in Appendix E.

Finchampstead Road / Molly Millar's Lane

5.26 The tables below summarise the results of the testing of the Molly Millar's Lane / Finchampstead Road roundabout, with the test output files being in Appendix F:

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.652	1.9	0.857	5.8
Finchampstead Road (N)	0.709	2.4	0.854	5.7
Finchampstead Road (S)	0.659	1.9	0.700	0.7

Table 5.6 Molly Millar's Lane / Finchampstead Road – 2004 Base + Permitted Development

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.662	1.9	0.921	10.5
Finchampstead Road (N)	0.732	2.7	0.880	7
Finchampstead Road (S)	0.693	2.2	0.430	0.8

Table 5.7 Molly Millar's Lane / Finchampstead Road – 2004 Total Traffic Flows

5.31 As can be seen from the above table, the junction operates within capacity with acceptable queue lengths. It should be remembered that the estimated traffic attraction of the development has been overestimated, as no account has been taken of the restricted on-site parking, and the queue lengths are therefore likely to be shorter than those given above.

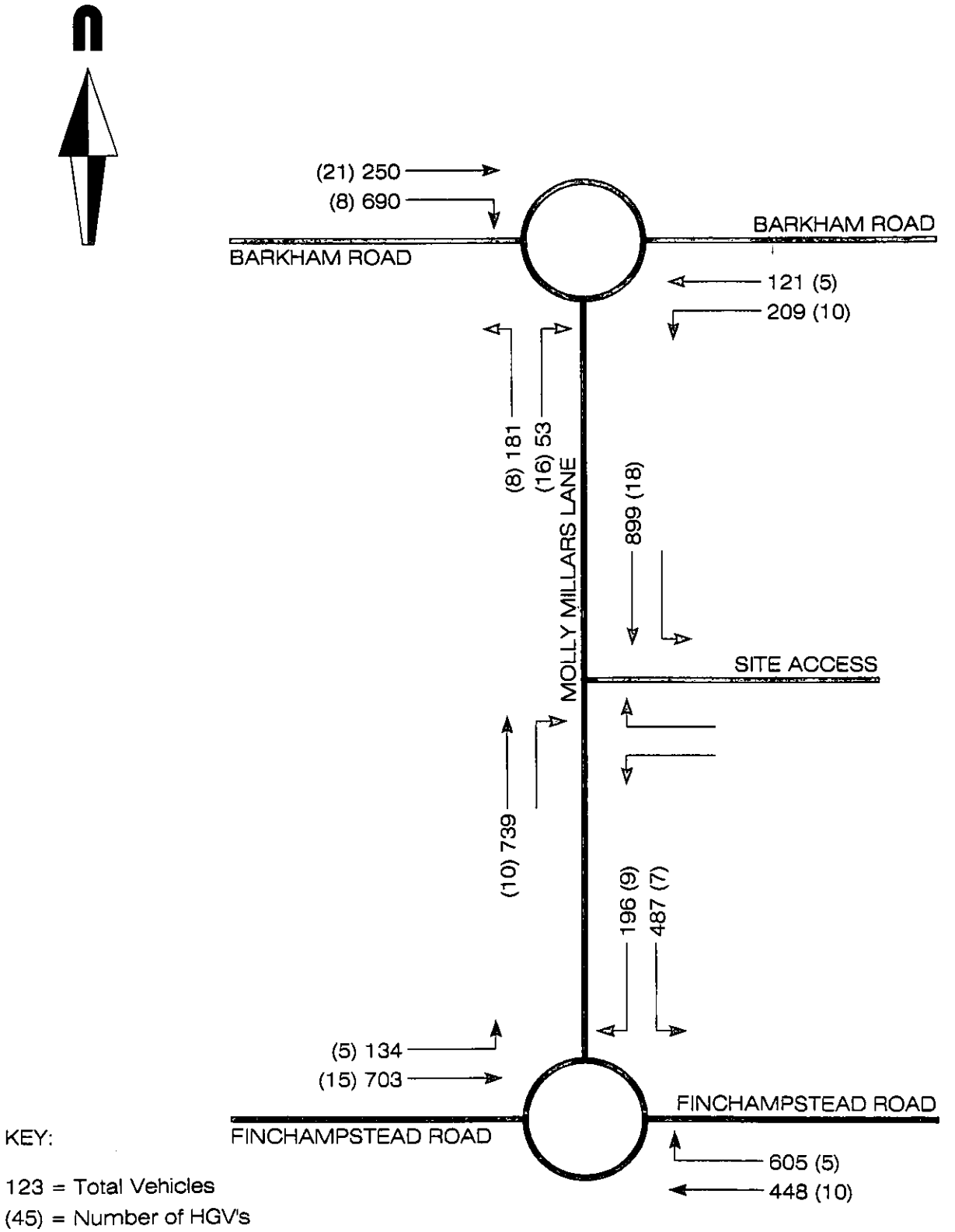
6.0 SUMMARY AND CONCLUSIONS

6.1 Mayer Brown Limited has been commissioned to prepare a Transport Assessment on behalf of Lamron Developments (Wokingham) Limited, regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

6.2 This assessment demonstrates the following:

- The development site is accessible by alternative modes of transport other than the private car, including bus, cycle, rail and foot.
- The development site parking provision accords with national and local authority policies.
- The site is located within an area identified by the local plan for employment use, and is within an established industrial area with associated public transport infrastructure.
- The adjacent highway network can adequately accommodate the traffic likely to be attracted to the site; this is based on a robust analysis and does not take account of the reduced traffic caused by the restricted parking set on the site.
- The development proposals will be accompanied by a Travel Plan to encourage staff to use alternative modes of transport to travel to the site.
- Cycle parking, shower and locker facilities will be provided within the proposals to encourage cycling to the site.
- Improvements proposed by Wokingham District Council to the local cycle network will further enhance access to the site by cyclists.

6.3 It can therefore be concluded that the proposed development accords with national and local policies in respect of transport, and that there are no transport reasons why the proposed development should not be permitted.



KEY:

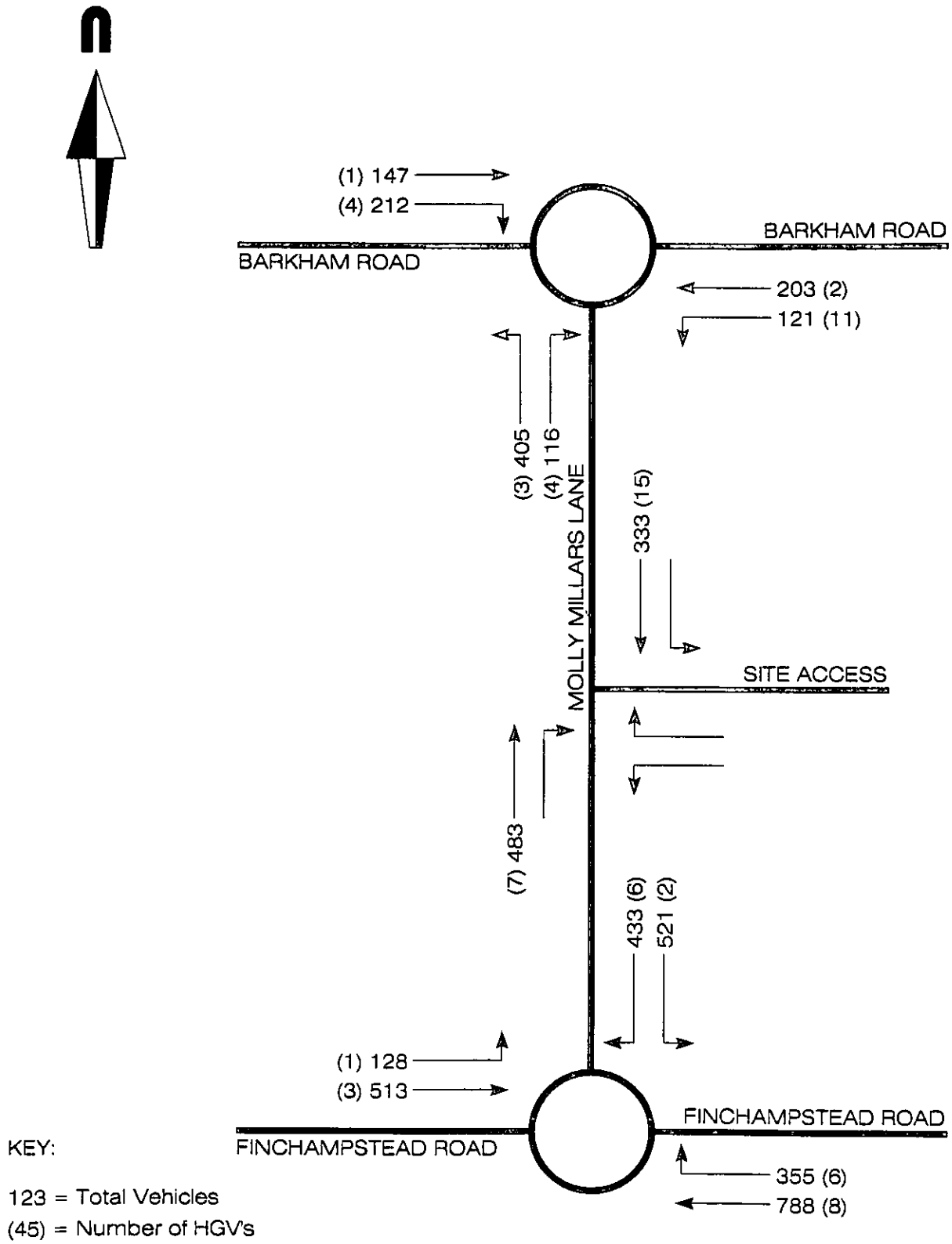
123 = Total Vehicles

(45) = Number of HGV's

mayer brown

2000 Observed Flows
Weekday AM Peak

Figure 5.1



KEY:

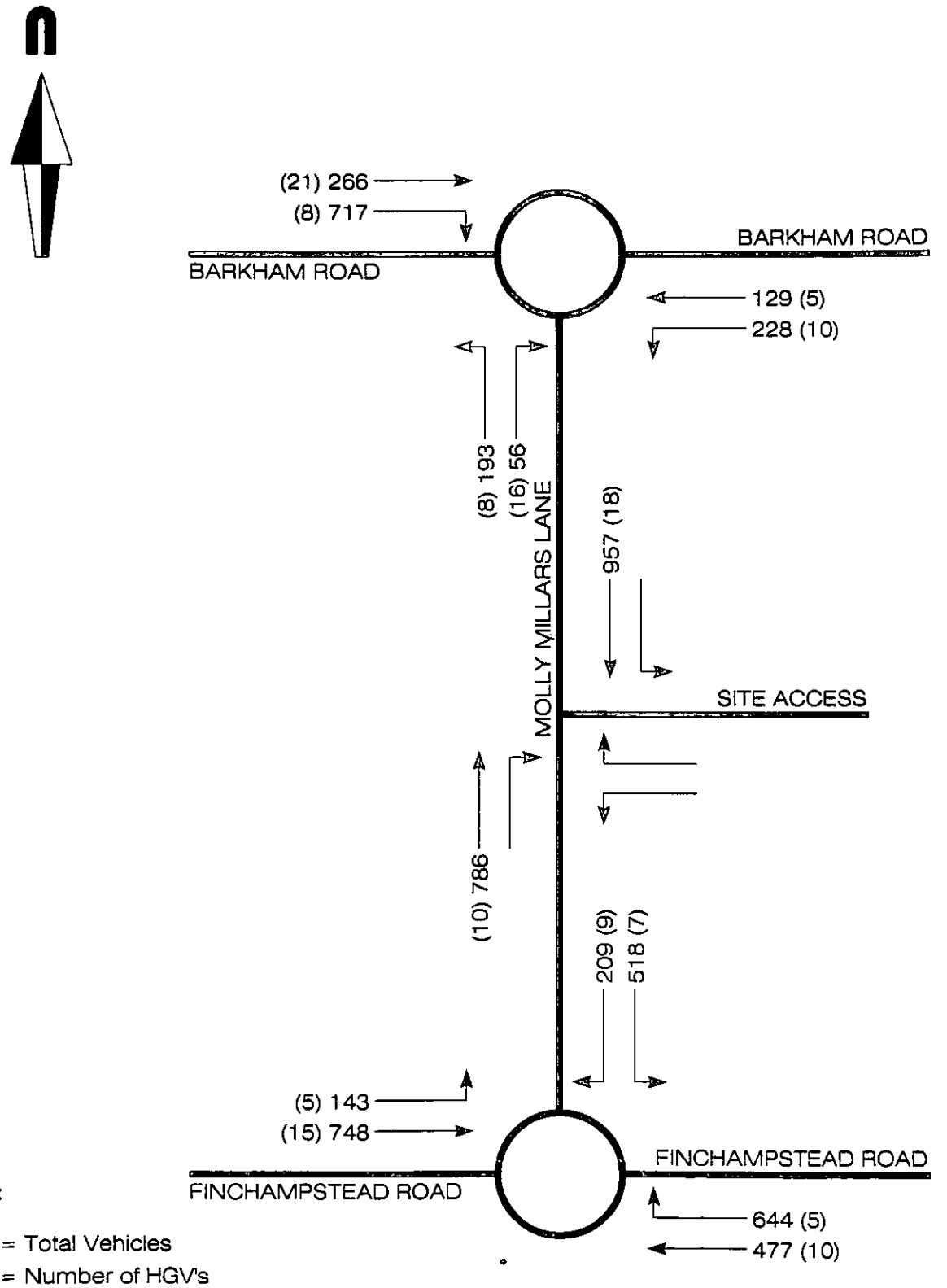
123 = Total Vehicles

(45) = Number of HGV's

mayer brown

2000 Observed Flows
Weekday PM Peak

Figure 5.2



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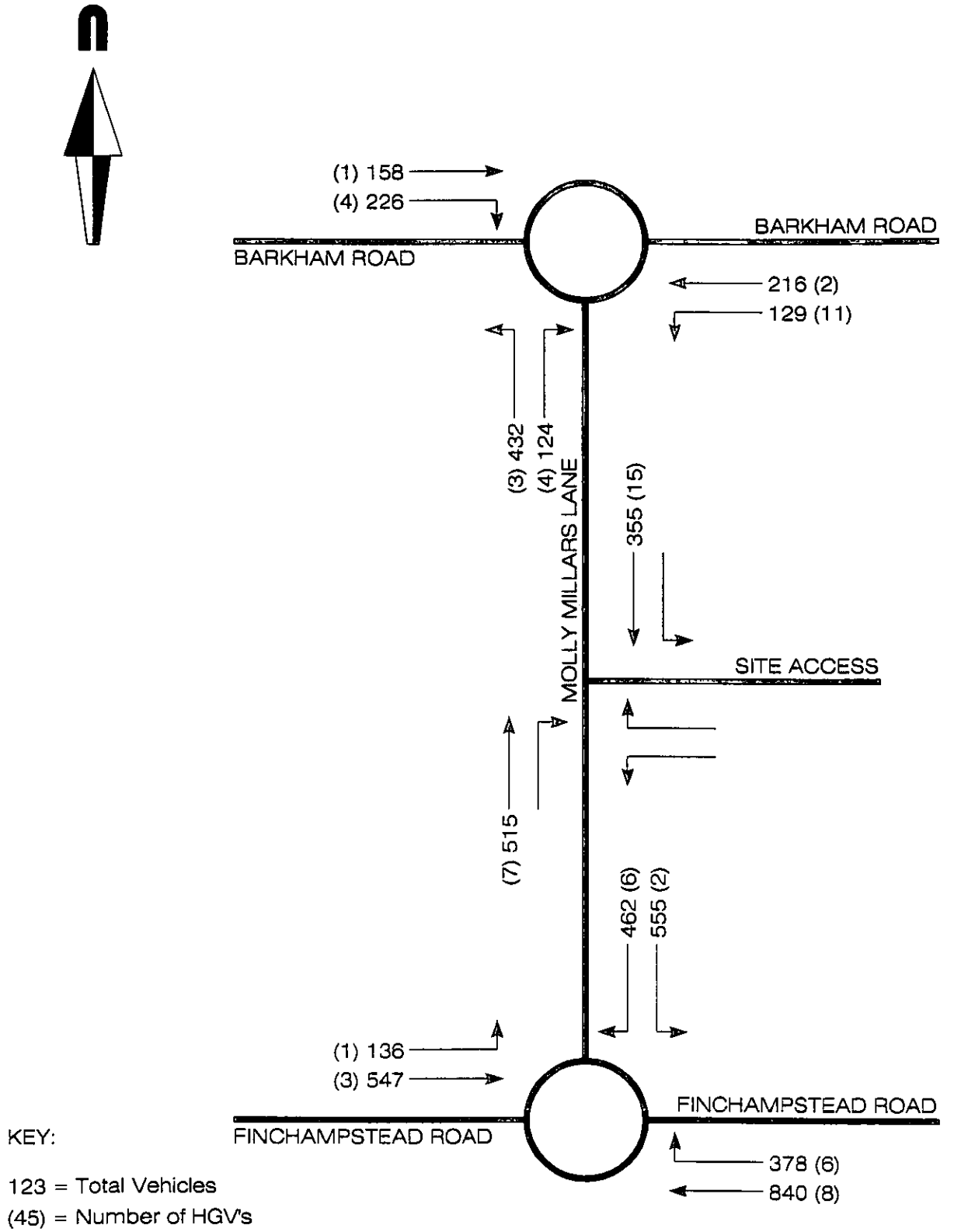
2004 Base Flows
Weekday AM Peak

Figure 5.3



KEY:

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(45) = Number of HGV's

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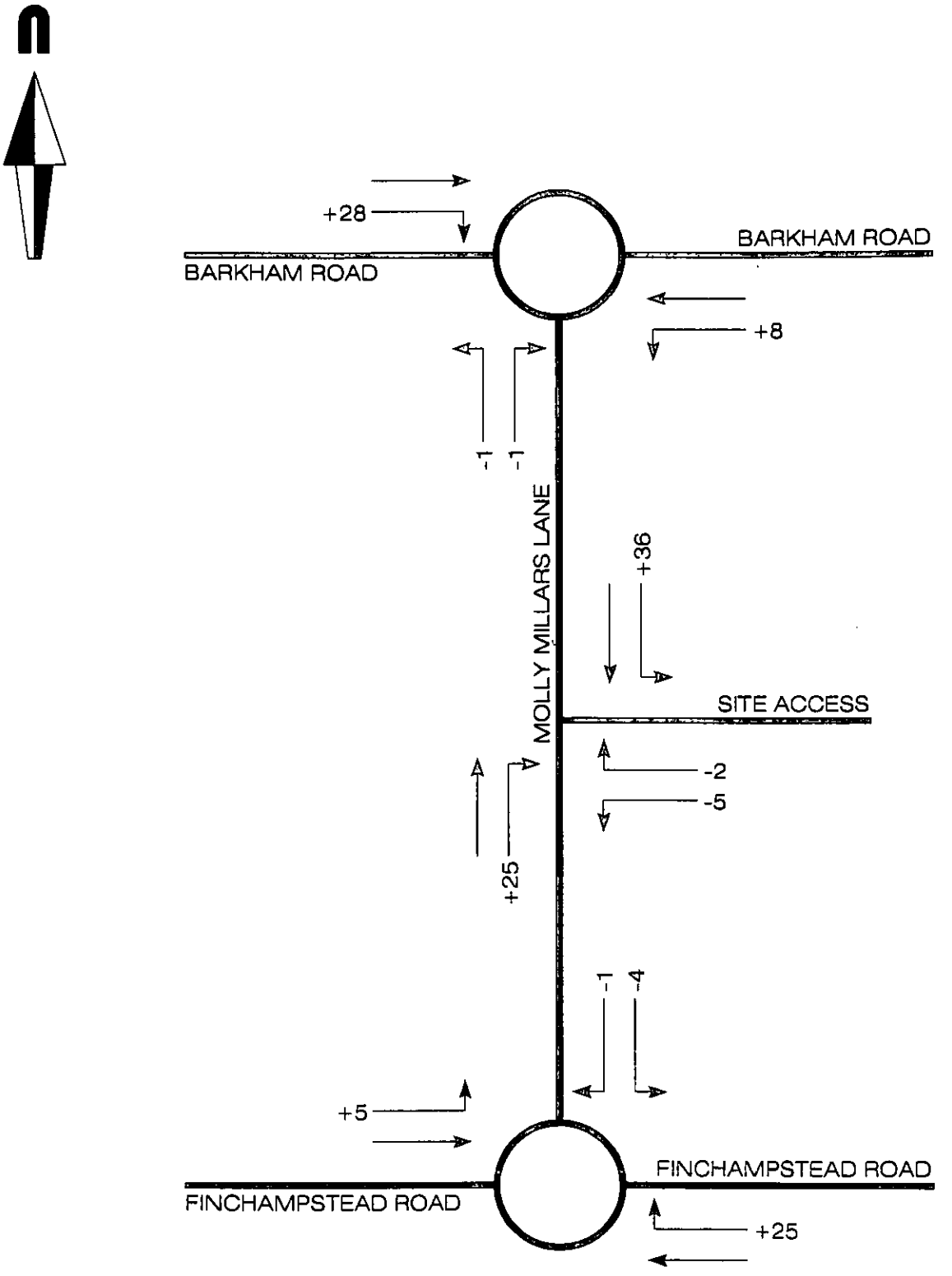
2004 Base Flows
Weekday PM Peak

Figure 5.4



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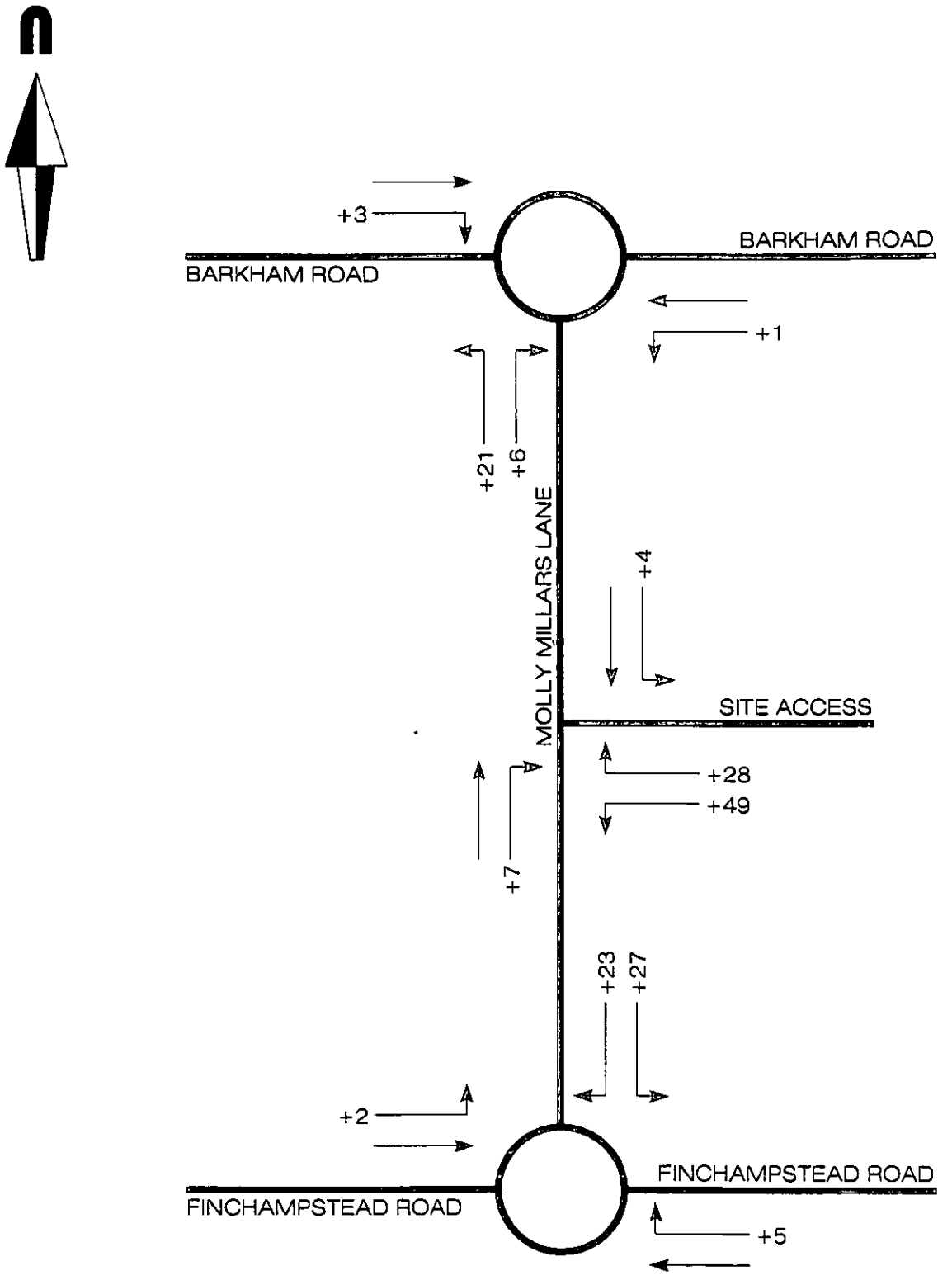
Permitted Development Flows
CF Taylor Site
Weekday AM Peak

Figure 5.5



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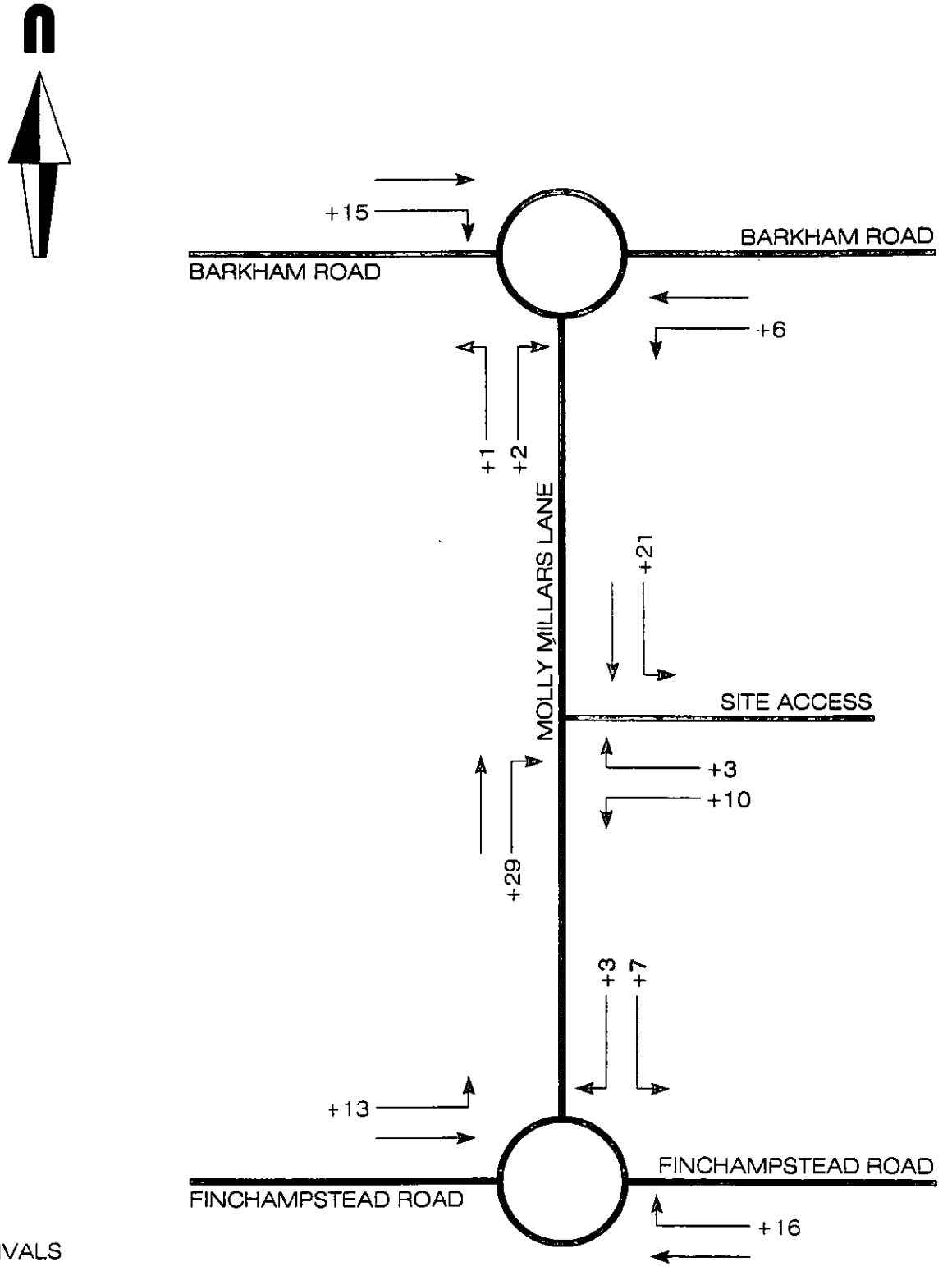
Permitted Development Flows
CF Taylor Site
Weekday PM Peak

Figure 5.6



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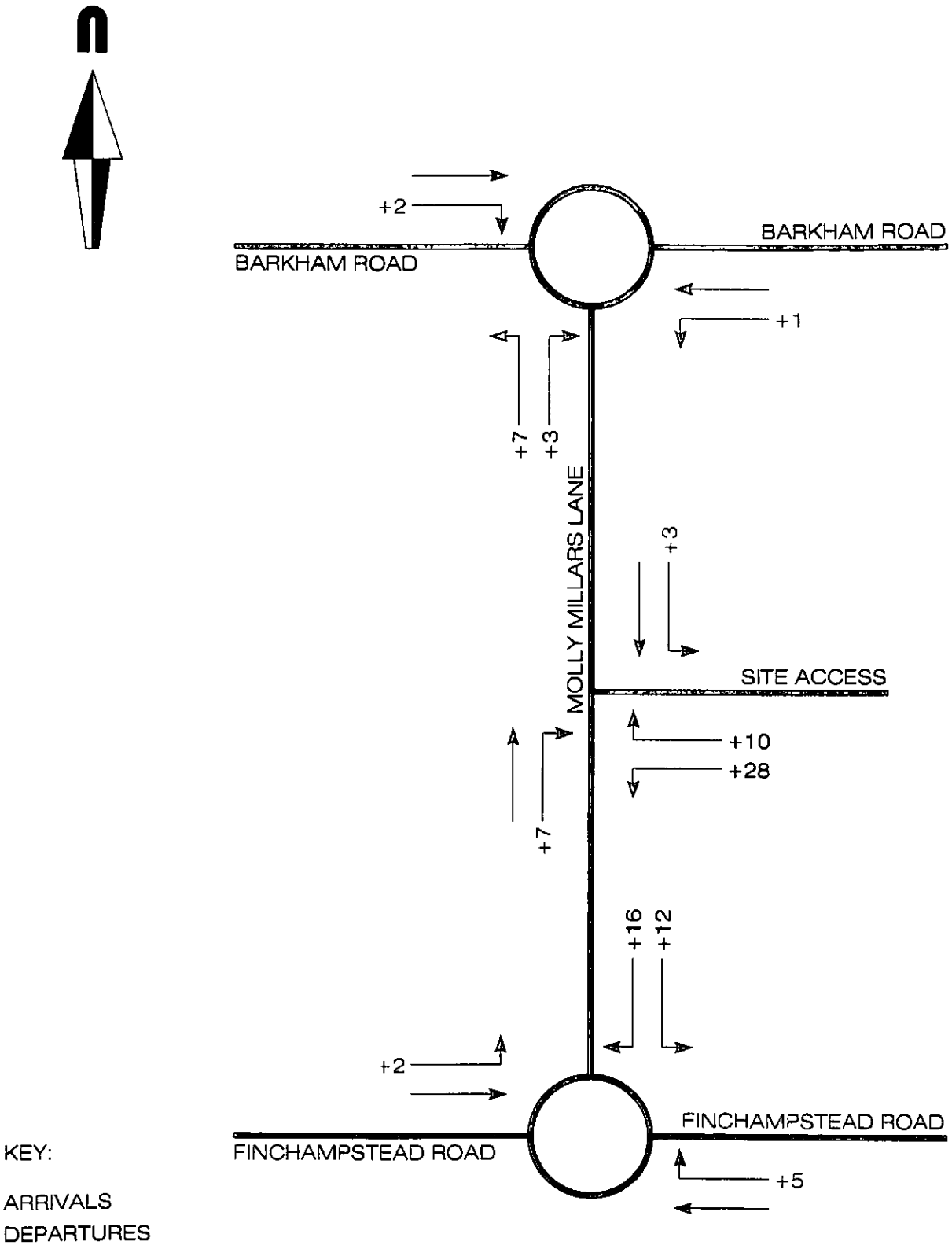
Permitted Development Flows
Fluidrive Site
Weekday AM Peak

Figure 5.7



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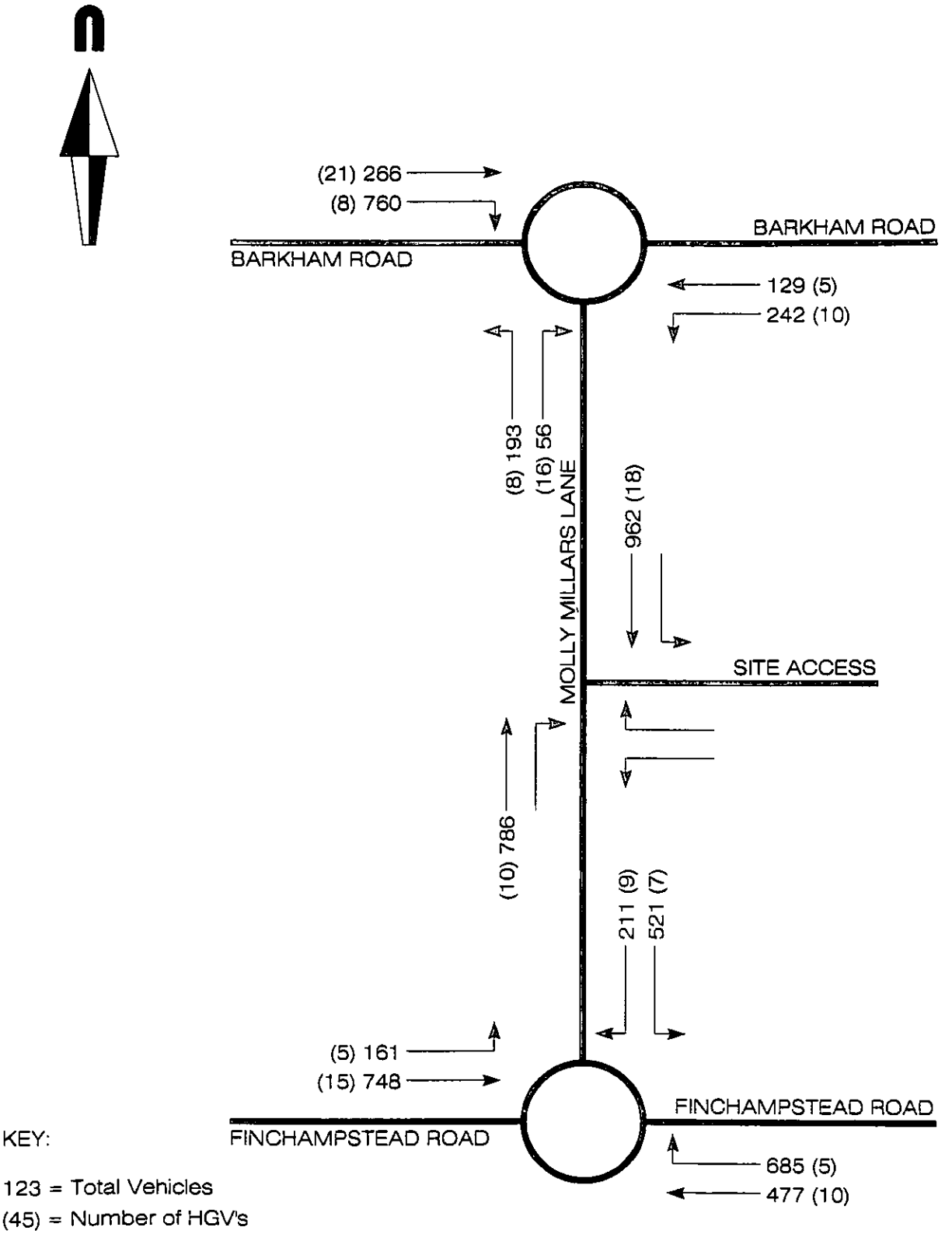
Permitted Development Flows
Fluidrive Site
Weekday PM Peak

Figure 5.8



KEY:

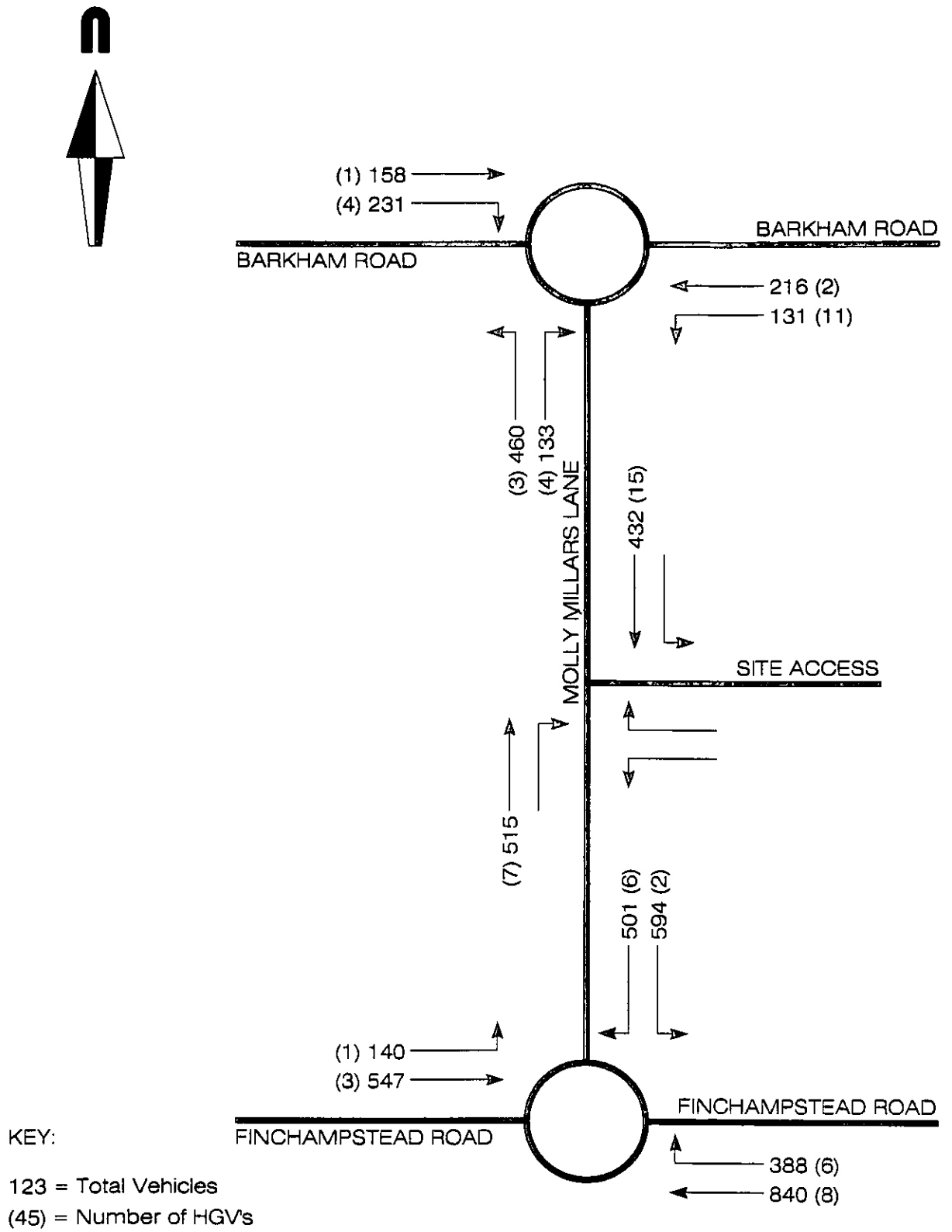
123 = Total Vehicles

(45) = Number of HGV's

mayer brown

2004 Base + Permitted Development - Weekday AM Peak

Figure 5.9



KEY:

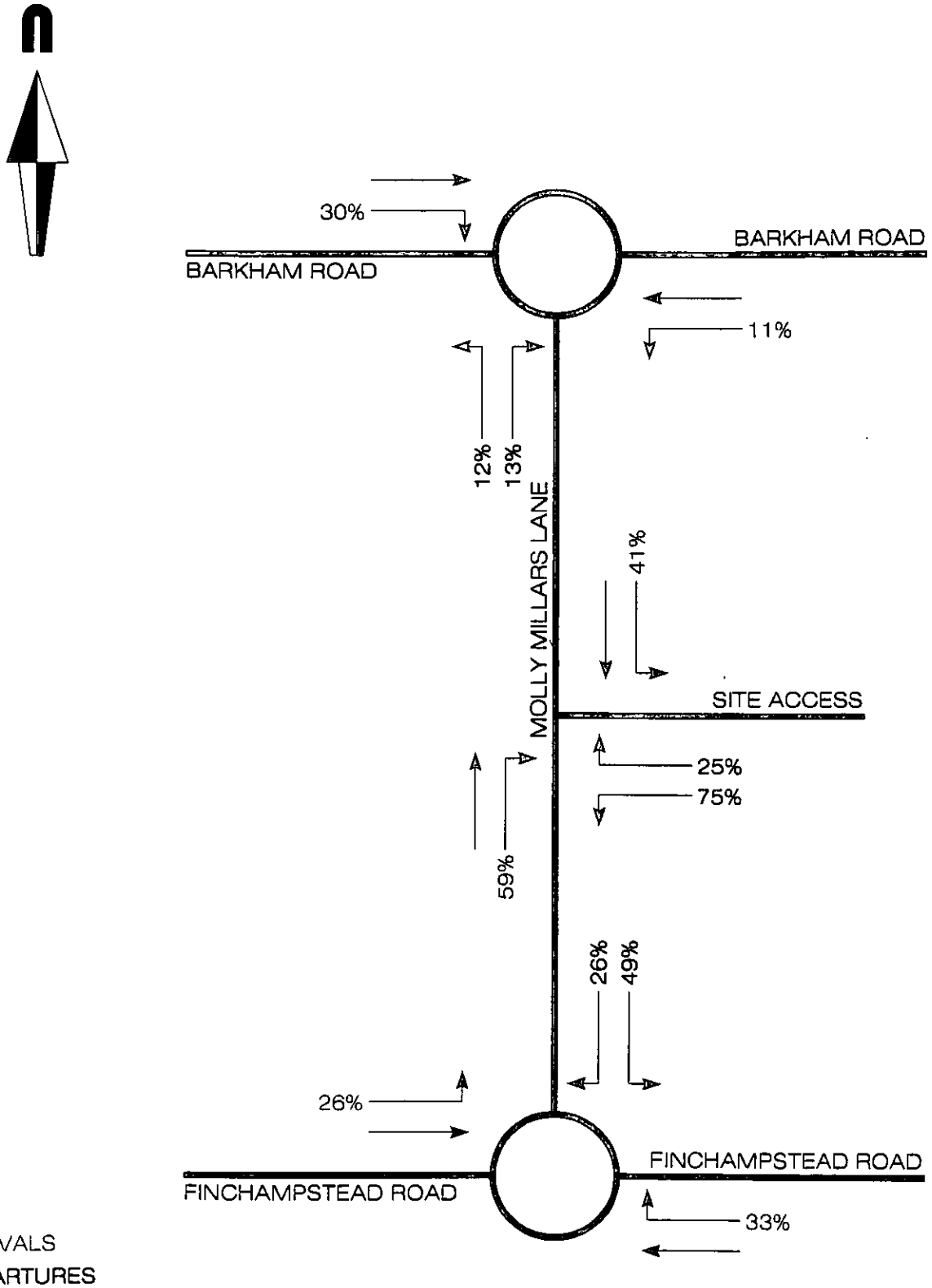
123 = Total Vehicles

(45) = Number of HGV's

mayer brown

2004 Base + Permitted Development - Weekday PM Peak

Figure 5.10



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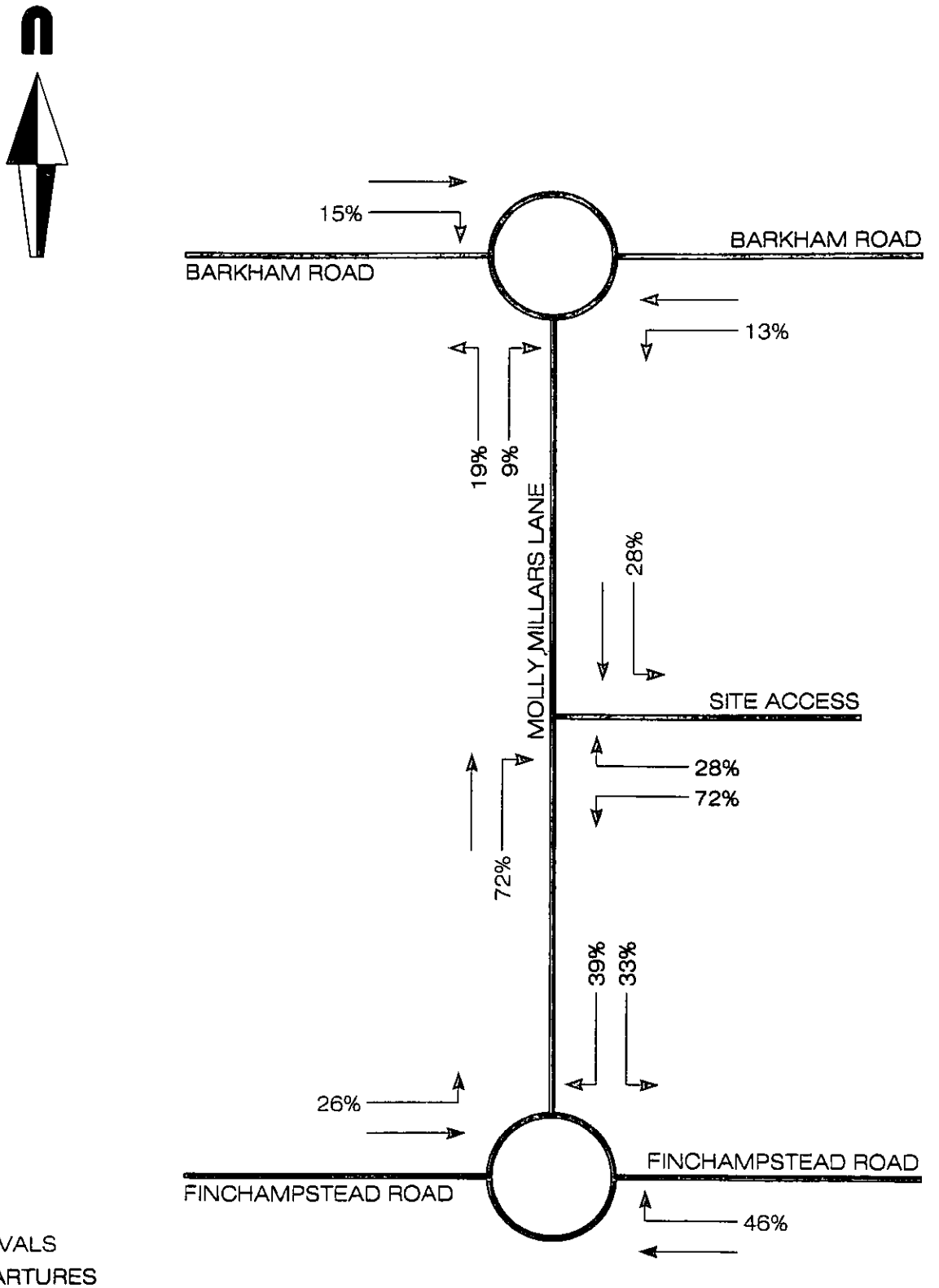
Development Traffic Distribution
Weekday AM Peak

Figure 5.11



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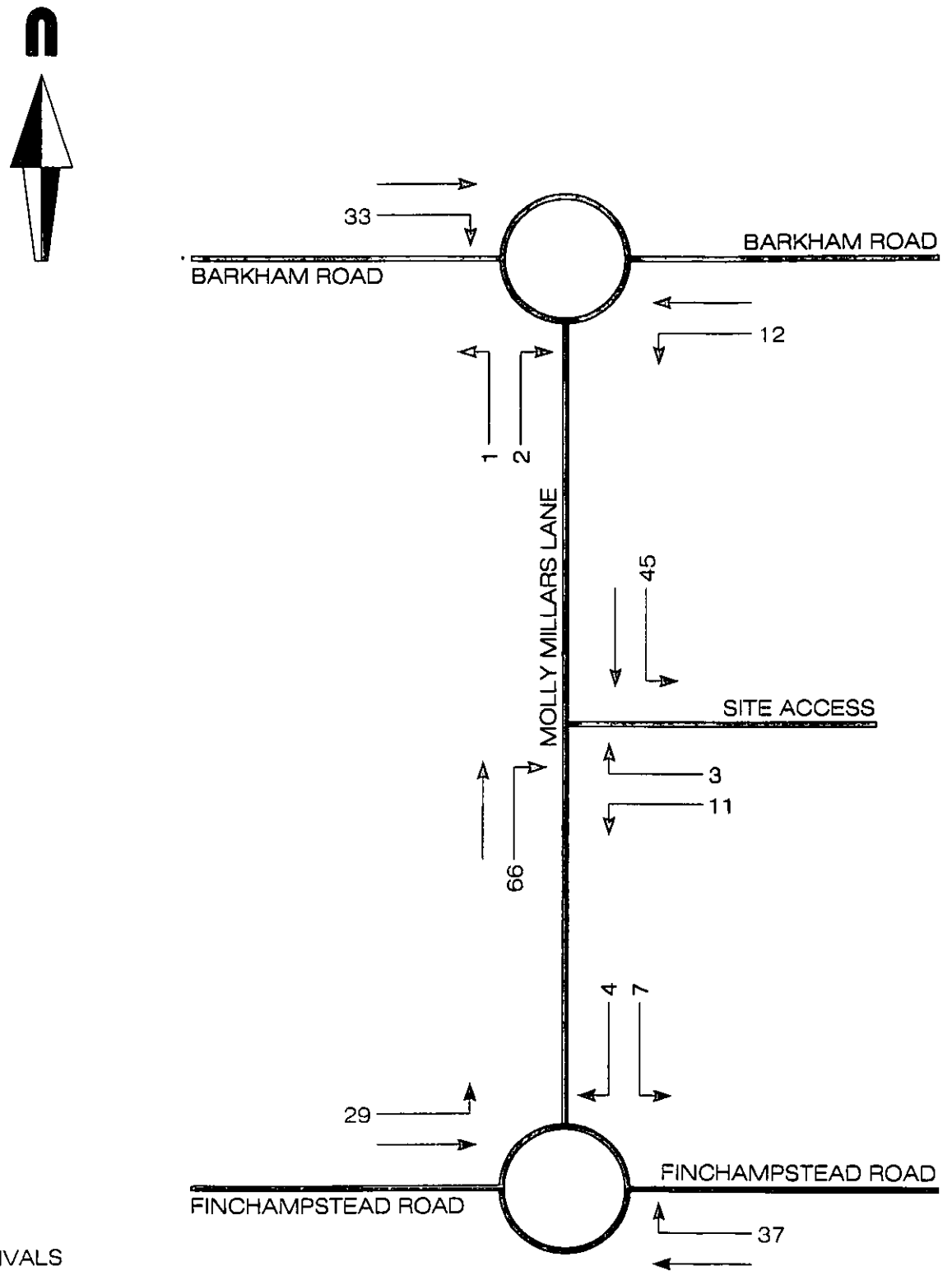
Development Traffic Distribution
Weekday PM Peak

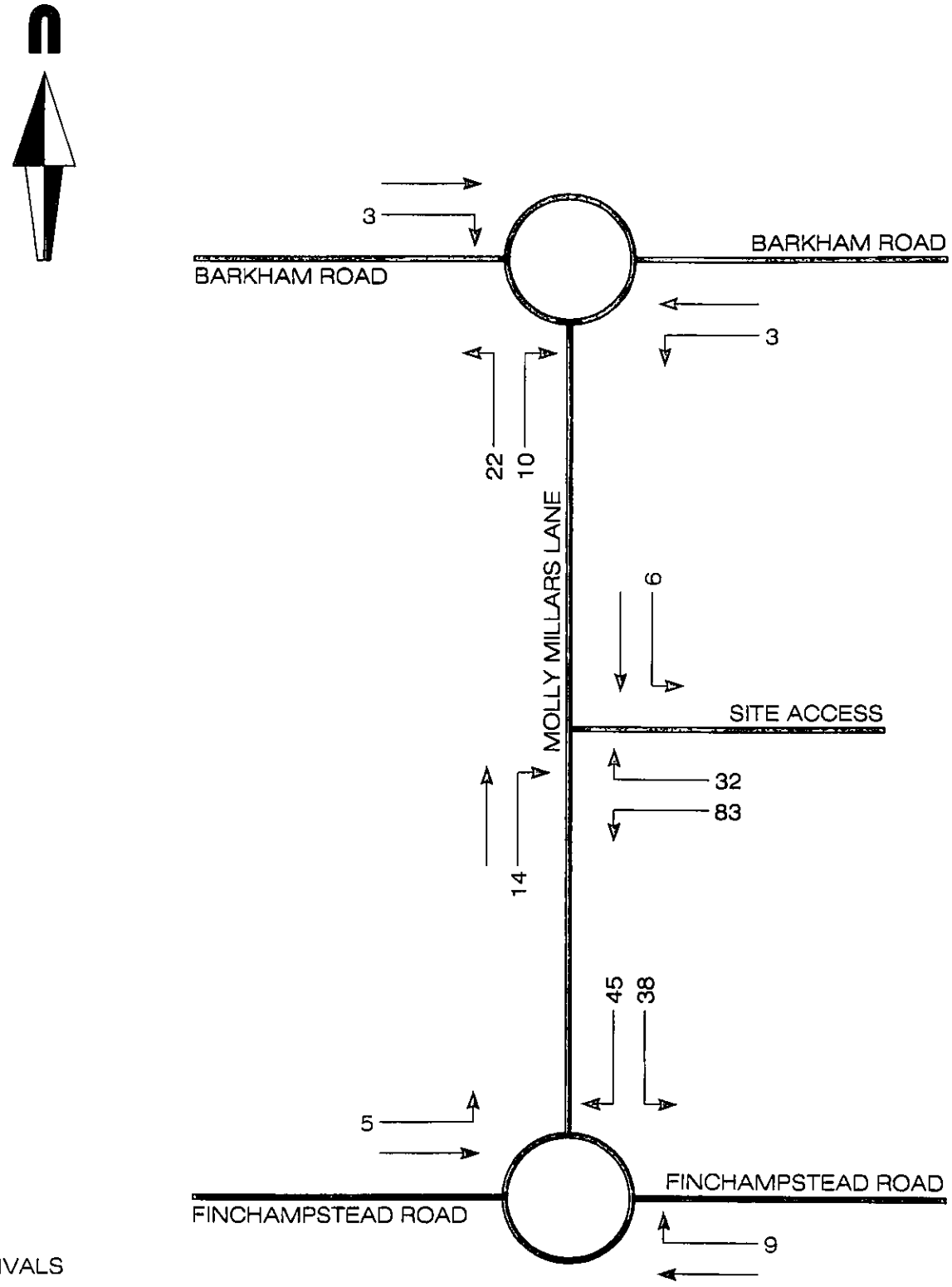
Figure 5.12



mayer brown

Development Traffic Distribution
Weekday AM Peak

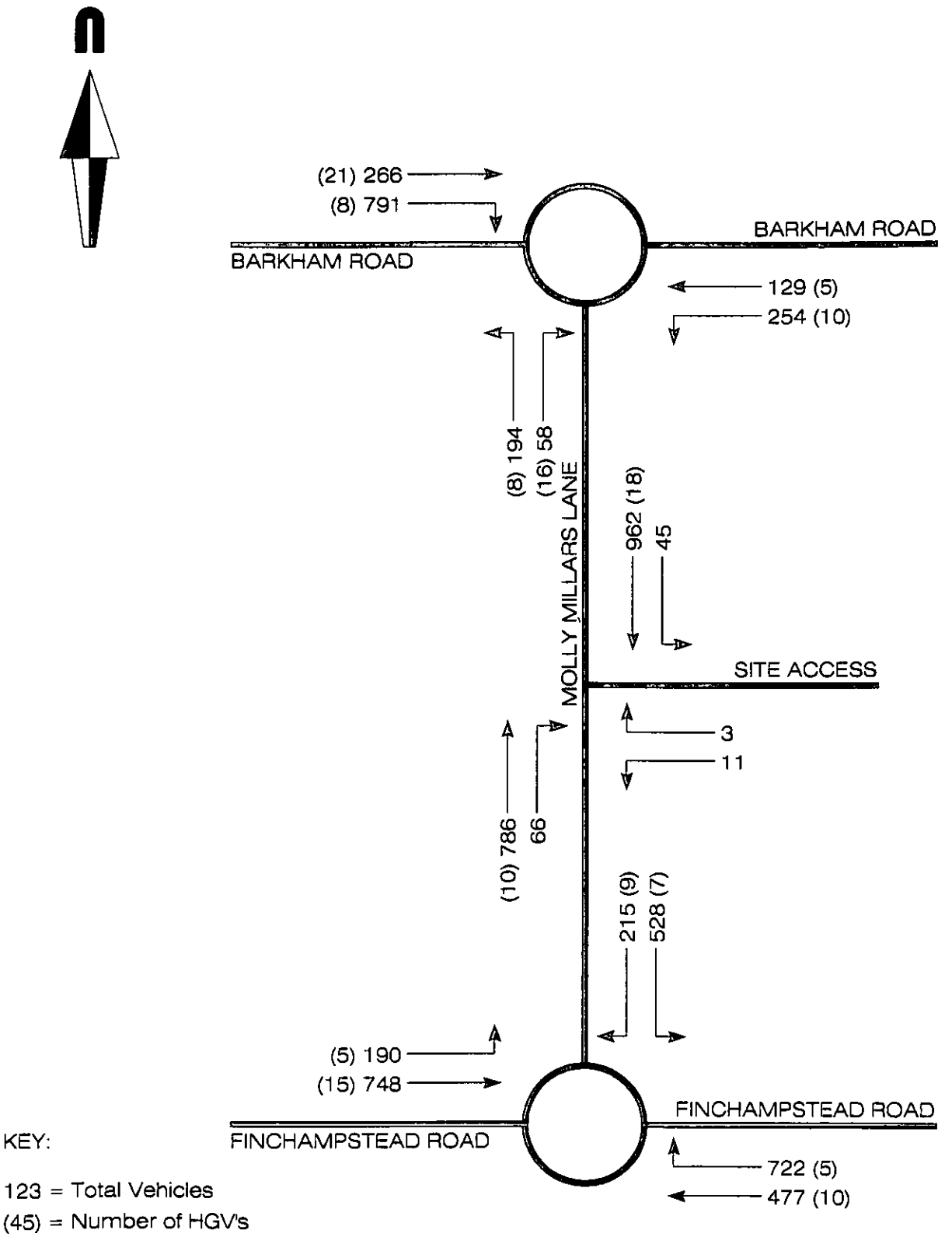
Figure 5.13



mayer brown

Development Traffic Distribution
Weekday PM Peak

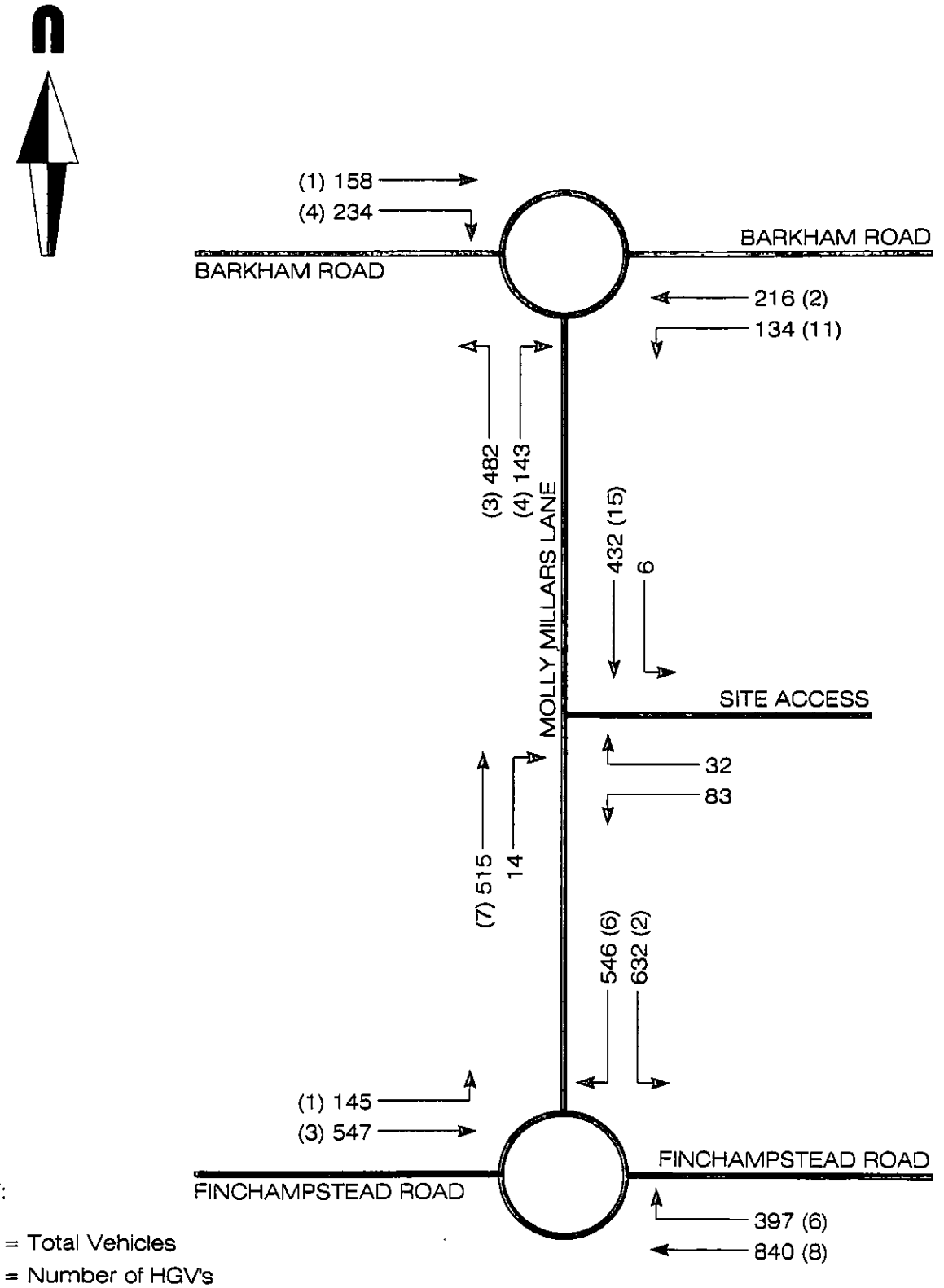
Figure 5.14



mayer brown

2004 Base + Permitted Development + Proposed Development Traffic Flows Weekday AM Peak

Figure 5.15



KEY:

123 = Total Vehicles

(45) = Number of HGV's

mayer brown

2004 Base + Permitted Development + Proposed Development Traffic Flows Weekday PM Peak

Figure 5.16

APPENDIX A

Copy of Scoping Report

MOLLY MILLAR'S LANE, WOKINGHAM

PROPOSED B1(a) OFFICE DEVELOPMENT

Scoping Report for
Lamron Developments (Wokingham) Limited
December 2001

Job Code:	LEWOKINGHAM
Prepared By:	AP
Approved By:	MRK
Status:	**Final**
Issue Date:	6th December 2001

1.0 INTRODUCTION

1.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

1.2 This report will form the basis of a detailed Transport Assessment, to be submitted in respect of the planning application.

1.3 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

1.4 The development site is located on the southern side of Wokingham town centre and is located in predominantly an office/industrial/business park sector

1.5 The issues to be demonstrated as part of the Transport Assessment include:-

- An assessment of access by a choice of modes of transport;
- Appropriate vehicular access arrangements;
- Impact on the operation or capacity of the local transport system;
- Compliance with the principles of sustainable development, with reference to the Council Local Plan and Local Transport policies;
- Adequacy of proposed car parking, with particular reference to appropriate local and central Government standards;

1.6 The detail of this scoping report and consequently the final Transport Assessment will be agreed with Wokingham District Council.

2.0 THE SITE AND ADJACENT HIGHWAY NETWORK

2.1 To allow a considered view to be drawn on the transportation issues associated with the proposed development, the Transport Assessment will initially set out details of the existing use of the site.

2.2 Details will be provided as to the existing uses on the site in addition to describing the adjacent land uses.

2.3 A description of the local highway network will be provided, including nominal road widths, junction types, footway/cycleway provision and street lighting.

2.4 Consideration will also be given to the impact of the removal of any established current use on the site.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

3.2 Vehicular access to the development proposals will be via a new priority junction onto Molly Millar's Lane. As part of the assessment process, pedestrian, cycle and vehicular access will be considered. Service access to the site will also be via this junction.

3.3 Secure and well lit cycle parking facilities will be provided close to all units at the site for use by customers and staff to encourage greener modes of transport.

3.4 In addition to the above the assessment will consider the appropriate measures that could be incorporated into a Travel Plan for the development site in order to promote sustainable modes of transport in an attempt to achieve the Governments aims of reducing car borne related trips on the adjacent highway network and subsequently reduce polluting emissions.

4.0 POLICY BACKGROUND AND SITE ACCESSIBILITY

4.1 Government planning policy stresses the importance of developments being accessible by a variety of modes of transport, including sustainable modes of transport such as walking, cycle and bus. We will consider the adequacy of the local transportation infrastructure serving the application site, and will concentrate on:

- Pedestrians
- Cyclists
- Public Transport

4.2 The accessibility assessment will include information relating to public transport service frequencies, route coverage and journey times. In addition, the assessment will also include details of pedestrian and cycle routes to the site.

4.3 Where appropriate, the assessment will highlight the potential for improvement to the pedestrian, cycle and transport network.

Travel Plan

4.4 In accordance with the Government guidance contained in Planning Policy Guidance Note 13 (PPG 13), the planning application will also be accompanied by a Heads of Terms for a Transport Plan (TP). The TP will be aimed at reducing car usage by staff and, in particular, the number of single occupancy car journeys.

5.0 TRAFFIC IMPACT

Base Traffic Data

5.1 Base flows for our Transport Assessment will be obtained from public documents relating to other developments in the area. The following junctions will be considered:-

- Site access junction
- Molly Millar's Lane/Finchampstead Road Roundabout junction
- Molly Millar's Lane/Barkham Ride Priority junction

5.2 The traffic survey results will highlight the critical peak periods on the adjacent highway network for consideration in the assessment. The assessment will consider the weekday morning and evening peak periods.

Development Traffic Data

5.3 Traffic attraction rates for the development will be estimated using rates obtained from the TRICS database.

5.4 Development traffic will be distributed on the highway network on a pro-rata basis of the recorded traffic movements adjacent to the site. Details will be agreed with the Council prior to the submission of the report.

Committed developments

5.5 Consideration will be given to the following known development proposals in the immediate vicinity:-

a) CF Taylor Site
b) Fluidrive Site

Junction modelling

5.6 Junction modelling will be undertaken using modelling software that is generally accepted throughout the transportation field and will utilise the following:-

- Roundabout — Visual ARCADY 5
- Priority Junction — Visual PICADY 4.1

5.7 Particular consideration will be given to the impact of the development proposals on Eastheath Avenue and measures will be identified to mitigate any significant impact on this road.

6.0 SUMMARY

6.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding the proposed redevelopment of land adjacent to Molly Millar's Lane, Wokingham for a B1(a) development.

6.2 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

6.3 The details of this scoping report and consequently the Transportation Assessment will be agreed with Wokingham District Council.

6.4 This Scoping Report will form an Appendix to the Transport Assessment.

APPENDIX B

TEMPRO Output File

TEMPRO REPORT

Results Type: Trip End By Time Period

Base Year: 2000
Future year: 2004
Data type: Growth factors
Time Period: Weekday AM peak period (0700 - 0959)

AREA **ALL**

	Production	Attraction
Car Driver		
WOKINGHAM (Authority)	1.058	1.064
Combined Modes		
WOKINGHAM (Authority)	1.058	1.064

TEMPRO REPORT

Results Type: Trip End By Time Period

Base Year: 2000
Future year: 2004
Data type: Growth factors
Time Period: Weekday PM peak period (1600 - 1859)

AREA **ALL**

	Production	Attraction
Car Driver		
WOKINGHAM (Authority)	1.058	1.066
Combined Modes		
WOKINGHAM (Authority)	1.058	1.066

APPENDIX C

TRICS Output Files

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01 CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02 COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01 OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01 COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01 BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16 COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04 OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06 CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01 COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02 COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **ARRIVALS** Time Range: 08:00-09:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	4.83
2	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	3.73
3	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	3.52
4	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	3.19
5	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	3.18
6	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~3.01~~
7	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	~~2.06~~
8	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	2.55
9	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	2.22
10	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	2.21
11	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	2.18
12	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	~~2.10~~
13	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~2.04~~
14	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	1.69
15	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	1.66
16	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	1.54
17	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	1.23
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	1.04
19	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.90

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01** **CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02** **COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01** **OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01** **COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01** **BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16** **COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04** **OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06** **CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01** **COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02** **COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **DEPARTURES** Time Range: 08:00-09:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	1.00
2	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	0.69
3	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~0.54~~
4	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	~~0.45~~
5	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	0.37
6	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	0.35
7	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.34
8	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	~~0.32~~
9	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.29
10	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	0.28
11	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	0.21
12	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	0.21
13	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	0.17
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	0.15
15	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	0.15
16	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.13~~
17	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.10
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.07
19	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	0.04

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01** **CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02** **COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01** **OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01** **COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01** **BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16** **COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04** **OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06** **CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01** **COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02** **COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	0.53
2	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	0.50
3	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	0.43
4	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.39
5	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	0.37
6	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	0.36
7	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	~~0.29~~
8	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	0.26
9	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	0.24
10	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	0.23
11	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~0.21~~
12	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.19
13	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	0.19
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	0.18
15	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~0.15~~
16	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.15
17	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	~~0.14~~
18	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.13~~
19	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	0.13

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01 CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02 COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01 OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01 COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01 BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16 COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04 OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06 CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01 COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02 COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **DEPARTURES** Time Range: 17:00-18:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	3.33
2	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	3.00
3	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	2.44
4	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	2.44
5	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	2.24
6	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	~~2.16~~
7	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~2.04~~
8	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	1.74
9	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	1.69
10	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	1.67
11	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~1.65~~
12	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	1.50
13	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	~~1.44~~
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	1.44
15	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	1.37
16	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	1.27
17	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	1.03
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.97
19	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.85~~

APPENDIX D

V/ARCADY Test Output Files – Molly Millar's Lane / Barkham Road

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.1 (MAY 2001)

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - BR 2004 Base flows weekday AM.vai"
drive-on-the-left) at 10:58:41 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 WEEKDAY AM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.75	I	5.00	I	10.00	I	12.50	I	18.00	I	15.0	I	0.618	I	23.979
I ARM B	I	3.50	I	4.75	I	9.00	I	999.00	I	18.00	I	15.0	I	0.646	I	24.249
I ARM C	I	3.50	I	5.00	I	7.00	I	12.50	I	18.00	I	15.0	I	0.602	I	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.775	0.225
		0.0	193.0	56.0
		(0.0)	(4.1)	(28.6)
	ARM B	0.729	0.000	0.271
		717.0	0.0	266.0
		(1.1)	(0.0)	(7.9)
	ARM C	0.639	0.361	0.000
		228.0	129.0	0.0
		(4.4)	(3.9)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	4.15	20.63	0.201		0.0	0.3	3.7	
ARM B	16.38	22.81	0.718		0.0	2.5	34.0	
ARM C	5.95	14.85	0.401		0.0	0.7	9.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	16.38	22.80	0.718		2.5	2.5	37.3	
ARM C	5.95	14.78	0.403		0.7	0.7	10.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	16.38	22.80	0.718		2.5	2.5	37.7	
ARM C	5.95	14.78	0.403		0.7	0.7	10.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	16.38	22.80	0.718		2.5	2.5	37.9	
ARM C	5.95	14.78	0.403		0.7	0.7	10.1	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.5	**
08.30	2.5	***
08.45	2.5	***
09.00	2.5	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	249.0	249.0	15.0	0.06	15.0	0.06
B	982.8	982.8	146.9	0.15	147.0	0.15
C	357.0	357.0	39.6	0.11	39.6	0.11
ALL	1588.8	1588.8	201.5	0.13	201.6	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:05:09 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - BR 2004 Base flows weekday PM.vai"
drive-on-the-left) at 11:44:34 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****

MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 WEEKDAY PM PEAK

INPUT DATA

****

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.777	0.223
		0.0	432.0	124.0
		(0.0)	(0.6)	(3.2)
	ARM B	0.589	0.000	0.411
		226.0	0.0	158.0
		(1.8)	(0.0)	(0.6)
	ARM C	0.374	0.626	0.000
		129.0	216.0	0.0
		(8.5)	(0.9)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	9.27	21.49	0.431		0.0	0.8	10.9	
ARM B	6.40	22.58	0.283		0.0	0.4	5.8	
ARM C	5.75	19.64	0.293		0.0	0.4	6.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	9.27	21.48	0.432		0.8	0.8	11.3	
ARM B	6.40	22.58	0.283		0.4	0.4	5.9	
ARM C	5.75	19.63	0.293		0.4	0.4	6.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	9.27	21.48	0.432		0.8	0.8	11.3	
ARM B	6.40	22.58	0.283		0.4	0.4	5.9	
ARM C	5.75	19.63	0.293		0.4	0.4	6.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	9.27	21.48	0.432		0.8	0.8	11.4	
ARM B	6.40	22.58	0.283		0.4	0.4	5.9	
ARM C	5.75	19.63	0.293		0.4	0.4	6.2	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	556.2	556.2	44.9	0.08	44.9	0.08
B	384.0	384.0	23.5	0.06	23.5	0.06
C	345.0	345.0	24.6	0.07	24.6	0.07
ALL	1285.2	1285.2	93.0	0.07	93.0	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:05:24 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - BR 2004 Base flows + perm-dev weekday AM.vai"
drive-on-the-left) at 11:42:05 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****

MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 + PERM DEV WEEKDAY AM PEAK

INPUT DATA

****

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.775 193.0 (4.1)	0.225 56.0 (28.6)
	ARM B	0.741 760.0 (1.1)	0.000 0.0 (0.0)	0.259 266.0 (7.9)
	ARM C	0.652 242.0 (4.1)	0.348 129.0 (3.9)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	4.15	20.63	0.201		0.0	0.3	3.7	
ARM B	17.10	22.82	0.749		0.0	2.9	39.0	
ARM C	6.18	14.47	0.427		0.0	0.7	10.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	17.10	22.82	0.749		2.9	2.9	43.5	
ARM C	6.18	14.38	0.430		0.7	0.7	11.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	17.10	22.82	0.749		2.9	2.9	44.0	
ARM C	6.18	14.38	0.430		0.7	0.7	11.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	4.15	20.62	0.201		0.3	0.3	3.8	
ARM B	17.10	22.82	0.749		2.9	3.0	44.3	
ARM C	6.18	14.38	0.430		0.7	0.8	11.2	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.9	***
08.30	2.9	***
08.45	2.9	***
09.00	3.0	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	249.0	249.0	15.0	0.06	15.0	0.06
B	1026.0	1026.0	170.8	0.17	171.0	0.17
C	370.8	370.8	44.2	0.12	44.2	0.12
ALL	1645.8	1645.8	229.9	0.14	230.1	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.
========== end of file ==========

[Printed at 10:05:42 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - BR 2004 Base flows + perm-dev weekday PM.vai"
(drive-on-the-left) at 11:39:35 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****

MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 + PERM DEV WEEKDAY PM PEAK

INPUT DATA

****

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.776 460.0 (0.7)	0.224 133.0 (3.0)
	ARM B	0.594 231.0 (1.7)	0.000 0.0 (0.0)	0.406 158.0 (0.6)
	ARM C	0.378 131.0 (8.4)	0.622 216.0 (0.9)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	9.88	21.48	0.460		0.0	0.8	12.2	
ARM B	6.48	22.50	0.288		0.0	0.4	5.9	
ARM C	5.78	19.59	0.295		0.0	0.4	6.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	9.88	21.47	0.460		0.8	0.8	12.7	
ARM B	6.48	22.49	0.288		0.4	0.4	6.0	
ARM C	5.78	19.59	0.295		0.4	0.4	6.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	9.88	21.47	0.460		0.8	0.8	12.7	
ARM B	6.48	22.49	0.288		0.4	0.4	6.1	
ARM C	5.78	19.59	0.295		0.4	0.4	6.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	9.88	21.47	0.460		0.8	0.8	12.7	
ARM B	6.48	22.49	0.288		0.4	0.4	6.1	
ARM C	5.78	19.59	0.295		0.4	0.4	6.3	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	592.8	592.8	50.3	0.08	50.4	0.08
B	388.8	388.8	24.0	0.06	24.1	0.06
C	346.8	346.8	24.8	0.07	24.9	0.07
ALL	1328.4	1328.4	99.2	0.07	99.3	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:05:53 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.1 (MAY 2001)

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TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\
MM - BR 2004 Base flows + perm-dev + prop-dev weekday AM.vai"
(drive-on-the-left) at 11:56:28 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****
MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 + PERM DEV + PROP DEV W'DAY AM

INPUT DATA

****
ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.770 194.0 (4.1)	0.230 58.0 (27.6)
	ARM B	0.748 791.0 (1.0)	0.000 0.0 (0.0)	0.252 266.0 (7.9)
	ARM C	0.663 254.0 (3.9)	0.337 129.0 (3.9)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15									
	ARM A	4.20	20.65	0.203		0.0	0.3	3.7	
	ARM B	17.61	22.83	0.771		0.0	3.2	43.3	
	ARM C	6.38	14.20	0.449		0.0	0.8	11.5	
08.15-08.30									
	ARM A	4.20	20.64	0.204		0.3	0.3	3.8	
	ARM B	17.61	22.83	0.771		3.2	3.3	48.8	
	ARM C	6.38	14.11	0.452		0.8	0.8	12.2	
08.30-08.45									
	ARM A	4.20	20.64	0.204		0.3	0.3	3.8	
	ARM B	17.61	22.83	0.771		3.3	3.3	49.5	
	ARM C	6.38	14.11	0.452		0.8	0.8	12.3	
08.45-09.00									
	ARM A	4.20	20.64	0.204		0.3	0.3	3.8	
	ARM B	17.61	22.83	0.771		3.3	3.3	49.8	
	ARM C	6.38	14.11	0.452		0.8	0.8	12.3	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.2	***
08.30	3.3	***
08.45	3.3	***
09.00	3.3	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	252.0	252.0	15.2	0.06	15.2	0.06
B	1056.6	1056.6	191.4	0.18	191.6	0.18
C	382.8	382.8	48.3	0.13	48.3	0.13
ALL	1691.4	1691.4	254.9	0.15	255.1	0.15

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:06:40 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\
MM - BR 2004 Base flows + perm-dev + prop-dev weekday PM.vai"
(drive-on-the-left) at 12:10:04 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****
MOLLY MILLARS LANE / BARKHAM ROAD - BASE 2004 + PERM DEV + PROP DEV W'DAY PM

INPUT DATA

****
ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.771 482.0 (0.6)	0.229 143.0 (2.8)
	ARM B	0.597 234.0 (1.7)	0.000 0.0 (0.0)	0.403 158.0 (0.6)
	ARM C	0.383 134.0 (8.2)	0.617 216.0 (0.9)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	10.42	21.51	0.484		0.0	0.9	13.4	
ARM B	6.53	22.39	0.292		0.0	0.4	6.0	
ARM C	5.83	19.57	0.298		0.0	0.4	6.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	10.42	21.50	0.485		0.9	0.9	14.0	
ARM B	6.53	22.39	0.292		0.4	0.4	6.2	
ARM C	5.83	19.56	0.298		0.4	0.4	6.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	10.42	21.50	0.485		0.9	0.9	14.0	
ARM B	6.53	22.39	0.292		0.4	0.4	6.2	
ARM C	5.83	19.56	0.298		0.4	0.4	6.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	10.42	21.50	0.485		0.9	0.9	14.1	
ARM B	6.53	22.39	0.292		0.4	0.4	6.2	
ARM C	5.83	19.56	0.298		0.4	0.4	6.4	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.9	*
08.30	0.9	*
08.45	0.9	*
09.00	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	625.2	625.2	55.5	0.09	55.5	0.09
B	391.8	391.8	24.5	0.06	24.5	0.06
C	349.8	349.8	25.2	0.07	25.2	0.07
ALL	1366.8	1366.8	105.2	0.08	105.2	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:06:50 on 07/01/2003]

APPENDIX E

V/PICADY Test Output Files – Molly Millar's Lane / Site Access

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAR 2001)

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Run with file:- "a:\MM - SA TOTAL TRAFFIC 2004 AM PEAK.vpi" at 18:03:58 on Monday, 6 January 2003

RUN TITLE
****
MOLLY MILLARS LANE / SITE ACCESS TOTAL TRAFFIC 2004 WEEKDAY AM

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

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS MOLLY MILLARS LANE (N)
ARM B IS SITE ACCESS
ARM C IS MOLLY MILLARS LANE (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.
- VISIBILITY	(VC-B)	40.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	30.0 M.
- VISIBILITY TO RIGHT	(VB-A)	40.0 M.
- LANE 1 WIDTH	(WB-C)	4.00 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.045	0.955
		0.0	45.0	962.0
		(0.0)	(0.0)	(1.9)
	ARM B	0.214	0.000	0.786
		3.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.923	0.077	0.000
		786.0	66.0	0.0
		(1.3)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
B-AC	0.23	5.15	0.045		0.0	0.0	0.7	
C-AB	4.95	16.64	0.297		0.0	1.2	17.4	
C-A	9.25							
A-B	0.75							
A-C	16.03							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
B-AC	0.23	5.14	0.045		0.0	0.0	0.7	
C-AB	5.02	16.69	0.301		1.2	1.2	18.7	
C-A	9.18							
A-B	0.75							
A-C	16.03							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
B-AC	0.23	5.14	0.045		0.0	0.0	0.7	
C-AB	5.02	16.69	0.301		1.2	1.2	18.7	
C-A	9.18							
A-B	0.75							
A-C	16.03							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
B-AC	0.23	5.14	0.045		0.0	0.0	0.7	
C-AB	5.02	16.69	0.301		1.2	1.2	18.7	
C-A	9.18							
A-B	0.75							
A-C	16.03							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.2	*
08.30	1.2	*
08.45	1.2	*
09.00	1.2	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	13.8	13.8	2.8	0.20	2.8	0.20
C-AB	300.2	300.2	73.5	0.24	73.6	0.25
C-A	551.8	551.8				
A-B	45.0	45.0				
A-C	961.8	961.8				
ALL	1872.6	1872.6	76.3	0.04	76.3	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** PICADY 4 run completed.

========== end of file ==========

[Printed at 10:13:29 on 07/01/2003]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAR 2001)

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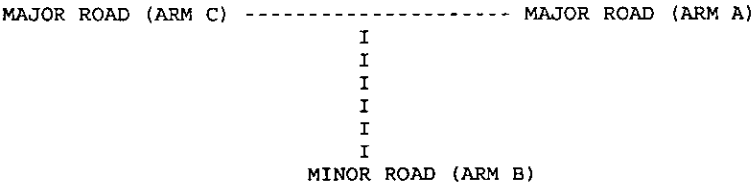
Run with file:- "a:\MM - SA TOTAL TRAFFIC 2004 PM PEAK.vpi" at 18:04:36 on Monday, 6 January 2003

RUN TITLE
****
MOLLY MILLARS LANE / SITE ACCESS TOTAL TRAFFIC 2004 WEEKDAY PM

MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA



ARM A IS MOLLY MILLARS LANE (N)
ARM B IS SITE ACCESS
ARM C IS MOLLY MILLARS LANE (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

DATA ITEM			MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	6.00 M.	
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.	
MAJOR ROAD RIGHT TURN	- WIDTH	(WC-B)	3.00 M.	
	- VISIBILITY	(VC-B)	40.0 M.	
	- BLOCKS TRAFFIC		YES	
MINOR ROAD	- VISIBILITY TO LEFT	(VB-C)	30.0 M.	
	- VISIBILITY TO RIGHT	(VB-A)	40.0 M.	
	- LANE 1 WIDTH	(WB-C)	4.00 M.	
	- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.014	0.986
		0.0	6.0	432.0
		(0.0)	(0.0)	(3.5)
	ARM B	0.278	0.000	0.722
		32.0	0.0	83.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.974	0.026	0.000
		515.0	14.0	0.0
		(1.4)	(0.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
B-AC	1.92	8.28	0.232		0.0	0.3	4.3	
C-AB	0.49	14.56	0.034		0.0	0.0	0.7	
C-A	8.33							
A-B	0.10							
A-C	7.20							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
B-AC	1.92	8.28	0.232		0.3	0.3	4.5	
C-AB	0.49	14.56	0.034		0.0	0.0	0.7	
C-A	8.33							
A-B	0.10							
A-C	7.20							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
B-AC	1.92	8.28	0.232		0.3	0.3	4.5	
C-AB	0.49	14.56	0.034		0.0	0.0	0.7	
C-A	8.33							
A-B	0.10							
A-C	7.20							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
B-AC	1.92	8.28	0.232		0.3	0.3	4.5	
C-AB	0.49	14.56	0.034		0.0	0.0	0.7	
C-A	8.33							
A-B	0.10							
A-C	7.20							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	115.2	115.2	17.8	0.15	17.8	0.15
C-AB	29.6	29.6	2.7	0.09	2.7	0.09
C-A	499.6	499.6				
A-B	6.0	6.0				
A-C	432.0	432.0				
ALL	1082.4	1082.4	20.5	0.02	20.5	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

[Printed at 10:13:47 on 07/01/2003]

APPENDIX F

V/ARCADY Test Output Files – Molly Millar's Lane / Finchampstead Road

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.1 (MAY 2001)

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - FR 2004 Base flows weekday AM.vai"
(drive-on-the-left) at 12:38:10 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****

MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 WEEKDAY AM PEAK

INPUT DATA

****

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.713	0.287
		0.0	518.0	209.0
		(0.0)	(1.4)	(4.3)
	ARM B	0.574	0.000	0.426
		644.0	0.0	477.0
		(0.8)	(0.0)	(2.1)
	ARM C	0.160	0.840	0.000
		143.0	748.0	0.0
		(3.5)	(2.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	12.11	18.76	0.646		0.0	1.8	24.8	
ARM B	18.68	27.35	0.683		0.0	2.1	29.6	
ARM C	14.85	23.51	0.632		0.0	1.7	23.8	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	12.11	18.69	0.648		1.8	1.8	26.9	
ARM B	18.68	27.33	0.684		2.1	2.1	31.8	
ARM C	14.85	23.46	0.633		1.7	1.7	25.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	12.11	18.69	0.648		1.8	1.8	27.2	
ARM B	18.68	27.33	0.684		2.1	2.1	32.1	
ARM C	14.85	23.46	0.633		1.7	1.7	25.6	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	12.11	18.69	0.648		1.8	1.8	27.3	
ARM B	18.68	27.33	0.684		2.1	2.1	32.2	
ARM C	14.85	23.46	0.633		1.7	1.7	25.7	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.8	**
08.30	1.8	**
08.45	1.8	**
09.00	1.8	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.1	**
08.30	2.1	**
08.45	2.1	**
09.00	2.1	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.7	**
08.30	1.7	**
08.45	1.7	**
09.00	1.7	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	726.6	726.6	106.3	0.15	106.4	0.15
B	1120.8	1120.8	125.7	0.11	125.8	0.11
C	891.0	891.0	100.6	0.11	100.6	0.11
ALL	2738.4	2738.4	332.6	0.12	332.8	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:14:44 on 07/01/2003]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - FR 2004 Base flows weekday PM.vai"
(drive-on-the-left) at 12:49:35 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 WEEKDAY PM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.25	I	7.00	I	15.00	I	25.00	I	24.50	I	27.0	I	0.658	I	27.477
I ARM B	I	3.00	I	7.00	I	20.00	I	999.00	I	25.00	I	14.0	I	0.719	I	30.308
I ARM C	I	3.65	I	8.00	I	15.00	I	32.50	I	25.00	I	16.0	I	0.726	I	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.546 555.0 (0.3)	0.454 462.0 (1.3)
	ARM B	0.310 378.0 (1.6)	0.000 0.0 (0.0)	0.690 840.0 (1.0)
	ARM C	0.206 136.0 (0.7)	0.794 525.0 (0.6)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	16.95	21.55	0.787		0.0	3.5	46.3	
ARM B	20.30	24.49	0.829		0.0	4.5	58.4	
ARM C	11.02	27.09	0.407		0.0	0.7	9.9	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	16.95	21.52	0.788		3.5	3.6	53.1	
ARM B	20.30	24.42	0.831		4.5	4.7	69.1	
ARM C	11.02	27.02	0.408		0.7	0.7	10.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	16.95	21.52	0.788		3.6	3.6	54.1	
ARM B	20.30	24.41	0.831		4.7	4.8	71.1	
ARM C	11.02	27.02	0.408		0.7	0.7	10.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	16.95	21.52	0.788		3.6	3.6	54.5	
ARM B	20.30	24.41	0.831		4.8	4.8	72.0	
ARM C	11.02	27.02	0.408		0.7	0.7	10.3	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.5	***
08.30	3.6	****
08.45	3.6	****
09.00	3.6	****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.5	****
08.30	4.7	*****
08.45	4.8	*****
09.00	4.8	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1017.0	1017.0	208.0	0.20	208.3	0.20
B	1218.0	1218.0	270.5	0.22	271.0	0.22
C	661.2	661.2	40.8	0.06	40.8	0.06
ALL	2896.2	2896.2	519.3	0.18	520.1	0.18

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.
========== end of file ==========

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:-
"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - FR 2004 Base flows + perm-dev weekday AM.vai"
drive-on-the-left) at 13:45:08 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****

MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 + PERM DEV WEEKDAY AM PEAK

INPUT DATA

****

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.25	I	7.00	I	15.00	I	25.00	I	24.50	I	27.0	I	0.658	I	27.477
I ARM B	I	3.00	I	7.00	I	20.00	I	999.00	I	25.00	I	14.0	I	0.719	I	30.308
I ARM C	I	3.65	I	8.00	I	15.00	I	32.50	I	25.00	I	16.0	I	0.726	I	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.712	0.288
		0.0	521.0	211.0
		(0.0)	(1.3)	(4.3)
	ARM B	0.590	0.000	0.410
		685.0	0.0	477.0
		(0.7)	(0.0)	(2.1)
	ARM C	0.177	0.823	0.000
		161.0	748.0	0.0
		(3.1)	(2.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	12.20	18.77	0.650		0.0	1.8	25.2	
ARM B	19.37	27.35	0.708		0.0	2.4	33.0	
ARM C	15.15	23.05	0.657		0.0	1.9	26.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	12.20	18.71	0.652		1.8	1.8	27.4	
ARM B	19.37	27.33	0.709		2.4	2.4	35.8	
ARM C	15.15	22.98	0.659		1.9	1.9	28.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	12.20	18.71	0.652		1.8	1.9	27.8	
ARM B	19.37	27.32	0.709		2.4	2.4	36.1	
ARM C	15.15	22.98	0.659		1.9	1.9	28.7	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	12.20	18.71	0.652		1.9	1.9	27.9	
ARM B	19.37	27.32	0.709		2.4	2.4	36.2	
ARM C	15.15	22.98	0.659		1.9	1.9	28.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.8	**
08.30	1.8	**
08.45	1.9	**
09.00	1.9	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.4	**
08.30	2.4	**
08.45	2.4	**
09.00	2.4	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.9	**
08.30	1.9	**
08.45	1.9	**
09.00	1.9	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	732.0	732.0	108.3	0.15	108.4	0.15
B	1162.2	1162.2	141.1	0.12	141.2	0.12
C	909.0	909.0	112.3	0.12	112.3	0.12
ALL	2803.2	2803.2	361.6	0.13	361.9	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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"c:\Documents and Settings\ben\My Documents\LEWokingham\MM - FR 2004 Base flows + perm-dev weekday PM.vai"
(drive-on-the-left) at 13:52:14 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 + PERM DEV WEEKDAY PM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.542	0.458
		0.0	594.0	501.0
		(0.0)	(0.3)	(1.2)
	ARM B	0.316	0.000	0.684
		388.0	0.0	840.0
		(1.5)	(0.0)	(1.0)
	ARM C	0.204	0.796	0.000
		140.0	547.0	0.0
		(0.7)	(0.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15									
	ARM A	18.25	21.32	0.856		0.0	5.2	66.2	
	ARM B	20.47	24.07	0.850		0.0	5.1	65.5	
	ARM C	11.45	27.00	0.424		0.0	0.7	10.7	
08.15-08.30									
	ARM A	18.25	21.30	0.857		5.2	5.6	81.6	
	ARM B	20.47	23.97	0.854		5.1	5.5	80.0	
	ARM C	11.45	26.93	0.425		0.7	0.7	11.0	
08.30-08.45									
	ARM A	18.25	21.30	0.857		5.6	5.7	84.7	
	ARM B	20.47	23.96	0.854		5.5	5.6	83.2	
	ARM C	11.45	26.93	0.425		0.7	0.7	11.1	
08.45-09.00									
	ARM A	18.25	21.30	0.857		5.7	5.8	86.1	
	ARM B	20.47	23.96	0.854		5.6	5.7	84.6	
	ARM C	11.45	26.93	0.425		0.7	0.7	11.1	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.2	*****
08.30	5.6	******
08.45	5.7	******
09.00	5.8	******

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.1	*****
08.30	5.5	*****
08.45	5.6	******
09.00	5.7	******

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1095.0	1095.0	318.6	0.29	319.4	0.29
B	1228.2	1228.2	313.4	0.26	314.1	0.26
C	687.0	687.0	43.8	0.06	43.8	0.06
ALL	3010.2	3010.2	675.8	0.22	677.3	0.22

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

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MM - FR 2004 Base flows + perm-dev + prop-dev weekday AM.vai"
(drive-on-the-left) at 13:59:25 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 + PERM DEV + PROP DEV WEEKDAY AM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.711 528.0 (1.3)	0.289 215.0 (4.2)
	ARM B	0.602 722.0 (0.7)	0.000 0.0 (0.0)	0.398 477.0 (2.1)
	ARM C	0.203 190.0 (2.6)	0.797 748.0 (2.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	12.38	18.79	0.659		0.0	1.9	26.1	
ARM B	19.98	27.31	0.732		0.0	2.6	36.6	
ARM C	15.63	22.64	0.691		0.0	2.2	30.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	12.38	18.71	0.662		1.9	1.9	28.6	
ARM B	19.98	27.28	0.732		2.6	2.7	40.0	
ARM C	15.63	22.56	0.693		2.2	2.2	33.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	12.38	18.71	0.662		1.9	1.9	28.9	
ARM B	19.98	27.28	0.732		2.7	2.7	40.5	
ARM C	15.63	22.56	0.693		2.2	2.2	33.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	12.38	18.71	0.662		1.9	1.9	29.0	
ARM B	19.98	27.28	0.732		2.7	2.7	40.6	
ARM C	15.63	22.56	0.693		2.2	2.2	33.5	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.9	**
08.30	1.9	**
08.45	1.9	**
09.00	1.9	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.6	***
08.30	2.7	***
08.45	2.7	***
09.00	2.7	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.2	**
08.30	2.2	**
08.45	2.2	**
09.00	2.2	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	742.8	742.8	112.7	0.15	112.8	0.15
B	1198.8	1198.8	157.7	0.13	157.9	0.13
C	937.8	937.8	130.0	0.14	130.1	0.14
ALL	2879.4	2879.4	400.4	0.14	400.8	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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MM - FR 2004 Base flows + perm-dev + prop-dev weekday PM.vai"
(drive-on-the-left) at 14:05:45 on Monday, 6 January 2003

ROUNDABOUT CAPACITY AND DELAY

****

RUN TITLE

****
MOLLY MILLARS/ FINCHAMPSTEAD - BASE 2004 + PERM DEV + PROP DEV WEEKDAY PM PEAK

INPUT DATA

****
ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.537 632.0 (0.3)	0.463 546.0 (1.1)
	ARM B	0.321 397.0 (1.5)	0.000 0.0 (0.0)	0.679 840.0 (1.0)
	ARM C	0.210 145.0 (0.7)	0.790 547.0 (0.5)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	19.63	21.33	0.920		0.0	8.4	97.9	
ARM B	20.62	23.61	0.873		0.0	6.0	74.7	
ARM C	11.53	26.91	0.429		0.0	0.7	10.8	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	19.63	21.31	0.921		8.4	9.6	136.8	
ARM B	20.62	23.45	0.879		6.0	6.6	95.3	
ARM C	11.53	26.82	0.430		0.7	0.8	11.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	19.63	21.31	0.921		9.6	10.2	148.9	
ARM B	20.62	23.44	0.880		6.6	6.8	101.0	
ARM C	11.53	26.82	0.430		0.8	0.8	11.3	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	19.63	21.31	0.921		10.2	10.5	155.2	
ARM B	20.62	23.43	0.880		6.8	7.0	103.6	
ARM C	11.53	26.81	0.430		0.8	0.8	11.3	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	8.4	********
08.30	9.6	**********
08.45	10.2	**********
09.00	10.5	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	6.0	******
08.30	6.6	*******
08.45	6.8	*******
09.00	7.0	*******

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1177.8	1177.8	538.8	0.46	541.4	0.46
B	1237.2	1237.2	374.6	0.30	375.6	0.30
C	691.8	691.8	44.6	0.06	44.6	0.06
ALL	3106.8	3106.8	958.0	0.31	961.7	0.31

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 10:15:45 on 07/01/2003]

Mayer Brown Limited Mayer Brown House 77-79 Maybury Road Woking Surrey GU21 5JH
Telephone 01483 750 508 Fax 01483 750 437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Development Control Ref No:	Received	Parish/Ward
O/2002/8136	9.1.2003	Wokingham/ Evendons

Applicant Lamron Developments Ltd.
Location Land West of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal Outline planning permission for 3 buildings for B1(a) office use with associated car parking and external work.

FOR CONSIDERATION BY Development Control Committee
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

This proposal is an outline application with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use, 4,645m^2 in total, with associated parking and access.

This application is a duplicate of the application O/2002/8136 that was allowed on appeal. The committee report relating to that application and a copy of the relevant appeal decision are attached hereto. This duplicate application was held in abeyance pending the outcome of the appeal, the applicant has not withdrawn the application and therefore it falls to be determined by the Council.

The main issue in relation to the determined appeal was the effect of the proposed development on highway safety and the free flow of traffic and whether a planning obligation was required to counterbalance any objections. The Inspector considered that there was no evidence to support the Council's view that the Transport Assessment did not adequately model traffic levels and queuing at the Finchampstead Road/Molly Millar's Lane roundabout. The Inspector concluded that the proposed development would not give rise to a material increase in traffic generation and, as such, there would be no significant effect on the junction or the surrounding road network. Therefore there was no justification for the financial contributions that the Council sought in this case and costs were awarded to the developer.

RECOMMENDATION

That planning permission be GRANTED subject to a S106 agreement to secure £14,000 towards enhancement of Elms Field play area and the same conditions as attached to appeal decision relating to O/2001/5282. Should the agreement not be completed within 6 months of the date of the Committee resolution, the Development Control Manager is authorised to refuse the proposals on the basis of lack of infrastructure contributions. These are as follows:

1. Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
   Reason: No such details have been submitted.

2. Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: No such details have been submitted.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

5. Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.

6. No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing Nos. P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

7. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

8. No part of the offices hereby permitted shall be occupied until space has been laid out within the site for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.
Reason: In order to encourage the use of alternative forms of transport.

9. No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

10. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of highway safety and convenience.

11. 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: In the interests of visual amenity.

12. Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.
Reason: In the interests of visual amenity.

13. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.
Reason: In the interests of visual amenity.

14. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

15. The plans and particular submitted in accordance with the condition 1 above shall include:
    i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
    ii) details of the species, diameter (measured in accordance with paragraph i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs iii) and iv) below apply;
    iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
    iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
    v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 22 below) from damage before or during the course of

development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph i) above.

Reason: To secure protection, throughout the time that the development is being carried out of trees growing within or adjacent to the site which are of amenity value to the area.

16. No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11. above.
Reason: In the interests of visual amenity.

17. Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor area, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

18. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination of the site is remedied and to protect proposed occupants of the application site and/or adjacent land.

19. Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.
Reason: In order to encourage the use of alternative forms of transport.

20. No building or raising of ground levels, or storage or deposition of spoil or

materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.
Reason: To prevent the increased risk of flooding due to the impedance of flood flows and reduction of flood storage capacity.

21. Surface water source control measures shall be carried out in accordance with details, which shall be 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.

22. A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.
Reason: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.
Reason: To maintain a continuous buffer strip and corridor for wildlife passage and habitat and to decrease the risk of pollution from run-off.

24. No mezzanine floors shall be inserted.
Reason: To prevent an overdevelopment of the site and to ensure adequate parking.

Informatives

1. This approval is in respect of Plan Nos. 3467/P/60, 61, 62 and 63, submitted to the Local Planning on 9 January 2003.
2. You are advised, in compliance with The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan Policies OS1, BU1, BU2, EN1, LD3, T3, T6, LD6, LD8 and EN3.
South East Area Local Plan Policies STV1, SE1, SE3, SBE1, SBE2, SBE8, ST3, ST5, ST8, ST9, SR3, SPS1, SPS3, SPS4 and SPS5.
Wokingham District Local Plan (as proposed to be further modified) Policies WOS1, WOS3, WOS4, WEM2, WEM9, WEM12, WBE1, WBE10, WT1, WT2, WT3, WT6, WT7, WT10, WR8, WIC16, WIC17 and WIC18.

Author Basia Polnik	**Email** development.control@wokingham.gov.uk
Dept Development Control	**Telephone No** 0118 974 6428/6429
Date 3.11.2003	

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

BACKGROUND

This application was first considered by Development Control Committee on 9 April 2003 when it was deferred at the request of the agent pending the outcome of negotiations with the Highway Authority regarding contributions. The Committee resolution was that the Development Control Manager is authorised to grant planning permission under delegated powers should the outcome of further negotiations result in an acceptable highway contribution. A copy of the report and minutes are attached.

Since then the appeal for a similar application, O/2001/5282, also for 4,645m^2 of B1 floor space, was heard and the application was allowed, with an award of costs, on the grounds that the proposed development would not give rise to a material increase in traffic generation, with no significant effect on the critical junction or surrounding road network and as such no highway contribution could be justified.

A copy of the appeal decision is attached.

CONSULTATION

Additional comments from the Access & Movement Officer since application was last considered by Committee.

Access & Movement Officer: Application site has permission for a car park for up to 280 spaces and this would have a higher peak hour traffic generation than the current proposal which supports 156 parking spaces and around 135 peak hour movements. It was this fact that enabled the Inspector at the last appeal to conclude " .... *the proposed development would not detract from the highway safety or the free flow of traffic on the surrounding road network and, as such, there is no reason for a financial contribution being sought ...* "

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m^2 floor area. This is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location and a Travel Plan will be agreed which will contain meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport.

APPRAISAL

As the current application is identical to the previous scheme in terms of siting and building area (total floor space being 4,645m^2), although the 3 buildings are sub-divided into 9 self-contained units, the Inspector's comments are material in the determination of this application. He concluded that additional highway contributions could not be justified and the appeal was allowed.

CONCLUSION

As additional highway contributions cannot be justified, there is no longer a requirement in this instance and therefore the application can be approved subject to conditions and a S106 agreement to secure £14,000 for enhancement of public open space which the Inspector considered acceptable.

Development Control Ref No:	Received	Parish
O/2002/8136	9.1.2003	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be between 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no new or substantive representations have been received.

Background Papers

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

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

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

BACKGROUND

HISTORY

This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

More recently an outline planning application, O/2001/5282, was submitted and is now the subject of an appeal against non-determination. The Informal Hearing is scheduled for 3 June 2003. This application was considered by the Development Control Committee on 11 December 2002 when it was resolved that planning permission would have been refused on the grounds of lack of provision of infrastructure needs if the appeal had not been lodged. A copy of this report and minutes are attached. The current planning application has been submitted to try and overcome the previous reasons for refusal .

2 CONSULTATION

Access and Movement Officer: The applicant has failed to justify the proposed provision of the maximum recommended number of car parking spaces in an area which is accessible to pedestrians, cyclists and users of public transport and which, as a result, could be expected to have a lower provision. The development's traffic impact (particularly on the existing congestion at the Finchampstead Road / Molly Millar's Lane junction) has not been adequately addressed. A contribution towards local sustainable transport initiatives could overcome the above objections. However the £50,000 offered to date is considered to be inadequate.

Arboricultural Officer : Group of lime trees included in Tree Preservation Order 336/1997 along the north west boundary should not be adversely affected. Significant trees within the site can also be retained. The planting shown is acceptable. Therefore no objection subject to conditions to include tree protection.

Drainage Engineer : Recommend conditions relating to surface water sewerage works, surface water balancing and foul sewerage works.

Thames Water : No buildings will be permitted within 3 metres of the sewers crossing the site without Thames Water's approval.

Environmental Health : Site is located within 30 metres of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, and restriction of hours of construction.

Ecologist : Any development must include an 8 metre buffer zone either side of the Emm Brook and any crossings will have to have clear spanning bridges and not culverts. A flood risk study is also required.

Wokingham Town Council : No reply received to date.
Letters of Representation : None received.

3 APPRAISAL
Main issues are:

A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WEM2, WEM9 and WEM12).

B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (as proposed to be modified) Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (as proposed to be modified) Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>
The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within the Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office use providing there are no overriding issues such as impact on neighbours, highways and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 (as proposed to be modified) industrial, storage and distribution uses are acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable. The wording of policy WEM12 has been revised stating that in this location the Council will first seek B2 or B8 uses and that clear justification would be required if other uses are proposed.

The report on "The office and industrial market for Wokingham" submitted in support of the application shows a relatively even match between industrial and office demand and new availability. However, should some of the consented schemes not be constructed then there would be a shortfall.

The current application is identical to the previous scheme, O/2001/5282, in terms of siting and building areas. However, the 3 buildings are subdivided into a total of 9 self-contained units as research has established an unsatisfied demand for this size and type of office space. Building A comprises 3 self-contained units, ranging from 428m^2 to 726m^2, Building B comprises 2 units, 787m^2 and 751m^2 and Building C comprises 4 units, ranging from 324m^2 to 787m^2.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout incorporates a planting strip to the front and indicates existing trees within the 8 metre buffer zone adjoining the watercourse being retained. The Arboricultural Officer is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a landscaping strip are also considered to be acceptable.

C. Access and Movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as outlined in the Wokingham District Local Plan) is still to be funded as are the

emerging accessibility improvements coming forward at and in the vicinity of the rail station.

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/from work are likely to be made by private car and this would only serve to add to existing congestion in the area.

The Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £50,000 contribution (£25,000 was offered on the previous application) on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served existing trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £50,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area was requested on the previous application in lieu of on-site provision. As there has not been a change in circumstances the same should be applied to the current application.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook
An 8 metre buffer zone is shown either side of the watercourse which is considered adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

4 CONCLUSION

Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

5 RECOMMENDATION

Resolve that the Development Control Manager be authorised to refuse planning permission, under delegated powers, at the end of the public consultation period on 11.4.2003, providing no new or substantive representations have been received.

Reasons.

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

Informatives.

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

Appeal Decision

Hearing held on 3 June 2003
Site visit made on 3 June 2003

by Peter Drew BSc (Hons) DipTP (Dist) MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
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Date
13 AUG 2003

Appeal Ref: APP/X0360/A/02/1103394
Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
- The appeal is made by Lamron Developments (Wokingham) Limited against Wokingham District Council.
- The application (Ref.O/2001/5282) is dated 9 November 2001.
- The development proposed is erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works.

Summary of Decision: The appeal is allowed and planning permission granted subject to conditions set out in the Formal Decision below.

Preliminary Matters

1. The Council resolved that had it been in a position to determine the application, it would have been refused for the following reason:

   In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (Deposit Draft).

2. The application was made in outline although details of the means of access, siting and landscaping are to be considered at this stage. The plans that were before the Council at the time the appeal was lodged comprise Plans 1-4 and these include revised plans that were submitted to the Council in August 2002 in order to address the concerns of the Environment Agency. The plans show that it is proposed to gain vehicular access from Molly Millar's Lane to 2 office buildings set back from the Molly Millar's Lane frontage of the site, and to make provision for 156 parking spaces within the site. A bridge over the Emm Brook, which flows from east to west through the site, would give access to a further office building on the northern side of the brook. Existing trees, notably those along the western boundary of the site, which are protected by a Tree Preservation Order (TPO), and along the line of the brook, would be retained and additional landscaping is shown around the perimeter of the site and adjacent to parking areas. I propose to deal with this appeal on this basis.

3. At the Hearing a Unilateral Planning Obligation (the Obligation), dated 3 June 2003 was submitted (Document 3), in which the Appellant agreed to pay the index linked sum of £14,000 to the Council as a contribution towards the enhancement of Public Open Space in the area.

Subsequently in a further deed dated 11 June 2003 (Document 20), HSBC Bank Plc agreed to observe and perform the terms of the Obligation in the event that the bank sought possession of any part of the appeal site. Having seen evidence of title (Document 21), I am satisfied that all parties with an interest in the land comprising the appeal site are, therefore, bound by its terms. At the Hearing the Council confirmed that this addressed their concerns in this regard and that they have no objection to the principle of the development or its impact on the character of the area. The Environment Agency has also confirmed that they have no objection to the development, subject to conditions.

4. At the Hearing an application for costs was made by Lomron Developments (Wokingham) Limited against Wokingham District Council. This application is the subject of a separate Decision.

Main Issue

5. In light of the above, I consider the main issue in this appeal to be the effect of the proposed development on highway safety and the free flow of traffic and whether, having regard to advice in Circular 1/97, a planning obligation is required to counterbalance any objections.

Planning Policy

6. The development plan includes the Berkshire Structure Plan 1991-2006 and the South East Area Local Plan, which were adopted in 1997 and 1994 respectively. Policy OS1 states that the overall strategy of the Structure Plan is to seek sustainable development by pursuit of a number of objectives. These include (iv) to steer development to locations well served by public transport, (vii) to seek improvements to infrastructure and (viii) to promote an appropriate balance between all forms of transport. Policy LD5 says that development will not be permitted where it is likely to give rise to serious problems such as traffic congestion and that major development should be in areas well served by public transport. Amongst other things the Policy requires on and off-site provision of a standard appropriate to the nature and location of the proposed development for parking and facilities for pedestrians and cyclists. Policy LD6 indicates that contributions may be sought from developers to provide additional infrastructure, where the tests set down in Circular 1/97 'Planning Obligations' are met. Policy LD8 says that opportunities will be sought for securing other benefits both on site and in the surrounding area. I consider that the most relevant Policy in the Local Plan is Policy SPS1. It says that acceptable development, which gives rise to the need for the provision for new public and community services will be expected to provide an appropriate level of infrastructure that is required as a consequence of and directly related to the development.

7. In January 2003, the Council published Proposed Modifications to the Wokingham District Local Plan, following consideration of the Inspectors Report and I consider that the following policies are most relevant to this appeal. Policy WOS3 says that acceptable development should, amongst other things, have no significant effect on road safety or cause highway traffic generation problems and encourage the use of walking, cycling and public transport. Policy WOS4 says that where development gives rise to the need for new infrastructure to be provided, the Council will assess the nature and extent of planning obligations required in accordance with national guidance. Amongst other things Policy WT3 states that all traffic generating development will need to facilitate alternative modes of transport to the private car and that this will include contributions designed to encourage walking and/or cycling and/or public transport. Policy WT3A says that major developments will normally be required to prepare a Travel Plan. Policy WT6 requires appropriate car and cycle parking, the standards for which are set out in Appendix 7 of the Plan. These require a maximum of 1 car space per 30m² of B1 (a) floorspace and a minimum of 1 cycle space per 150m² of B1 (a) floorspace. I attach

significant weight to these Policies of the emerging Local Plan, having regard to advice at paragraph 48 of Planning Policy Guidance (PPG) 1 'General Policy and Principles', because of the strong likelihood that they will be adopted by the Council in the near future.

8. Supplementary Planning Guidance (SPG) called 'Planning Obligations Principles and Practice' was adopted by the Council in January 2002. It was produced and publicised in accordance with PPG 12 'Development Plans' and for this reason I attach its contents significant weight. The SPG defines major development to include commercial development involving more than 500m² of floorspace (paragraph 1.6) and requires a Transport Assessment to be submitted for such major development, following agreement with the Council as to its scope (paragraph H2.1). It also says that the Council's Highway staff will seek contributions towards off-site highway improvements such as cycleways and footways so as to mitigate the potential traffic impact of the development and promote other forms of transport (paragraph H2.2). It also states that developers will be required to prepare a detailed Travel Plan alongside planning applications that are likely to have significant transport implications (paragraph H5.2). Advice in PPG4 'Industrial and Commercial Development and Small Firms', PPG13 'Transport' and PPG17 'Planning for Open Space, Sport and Recreation' is also relevant to this appeal.

Reasons

Highway Safety

9. The proposed development would comprise 4,645 m² of B1 (a) office floorspace. Based on recent experience the Council has indicated that this amount of floorspace could be expected to accommodate between approximately 202 and 258 employees at the site. In this context the Appellant's estimate in the Draft Master Travel Plan (Document 5), submitted at the Hearing, of approximately 233 employees being based at the site, seems to be reasonable. It was agreed at the Hearing that the level of parking being proposed reflects the maximum parking standard in Annex D of PPG13 and the Council's own identical standard (Document 4). In this regard the Council acknowledge that parking was not cited in the reason for the deemed refusal.

10. The Transport Assessment estimates that the peak hour traffic flow directly arising from the development would be 135 vehicle movements to and from the site. Although this is based on average TRICS rates, rather than 85%ile rates, this figure does not appear to be in dispute; indeed the Council has actually attached great weight to it in their consideration of the proposed development and this is an issue that I consider in detail below. The Transport Assessment demonstrates that when the additional movements arising from the development are added to the existing traffic flows the surrounding road network continues to operate within design capacity. This is after taking account of other developments that have been permitted in the area, together with improvements to the critical junction, namely the Finchampstead Road/Molly Millar's Lane roundabout.

11. I have seen no evidence to support the Council's view that the Transport Assessment does not adequately model traffic levels and queuing at the critical junction. I consider that it was open to the Council to undertake traffic counts in the area in order to check the base data used in the Transport Assessment, but this did not occur. On the morning of the Hearing I observed traffic building up on this leg of the junction along Finchampstead Road between approximately 08.30 and 09.00 hours, which is likely to comprise part of the morning peak. The northbound queue did briefly reach back past The Two Poplars Public House, which I estimated to be approximately 100 metres of queuing traffic. However for most of the time queues of traffic heading towards Wokingham, were far more modest and comprised only 2 or 3 cars at any one time. In the light of my observations and in the absence of any detailed evidence from the

Council on this point, I have no reason to find that the length of existing queues identified in the Transport Assessment are suspect.

12. Based on the Transport Assessment the Appellant estimates that there could be an increase in traffic on Finchampstead Road of up to 2.6% at peak times as a direct result of the development and the Council has produced no evidence to dispute this figure. However this figure takes no account of the potential traffic generation of the existing, unfettered use of the car park on the appeal site, which would reduce the net increase in traffic generated by the proposed development. It was agreed at the Hearing that the appeal site has planning permission as a car park for between 240 and 280 cars, although there was some documentation that suggests an even higher figure. I noted at the site inspection that although parts of the site are overgrown there appears to be a hard surface over large parts of the appeal site between Molly Millar's Lane and the Emm Brook. I am, therefore, in no doubt that minimal works would be necessary in order to facilitate parking on this area and such operations may not be within the control of the Local Planning Authority.

13. I acknowledge that use of the appeal site, as a car park may not, in itself, give rise to traffic generation and it may be inferred that the site became vacant through lack of demand for such parking, despite evidence that this use continued until very recently (Document 9). However there are a number of reasons why this situation could change in the future. Firstly I note that a number of other buildings and sites in the vicinity of the appeal site are currently vacant and if there was a sudden upturn in demand for such space there could be a much higher demand for car parking in the area. Secondly the permissions on adjoining sites require Travel Plans to be submitted, which could be undermined by the availability of a car park on the appeal site, in the light of advice in paragraph 49 of PPG13. The Council also acknowledges that their strategy for the town centre involves more intensive development, for example on central car parks, which could realistically lead to the appeal site being used as a long-term edge of centre car park for commuters. Finally I note that the Council now concedes that there is a need to make an allowance for the traffic that would have been attracted to the existing car park (Document 11). For all of these reasons I believe that there is both a latent and prospective demand for car parking on the appeal site.

14. If an allowance were made for the lawful use of the appeal site, this would further reduce the net increase in traffic arising from the proposed development on the surrounding network. In my view the likely use of the car park associated with the proposed office development would result in some increase in traffic generation over and above the existing lawful use. However I consider that after making an allowance for the existing use of the land as a car park, this may be a nominal increase in traffic, which would be significantly less than the Appellant's estimates of up to 2.6%. I am, therefore, led to the conclusion that the proposed development would not give rise to a material increase in traffic generation and, as such, there would be no significant effect on the critical junction or the surrounding road network.

Financial Contribution

15. In light of the above conclusion, I now turn to examine whether there is any justification for the financial contribution that the Council has sought in this case. The appeal site is well served by public buses (Document 13) and just over 1 kilometre from the railway station, which I consider is a distance that could easily be walked or cycled, as part of a longer journey by public transport. The Appellant has also agreed to provide cycle stands in accordance with the Council's standard (Document 4). At the site inspection I also noted that the Molly Millar's Lane Route Enhancement, which incorporates enhanced facilities for pedestrians and cyclists in the vicinity of the appeal site, has been implemented following developer contributions, as

envisaged in the Council's Transport Plan (Document 6). A contribution has not been sought towards this scheme or other improvements to the road network, which might be directly related to the impact of the proposed development.

16. In contrast the Finchampstead–Wokingham Cycle Route, which the Council seeks contributions towards from the Appellant, more particularly Phase 2, is identified in the Council's Transport Plan (Document 6) as being funded by the Council rather than developers. It seems to me that this is because it is a strategic facility for the town rather than being related to use of the appeal site or other land. Since the Transport Plan forms the basis of a funding bid from Government, I am unclear why developer contributions are also now being sought to facilitate construction of this link. In any event the Council's best argument that the completion of this route would somehow encourage existing commuters to swap their cars for bicycles, thereby reducing the amount of vehicles at the critical junction, which, in turn would compensate for the traffic generated by the proposed development, is at best an extremely convoluted one.

17. In my view the contribution being sought does not meet the tests for planning obligations, which are set out in paragraph 7 of Circular 1/97. Firstly I have found that it is not necessary for the reasons summarised in paragraph 13 above. Secondly I consider that it is not directly related to the proposed development and the admission of the Council's Highway Witness when addressing the Appellant in the Hearing that it would not be 'your people' using the cycleway sums up this point. Whilst I acknowledge that employees travelling by bicycle to the appeal site from central Wokingham may derive some benefit from the completion of the link, in distance terms the Appellant has demonstrated that this benefit is marginal. However the Council's concerns relate to the critical junction, which lies to the south-east of the site and, in particular, the approach along Finchampstead Road from the south, rather than problems on approach to the site from the north. I accept that employees based at the site may find it more convenient to use the link at lunchtimes in order to gain access to the town centre. However I do not consider that this rationale satisfies the test of being directly related to the proposed development, since other employees and residents over a wide area would also benefit. In this regard paragraph B12 of Circular 1/97 emphasises that developers should not be expected to pay for facilities that are needed solely to resolve existing deficiencies.

18. I am also not convinced that the scale of the contribution being sought by the Council fairly and reasonably relates in scale and kind to the proposed development. The Council sought a contribution of £270,000, which was derived by multiplying the peak hour traffic flow of 135 (see paragraph 9 above) by a figure of £2,000, which was achieved on a nearby site. In this context I note that Phase 2 of the cycle route was only estimated to cost £300,000 (Document 6), which suggests to me that the Appellant was being asked to substantially pay for the cycle link. Whilst there have been suggestions that the latest estimate for this phase of the link is much higher, I was also told at the Hearing that there is no detailed plan of the proposed route. I am also mindful that these negotiations have been ongoing for some 18 months and it, therefore, appears to me that it was in the context of this earliest estimate that the contribution of £270,000 was sought.

19. As if to emphasise how imprecise the contribution of £270,000 was, the Council have subsequently reduced their demands and as recently as 31 March 2003 they indicated that they would accept a contribution of £100,000 (Document 11). This is almost a third of what was originally being sought. It was also alleged that the Council reduced their demands to £75,000 in a telephone call made to the Appellant's Highways Agent in May 2003. However I saw no documentary evidence to substantiate this claim.

20. Although I accept that by their very nature such negotiations involve an element of bargaining, paragraph 6 of Circular 1/97 emphasises that such negotiations should be conducted in a way that is seen to be fair, open and reasonable, and in accordance with the principle that planning permissions should not be bought or sold. In this case the negotiations were delegated to officers following a report to the relevant Committee of the Council, which did not attempt to quantify the level of contribution, by reference to anything objective, such as SPG. In any event I note that the SPG does not provide clear guidance on how the level of contribution is to be derived. There is no framework in the Local Plan or the SPG for the level of contribution to be based on increased traffic flow and the Council's Highway Witness conceded that he was uncomfortable with what amounted to a development tax. In these circumstances and in the light of all that I have seen and heard I cannot escape the conclusion that the Council's action was directly contrary to the advice in Circular 1/97.

21. On the main issue I conclude that the proposed development would not detract from highway safety or the free flow of traffic on the surrounding road network and, as such, there is no justification for a financial contribution being sought towards the cycleway/footway. In these circumstances, I consider that the proposed development complies with Policies OS1 and LD5 of the Structure Plan, Policy WOS3 of the emerging Local Plan and advice in PPG13.

Other Matters

22. I appreciate that a Travel Plan was not submitted alongside the planning application, contrary to advice in paragraph 89 of PPG13, Policy WT3A of the emerging Local Plan and Council's SPG. I acknowledge that this hampered negotiations and that the £270,000 figure was an attempt by the Council to make the Appellant think more seriously about methods of transport other than the private car. However since the Council acknowledge in their appeal statement that the Travel Plan can be secured by condition, I am satisfied that this factor does not outweigh my findings on the main issue.

23. Finally I am satisfied that the Obligation does meet the tests set out in paragraph 7 of Circular 1/97 and accords with Policies LD6 and LD8 of the Structure Plan, Policy SPS1 of the Local Plan, Policies WOS4 of the emerging Local Plan and advice in PPG17.

Conditions

24. Circular 11/95 'The Use of Conditions in Planning Permissions' states that outline permissions should be subject of standard conditions and I intend to impose the model conditions in the Circular in preference to those suggested by the Council and delete the inappropriate reference to siting, which is before me. I consider details of slab level are required in the interests of precision and the finished appearance of the site. Conditions are also necessary regarding the access, car parking and cycle spaces, but I shall amend those suggested by the Council in the interests of precision and for the avoidance of doubt, having regard to Council's standards. In light of the direct relationship between levels of car parking and cycle spaces and the floorspace permitted, it is clearly necessary to restrict the introduction of mezzanine floors.

25. During construction phase all operations need to be confined to the site and measures need to be taken to avoid debris on the highway network, both in the interests of highway safety. However in my view this is a largely commercial area, where there is no need to restrict the times of construction activity.

26. It is clearly important that the trees to be retained, including those subject of the TPO and those adjacent to the Emm Brook, be protected during construction phase by an appropriate condition. In my view model condition 71 from the Circular is the most appropriate condition to achieve

such protection, as I have no details before me regarding the TPO. However I have amended the model condition to incorporate the protection that the Environment Agency seek for the Buffer Zone either side of the Emm Brook, particularly as most of the trees on the site, other than those subject of the TPO fall within this zone. Whilst indicative landscaping is shown on the submitted plans, significant additional detail is required of hard and soft landscaping and to achieve this I intend to impose model conditions from the Circular regarding hard and soft landscaping and landscape maintenance. However I believe that there is no need for a management plan as well because the proposed conditions already address landscaping adequately. I have also related the suggested condition regarding waste back to the hard landscaping details in the interests of the finished appearance of the development.

27. The Appellant claims that investigations regarding landfill gas were completed in January 2002, but I have not seen the results of those investigations and the fact that the Environment Agency requested that such conditions be imposed, suggests that they are not aware of this analysis either. If the investigations have been completed and found no evidence of landfill gas, then I consider that discharging these conditions will be straightforward and, as such, I consider their imposition is not onerous. Turning to the other conditions put forward by the Environment Agency, I have amended them in the interests of precision and to avoid duplication. In particular I have clarified the area liable to flood by reference to the contour level referred to in the Environment Agency correspondence. I have also deleted the separate request for landscaping details in the Buffer Zone, which is required to facilitate a wildlife corridor, since this will be addressed as part of the other landscaping conditions that I intend to impose. It was also agreed at the Hearing that temporary bridges could be erected during construction phase as a result of permitted development rights and, as such, the condition suggested by the Environment Agency in this regard is entirely appropriate and reasonable.

28. There was considerable discussion at the Hearing as to whether a condition was an adequate mechanism to deliver a Travel Plan on what is a large office scheme where the travel patterns of future occupiers are unknown. The Appellant draws attention to the fact that the Council has seen fit to impose such a condition when it recently resolved to grant planning permission on a nearby site for a similar scale of development (Document 12). Nevertheless the best practice guide, 'Using the Planning Process to Secure Travel Plans – Best Practice Guidance for Local Authorities, Developers and Occupiers', whilst conceding that conditions may be appropriate in the more straightforward cases, says that planning agreements are likely to be the most suitable means of securing travel plans. Despite this, although I consider that it does not represent best practice, I am satisfied that a condition can address this issue. I note that the Council share this view since they did put forward a suggested condition regarding a Travel Plan and this may well have influenced the Appellant's decision not to incorporate the Travel Plan into a Unilateral Obligation, which the Appellant had previously signalled would happen.

Conclusions

29. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.

Formal Decision

30. In exercise of the powers transferred to me, I allow the appeal and grant outline planning permission for the erection of 3 buildings to comprise B1 (a) offices together with associated car parking and external works on land west of Molly Millar's Close, Molly Millar's Lane, Wokingham in accordance with the terms of the application (Ref.O/2001/5282), dated 9 November 2001, and drawing No's 094.0104-01, P31, P41 and P42, being the plans that were before the Council when the appeal was lodged, subject to the conditions set out overleaf:

1) Approval of the details of the design and external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

2) Plans and particulars of the reserved matters referred to in condition 1 above, relating to the design and external appearance of any buildings to be erected and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

3) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

4) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

5) Prior to the commencement of development, details of the slab levels of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

6) No part of the offices hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing No's P41 and P42 for 156 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The vehicle parking and turning areas shall be permanently maintained and used for no other purpose.

7) Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period; in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

8) No part of the offices hereby permitted shall be occupied until space has been laid out within the site for not less than 31 bicycles to be parked, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle spaces shall be constructed in accordance with the approved details and shall be retained.

9) No part of the offices hereby permitted shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.

10) Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

11) 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 proposed additional tree or shrub planting, finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

12) Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment),

schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, together with an implementation and maintenance programme.

13) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

14) No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

15) The plans and particulars submitted in accordance with the condition 1 above shall include:

i) a plan showing the location of each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;

ii) details of the species, diameter (measured in accordance with paragraph (i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (iii) and (iv) below apply;

iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;

v) details of the specification and position of fencing or other measures to be taken for the protection of any retained tree as well as the Buffer Zone (as defined in condition 23 below) from damage before or during the course of development.

vi) in this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (i) above.

16) No materials or equipment shall be stored on the site outside the office buildings except for waste materials within containers for removal, which shall only be stored within the refuse or other storage units agreed in accordance with condition 11 above.

17) Before the development is commenced a detailed investigation shall be carried out to determine the present and likely future impact of landfill gas on the site. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to the commencement of work. Details of appropriate measures to control ingress of landfill gas to inhabited spaces and outdoor areas, including provision for monitoring shall be submitted to and approved in writing by the Local Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.

18) The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the development hereby approved. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination must be agreed in writing by the Local Planning Authority, and carried out prior to the commencement of any other works in relation to any

development of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.

19) Prior to commencement of development a Master Travel Plan for the site, including a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, shall be submitted to and approved in writing by the Local Planning Authority. Following first occupation of any part of the offices hereby approved the Master Travel Plan shall be reviewed on an annual basis and any revisions agreed in writing with the Local Planning Authority. Prior to the occupation of the offices hereby permitted, a Travel Plan for each business occupying any part of the offices, shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan for each individual occupier shall fully accord with the principles established in the Master Travel Plan and include a programme of implementation. The Plan shall be implemented by each individual occupier of the offices in accordance with the agreed programme of implementation. These requirements will apply to any subsequent occupier of the offices hereby approved.

20) No building or raising of ground levels, or storage or deposition of spoil or materials shall take place on that part of the site lying within the area of land liable to flood, namely that below 48.37m AOD (N). Any walls or fencing constructed within this area shall be designed to be permeable to flood water.

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

22) A Buffer Zone of at least 8 metres wide alongside the Emm Brook shall be established in accordance with details, which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The developer must not store materials within the Buffer Zone and there must be no fires, dumping or tracking of machinery within the Buffer Zone.

23) Any new bridges across the Emm Brook whether temporary or permanent should be constructed so as to span both banks. The abutments should be set back from the watercourse on the bank tops to allow for a margin of bank underneath.

24) No mezzanine floors shall be inserted.

Information

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

32. This decision does not convey any approval or consent that may be required under any enactment, by-law, order or regulation other than section 57 of the Town and Country Planning Act 1990.

33. An applicant for any approval required by a condition attached to this permission has a statutory right of appeal to the Secretary of State if that approval is refused or granted conditionally or if the authority fails to give notice of its decision within the prescribed period.

34. Attention is drawn to the requirements of section 76 of the Town & Country Planning Act 1990 concerning provision for the benefit of the disabled.

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Mr Malcolm Mc Phail	Lamron Estates (Wokingham) Limited, Brinkletts House, 15 Winchester Road, Basingstoke, Hants RG21 8UE.
Mr Ian Sowerby BA (Hons) MSc MRTPI	The Bell Cornwell Partnership, Oakview House, Station Road, Hook, Hants RG45 6PU.
Mr Martin Knowles B Eng (Hons)	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey.

FOR THE LOCAL PLANNING AUTHORITY:

Mrs B Polnik BSc (Hons), Dip TP, MRTPI	Senior Planning Officer, Wokingham District Council, PO Box 157, Shute End, Wokingham RG40 1WR.
Mr Steve Mc Millan MSc MIHT	Parkman on behalf of Wokingham District Council.

DOCUMENTS

Document 1	List of persons present at the Hearing.
Document 2	Copy of the Council's letters of notification and a list of persons notified.
Document 3	Unilateral Planning Obligation dated 3 June 2003.
Document 4	Extract from Wokingham District Local Plan, comprising Appendix 7 'Parking Standards'.
Document 5	Draft Master Travel Plan.
Document 6	Extracts from Wokingham District Local Transport Plan, comprising details of cycle route and Molly Millar's Lane route enhancement.
Document 7	Map showing extent of permissions for car parking.
Document 8	Aerial photograph showing car parking on the appeal site.
Document 9	Letter from Wokingham District Council to Mayer Brown Limited dated 17 December 2001.
Document 10	E-mail from Steven Mc Millan to Mayer Brown dated 17 January 2003.
Document 11	E-mail from Steven Mc Millan to Mayer Brown dated 31 March 2003.

Document 12	Planning Officer's report regarding former Fluidrive Engineering site, Molly Millar's Lane.
Document 13	Wokingham District public transport map and guide.
Document 14	Flood Risk Assessment.
Document 15	Transport Assessment.
Document 16	Bundle of documents, Appendices A-G attached to Mrs Polnik's statement.
Document 17	Bundle of documents, Appendices A-C attached to Mr Mc Millan's statement.
Document 18	Bundle of documents, MBL Appendices A-D attached to Mr Knowles's statement.
Document 19	Bundle of documents, Appendices IS.1-IS.7 attached to Mr Sowerby's statement.
Document 20	Deed dated 11 June 2003 signed on behalf of HSBC bank Plc.
Document 21	Office copy entries from Gloucester District Land Registry.
Document 22	Appellant's proposed travel plan condition.
PLANS	
Plans 1 - 4	Drawing No's 094.0104-01, P31, P41 and P42, which were before the Council when the appeal was lodged.
Plans 5 and 6	Superseded plans submitted at application stage.

Development Control Ref No:	Received	Parish
O/2002/8136	9.1.2003	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be between 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no new or substantive representations have been received.

Background Papers

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

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

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

BACKGROUND

1 HISTORY

This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

More recently an outline planning application, O/2001/5282, was submitted and is now the subject of an appeal against non-determination. The Informal Hearing is scheduled for 3 June 2003. This application was considered by the Development Control Committee on 11 December 2002 when it was resolved that planning permission would have been refused on the grounds of lack of provision of infrastructure needs if the appeal had not been lodged. A copy of this report and minutes are attached. The current planning application has been submitted to try and overcome the previous reasons for refusal .

2 CONSULTATION

Access and Movement Officer :. The applicant has failed to justify the proposed provision of the maximum recommended number of car parking spaces in an area which is accessible to pedestrians, cyclists and users of public transport and which, as a result, could be expected to have a lower provision. The development's traffic impact (particularly on the existing congestion at the Finchampstead Road / Molly Millar's Lane junction) has not been adequately addressed. A contribution towards local sustainable transport initiatives could overcome the above objections. However the £50,000 offered to date is considered to be inadequate.

Arboricultural Officer : Group of lime trees included in Tree Preservation Order 336/1997 along the north west boundary should not be adversely affected. Significant trees within the site can also be retained. The planting shown is acceptable. Therefore no objection subject to conditions to include tree protection.

Drainage Engineer : Recommend conditions relating to surface water sewerage works, surface water balancing and foul sewerage works.

Thames Water : No buildings will be permitted within 3 metres of the sewers crossing the site without Thames Water's approval.

Environmental Health : Site is located within 30 metres of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, and restriction of hours of construction.

Ecologist : Any development must include an 8 metre buffer zone either side of the Emm Brook and any crossings will have to have clear spanning bridges and not culverts. A flood risk study is also required.

Wokingham Town Council : No reply received to date.
Letters of Representation : None received.

3 APPRAISAL
Main issues are:

A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WEM2, WEM9 and WEM12).

B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (as proposed to be modified) Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (as proposed to be modified) Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (as proposed to be modified) Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>
The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within the Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office use providing there are no overriding issues such as impact on neighbours, highways and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 (as proposed to be modified) industrial, storage and distribution uses are acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable. The wording of policy WEM12 has been revised stating that in this location the Council will first seek B2 or B8 uses and that clear justification would be required if other uses are proposed.

The report on "The office and industrial market for Wokingham" submitted in support of the application shows a relatively even match between industrial and office demand and new availability. However, should some of the consented schemes not be constructed then there would be a shortfall.

The current application is identical to the previous scheme, O/2001/5282, in terms of siting and building areas. However, the 3 buildings are subdivided into a total of 9 self-contained units as research has established an unsatisfied demand for this size and type of office space. Building A comprises 3 self-contained units, ranging from 428m^2 to 726m^2, Building B comprises 2 units, 787m^2 and 751m^2 and Building C comprises 4 units, ranging from 324m^2 to 787m^2.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout incorporates a planting strip to the front and indicates existing trees within the 8 metre buffer zone adjoining the watercourse being retained. The Arboricultural Officer is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a landscaping strip are also considered to be acceptable.

C. Access and Movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as outlined in the Wokingham District Local Plan) is still to be funded as are the

emerging accessibility improvements coming forward at and in the vicinity of the rail station.

The proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the site's location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/from work are likely to be made by private car and this would only serve to add to existing congestion in the area.

The Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £50,000 contribution (£25,000 was offered on the previous application) on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served existing trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £50,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area was requested on the previous application in lieu of on-site provision. As there has not been a change in circumstances the same should be applied to the current application.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook
An 8 metre buffer zone is shown either side of the watercourse which is considered adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

4 CONCLUSION

Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

5 RECOMMENDATION

Resolve that the Development Control Manager be authorised to refuse planning permission, under delegated powers, at the end of the public consultation period on 11.4.2003, providing no new or substantive representations have been received.

Reasons.

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

Informatives.

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

   Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
   South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
   Wokingham District Local Plan (as proposed to be modified) Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

RESOLVED: That Application No: 2002/7284 be refused on the grounds set out on Agenda pages 328 to 329 subject to the deletion of reason for refusal two.

200. APPLICATION NO: 2001/5282, OUTLINE APPLICATION FOR THE ERECTION OF THREE BUILDINGS FOR B1(A) OFFICE USE WITH ASSOCIATED CAR PARKING AND EXTERNAL WORKS, LAND WEST OF MOLLY MILLIARS CLOSE, MOLLY MILLARS LANE WOKINGHAM, FOR: LAMRON DEVELOPMENTS (WOKINGHAM) LTD

The Committee considered a report about this application set out on Agenda pages 333 to 340.

In the presentation to Members, Officers informed the Committee that the applicant had lodged an appeal against non-determination and that therefore a decision was being sought on what the Committee's decision would have been had the appeal not been made. Officers also updated Members on a number of minor alterations to the assessment of the site as a result of the decisions of the Executive concerning the Local Plan modifications made on the 4th December 2002. The local plan policies affected were WOS2 and WEM12.

In connection to infrastructure contributions Members noted that the applicant had offered to make a £14,000 contribution towards recreational facilities as previously requested and that in the light of this offer that part of the reason for refusal would be withdrawn subject to it forming part of a legal agreement or unilateral undertaking. Members attention was also drawn to a letter received from the applicant's agent that day raising a number of points in connection to the highways aspects of the report. These were summarized verbally for Members and full copies circulated to them.

Officers also informed Members that a new application had been submitted for a similar proposal although the application was currently invalid.

RESOLVED: That had an appeal against non-determination not been lodged, Application No: 2001/5282 would have been refused on the grounds set out on Agenda page 338 with the deletion of

201. APPLICATION NO: 2002/7510, PROPOSED ERECTION OF THREE STOREY ACADEMIC BUILDING, AMENDMENT TO APPLICATION NO: 2001/5077, UNIVERSITY OF READING WHITEKNIGHTS CAMPUS READING, FOR: UNIVERSITY OF READING

The Committee considered a report about this application set out on Agenda pages 341 to 352.

In presenting the report, Officers clarified that the number of parking spaces associated with the development would be 20 and also a correction to the recommendation.

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

a) Financial contributions for Highways Improvements specified in the Legal Agreement relating to permission 2001/5077;

b) The transfer of the parcel of land specified in the Legal Agreement relating to permission 2001/5077;

2) That Subject to the registration and execution of the Agreement referred to in 1) above, Application No: 2002/7510 be approved subject to the conditions set out on Agenda pages 344 to 345.

Development Control Ref No:	Received	Parish
O/2001/5282	12.11.01	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : DEVELOPMENT CONTROL COMMITTEE

REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

1. Proposal – The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be 201-258 employees.

   A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

   However the application cannot be formally determined as an appeal against non-determination was lodged on 18th November 2002.

RECOMMENDATION: TO ESTABLISH WHAT DECISION MEMBERS WOULD HAVE MADE HAD THE APPEAL FOR NON-DETERMINATION OF THE APPLICATION NOT BEEN LODGED

Background Papers

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

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

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

BACKGROUND

2. Planning History – This 0.999 ha. site is currently vacant and was used last for car parking by Radyne, located opposite the site. It is located on the northern side of Molly Millars Lane. The Emm Brook flows through the site and there are a number of trees both within the site and adjoining on the north-western boundary. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

In 1981 planning permission (15676) was refused for the removal of the earth bank to provide additional car parking on the grounds that the earth bank contributes to the visual amenity of the area. This application was subsequently dismissed at appeal. In 1987 planning permission (27067) was also refused for 2 high tech buildings as the proposal would prejudice the implementation of the IDR (inner distribution road) and provided insufficient parking information. The IDR scheme has now been abandoned.

3. Consultations -

- *Access and Movement Officer*: Still seeking additional information to establish an appropriate level of parking provision. The current proposed 'Heads of Terms' for the Travel Plan contain no real obligations for addressing journeys to/from work and therefore is unacceptable. Negotiations are continuing with regard to the developer making an appropriate financial contribution towards local highway/traffic management/ sustainable transport initiatives and schemes, in order to mitigate potential adverse impact arising from the development.
- *Landscape Architect* . Revised site layout, Drawing No. 3467/P/11, clearly shows the protected Lime trees on the adjacent site and their relationship to building A and proposed car park which are well outside the protected distances required for tree protection given in BS 5837.
  The applicant will need to submit under reserved matters details of tree protection measures in accordance with BS 5873 for all existing trees to be retained within the site and for the Lime trees growing along the north-western boundary of the site. This protection will need to be approved and erected on site before commencement of works.
  The layout now provides for a minimum 3m strip along the front of the site adjacent to Molly Millars Lane for planting, which is acceptable. A detailed landscape scheme for the site will need to be submitted as part of the reserved matters.
- *Recreation* : Request a contribution of £14,000 towards improvements at Elms Field playing area.
- *Environmental Health* : Site is located within 30m of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, in addition to ground condition investigation and restriction of hours of construction.
- *Policy & Plans*: Provided that there are no adverse highway effects that are overriding or any unacceptable housing growth pressure associated with the proposal there is no reason under employment policies why the application should not be approved.
- *Ecologist* : A part of the site lies within an area liable to flooding and therefore the Environment Agency needs to be consulted. (*Officer comment*: The Environment Agency have been consulted and their comments are reported below.)

- ***Royal Berks Fire and Rescue :*** No requirement for further hydrants.
- ***Environment Agency :*** Satisfied with the conclusions of the Flood Risk Assessment which shows that the proposed buildings are to be located outside the floodplain. Sustainable Urban Drainage measures for the control of surface water off the site will need to be agreed in due course. No objection in principle subject to conditions to include no raising of ground levels, submission of surface water source control measures, provision of 8m buffer zone to the Emm Brook and proposed planting, any new bridges to span both banks and the provision of a landfill gas risk assessment.
- ***Wokingham Town Council :*** "No objection".
- ***Letters of Representation :*** None received.

4. **Appraisal** – Main issues are:

   A. Principle of redevelopment within a Core Employment Area (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policies STV1, SE1 and SE3; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS1, WOS2, WEM2, WEM9 and WEM12).

   B. Impact on character of the area (Berkshire Structure Plan Policies LD3 and EN1; South East Area Local Plan Policies SBE1, SBE2 and SBE8; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WOS5, WBE1, WBE2, WBE10 and WBE12).

   C. Highways, access arrangements and parking provision (Berkshire Structure Plan Policies OS1, LD5, T3 and T6; South East Area Local Plan Policies ST3, ST5, ST8 and ST9; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WT1, WT2, WT3, WT6, WT7 and WT10).

   D. Service, Amenities and Infrastructure requirements (Berkshire Structure Plan Policies LD6 and LD8; South East Area Local Plan Policies SR3 and SPS1; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS4 and WR8 and Supplementary Planning Guidance A9).

   E. Impact upon the Emm Brook (Berkshire Structure Plan Policy EN3; South East Area Local Plan Policies SPS3, SPS4 and SPS5; Wokingham District Local Plan (Deposit Draft) as amended Policies WIC16, WIC17 and WIC18).

A. <u>Principle of redevelopment within a core employment area</u>

The site is within a recognised employment area (Policy SE1), as defined by South East Area Local Plan, and a core employment area (Policy WEM2), as defined by Wokingham District Local Plan, and part of the site falls within the general industrial area/area suitable for B2/B8 uses, as defined by South East Area Local Plan (Policy SE3), although within Wokingham District Local Plan the whole site falls within an area suitable for employment uses causing detriment (Policy WEM9) and for general industrial and storage uses (Policy WEM12).

Policies SE1 of South East Area Local Plan and WEM2 of Wokingham District Local Plan allow the principle of redevelopment of the site to include B1(a) office

providing there are no overriding issues such as impact on neighbours, highway and unacceptable increased demand for housing as a result of any intensification of use or loss of small units. Demand for housing and highway issues are dealt with below.

With regard to Policy WEM2 the Local Plan Inspector has commented that in his view business, industrial, storage and distribution uses would be acceptable in areas such as Molly Millars Lane subject to small units not being lost. In this instance no small units would be lost.

Whilst the Local Plan Inspector supported the Council's wish to maintain employment diversity (Policy WEM12) he did not consider that the designated areas should be restricted to B2 and B8 uses only and therefore the principle of B1(a) uses could be acceptable.

The proposal would be likely to result in additional staff estimated to be between approximately 201 and 258. Although this is a significant number of employees the site is located in a commercial area where new office buildings might well be expected to be provided through the modernisation of the building stock. It is not considered to be so great on its own as to have a major impact on housing demand.

The Local Plan Inspector has recommended that Policy WOS2 is retitled to Housing Development Principles and if this is accepted the policy would not apply to this commercial development.

B. Impact on character of the area

The northern part of Molly Millars Lane is characterised by residential development on the western side of the road and a mix of commercial buildings to the east. The proposal is in outline for three office buildings with associated parking some of which would be underground. Detailed design will be dealt with at a later date. However the proposed use of the site would not be out of character with this part of Molly Millars Lane.

The site layout has been amended (Plan 3467/P/41 and 3467/P/42 received 14th August 2002) to incorporate a 3m planting strip to the front and indicates existing trees within the buffer zone adjoining the watercourse being retained. The Landscape Architect is also satisfied that the Lime trees along the north-western boundary would not be adversely affected by the proposal. The siting of the buildings and the replacement of the earth mound with a 3m landscaping strip are also considered to be acceptable.

C. Access and movement

The development would result in 4,645m² of office floorspace and would have the potential to result in a significant increase in peak hour traffic flows to and from the site. These however could be mitigated by a large degree through the provision of a travel plan and financial contributions towards improvements in the vicinity of the site and links to/from the town centre and rail station. Moreover improvements to Molly Millars Lane with Barkham Road and Finchampstead Road, much of which have now been carried out, would further assist in reducing the impact of the development. The provision of a link from Molly Millars Lane to the town centre making use of, and upgrading the existing railway crossings (as

outlined in the WDLPDD) is still to be funded as are the emerging accessibility improvements coming forward at and in the vicinity of the rail station. The application as originally submitted included 185 parking spaces which was considered to be excessive.

The revised proposal includes the provision of 156 car parking spaces, giving a ratio of 1:30 m² floor area. This is below the Council's maximum standard provision of 1:25m² floor area, but is the maximum ratio as indicated in PPG13. There may be scope to further reduce on-site car parking provision given the sites location but this would depend upon a successful travel plan containing meaningful measures and incentives to encourage journeys to/from work by car-sharing, walking, cycling and use of public transport but no additional information has been provided in this respect. Accordingly, the level of parking provision put forward has not been justified. A condition could be imposed to ensure adequate provision of cycle parking and associated changing/showering facilities.

While the development is speculative, the 'Heads of Terms' for a Travel Plan as currently proposed is merely a pro forma document containing no real obligations and therefore is unacceptable. Without details of modal split and meaningful targets for each travel mode journeys to/work are likely to be made by private car and this would only serve to add to existing congestion in the area.

Transport Assessment does not take account of changed traffic flows and patterns in the area and therefore its conclusions are incorrect. Also the TA assumes provision of 185 on-site car parking spaces. There remains congestion in the area and the impact of the additional traffic likely to be generated by the proposal should be stated in terms of additional queuing and delay.

Negotiations in respect of securing an appropriate contribution towards off-site works etc have not been concluded. The applicant has offered to make a £25,000 contribution on the basis that the land has been used as a car park (for up to 345 cars). The Local Authority believe that the land has never been used for this level of car parking and in any event there is currently sufficient parking provision for existing businesses. If used in the past by existing businesses in Molly Millars Lane then the car park would have served exiting trips and would not in itself generate additional traffic. The proposed development would attract new trips and accordingly the £25,000 contribution as currently offered is not agreed.

D. Services, Amenities and Infrastructure

Development Plan policies state that development proposal should be expected to have regard to existing levels of services, amenities and infrastructure provision. This is expanded upon in Supplementary Planning Guidance. Provision of additional facilities or contributions need to be as a consequence of the development and directly related. All contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

As the development would result in additional employees and based on 1.5ha of public open space being provided per 1,000 employees a contribution of £14,000 towards Elms Field play area has been requested in lieu of on-site provision.

Highway infrastructure is dealt with under paragraph C.

E. Impact upon the Emm Brook
The Environment Agency objected to the scheme as originally submitted, as part of the development would fall within the 8m buffer zone. This has now been revised and the Environment Agency is now satisfied that the buffer is adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

5. Conclusion – Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, where such development might be expected. Both the access and siting and relationship with adjoining buildings and land uses are considered acceptable. However in the absence of adequate contributions towards highway improvements and recreation it is considered that the proposal would have a detrimental impact on the amenities and infrastructure of the area.

6. Recommendation – If the appeal against non-determination had not been lodged the application based on the submitted information would have been recommended for REFUSAL of planning permission on the following grounds:

1. In the absence of the satisfactory provision of adequate services, amenities and infrastructure needs, in respect of highways and leisure contributions, the development would have an unacceptable adverse impact upon the amenities of the area. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (Deposit Draft).

Informatives:

1. In the event of a s106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.

2. You are advised, in compliance with *The Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000*, that the following policies and/or proposals in the development plan are relevant to this decision:

Berkshire Structure Plan Policies OS1, BU1, LD5 and LD6.
South East Area Local Plan Policies SE1, SPS1, SBE2, ST5 and ST6.
Deposit Draft Wokingham District Local Plan Policies WOS1, WOS3, WOS4, WOS7, WEM2, WT1, WT2, WT7, WH7 and WR7.

Development Control Ref No:	Received	Listed by:	Parish
F/2003/8368	31 January 2003	Cllr Cockroft	Finchampstead

Applicant: Mr and Mrs Brant
Location: Cherry Hill, Church Lane, Finchampstead
Proposal: Proposed erection of replacement dwelling and detached double garage

FOR CONSIDERATION BY: Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Natalie Brown

SUMMARY:

Proposal
The proposal is for the erection of a replacement dwelling with detached double garage.

The site is located is an area designated as countryside and Area of Special Landscape Importance.

The application has been listed by Councillor Cockroft as the officer recommendation is for refusal and he considers that as the site is not visible to passers by etc, there is no impact upon the countryside.

RECOMMENDATION:

REFUSE PLANNING PERMISSION

Background Papers

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

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

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

Development Control Ref No:	Received	Parish
O/2002/8136	9.1.2003	Wokingham

Applicant: Lamron Developments (Wokingham) Ltd
Location: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal: Outline application for the erection of 3 buildings for B1(a) office use with associated car parking and external works

REPORT PREPARED FOR : Development Control Committee
REPORT PREPARED BY: Head of Planning and Transportation and Basia Polnik

SUMMARY:

Proposal
The application is in outline with siting, access and landscaping currently under consideration. The proposal is to develop the site with 3 separate buildings for B1(a) office use with associated access and parking. The total floorspace would be 4,645m². A Transport Assessment has been submitted with the application. The application is speculative and it is estimated that the number of staff would be between 201-258 employees.

A Flood Risk Assessment and a report on "The Office and Industrial Market for Wokingham" have also been submitted in support of the application.

RECOMMENDATION:

RESOLVE that the Development Control Manager be authorised to refuse planning permission under delegated powers, at the end of the public consultation period, providing no new or substantive representations have been received.

Background Papers

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

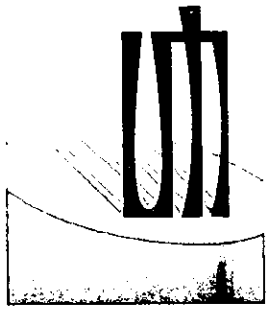
Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

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

REFUSED

DEVELOPMENT AT MOLLY MILLARS LANE WOKINGHAM

FLOOD RISK ASSESSMENT



UPTON McGOUGAN

CONSULTING ENGINEERS

09 JAN 2003 8136

DEVELOPMENT AT MOLLY MILLARS LANE WOKINGHAM

FLOOD RISK ASSESSMENT

Engineer

Upton McGougan plc
IAC House
Moorside Road
Winnall
Winchester
Hampshire
SO23 7RX

Client

Lamron Estates
Brinkletts House
15 Winchester Road
BASINGSTOKE
Hampshire
RG21 8UE

Project No: 094.0104/CW/31858

Date: May 2002

Pages: 6

CONTENTS

1.0 INTRODUCTION 3

2.0 SITE AND LOCATION 3

3.0 GEOLOGY, HYDROGEOLOGY AND SURFACE WATERCOURSES 4

4.0 FLOOD HISTORY AND RESEARCH 5

5.0 EXISTING DEVELOPMENT 5

6.0 PROPOSED DEVELOPMENT 5

7.0 SUMMARY 6

8.0 CONCLUSION 6

Appendix A – Location Plan

Appendix B – Geological Report

Appendix C – Proposed Site Plan

Appendix D – Environment Agency Correspondence

Appendix E - Indicative Flood Plain Map

INTRODUCTION

1.1 This report is to ascertain the flood risk for the proposed development of Molly Millars Lane, Wokingham.

1.2 The area proposed for development is located to the south of Wokingham with access from Molly Millars Lane along the South West.

1.3 The development is to comprise 3 office units with underground and aboveground parking.

2.0 SITE AND LOCATION

2.1 The site grid reference is SU 805 680 (Location plan at Appendix A refers).

2.2 The site is bounded to the North West by an existing development, and to the South East by workshops and Molly Millars Lane.

2.3 The area had been previously developed in the 1970's and this comprised workshop areas. At present some paved area remains within the site.

3.0 GEOLOGY, HYDROGEOLOGY AND SURFACE WATERCOURSES

3.1 The 1:50,000 geological survey of Great Britain indicates the site is underlain by various deposits. The underlying solid geology is shown to comprise deposits of London clay formation.

3.2 The geological report (See Appendix B) indicates that the whole of the site is covered by previously landscaped ground. The site itself falls from 50.40m at the Northern edge of the boundary to the Brook at a level of48.50m, and from the Southern Edge at a level of 48.85m to the Emm Brook at 48.50m (See site plan at Appendix C).

Hydrogeology

3.3 The depth of the water table across the site varies from 0.89m to 1.27m deep (See Geological report Appendix B)

3.4 The site falls within the 100 year indicative plain flood plan and the Environment Agency have stated that the recorded flood level is 48.37m AOD. However, it is not clear as to what return period this represents.

Surface Watercourses

3.5 There is an existing watercourse, which runs through the proposed development from South to North, called the Emm Brook.

3.6 This watercourse travels through the site and may flow through a culvert further down stream under Ashville Way. However this will need to be confirmed by further investigation.

4.0 FLOOD HISTORY AND RESEARCH

4.1 The Environment Agency have stated that part of the site is within the 100 year indicative flood plain. (See indicative flood plain maps. Appendix E)

4.2 The indicative flood plain maps show that a large proportion of the site is within this flood plain, however, correspondence with the Environment Agency suggests that the flooded area is less when compared with the water level.

4.3 The Environment Agency in previous correspondence have stated that the flood level is 48.37m AOD.

5.0 EXISTING DEVELOPMENT

5.1 The site has been previously developed with workshop buildings.

5.2 There is also a drainage outfall with storage tanks, at present it is unclear what this serves and whether it is related to flood alleviation on other sites within the vicinity.

6.0 PROPOSED DEVELOPMENT

6.1 The development is to comprise of 3 office buildings with an approximate roof area of 1480m^2, and car parking located underneath two of the blocks (See proposed development Appendix C).

6.2 There is also approximately 6600m^2 of surface car parking. The development within the advised flood plain will be limited to surface car parking.

6.3 Current levels across the development will be retained in order not to displace water upstream or downstream of the proposed development.

6.4 To prevent the risk of flooding downstream surface water flows will be attenuated on site to the existing natural run-off, source control measures such as porous car parks and soakaways will be considered, however these may be limited due to ground conditions.

7.0 SUMMARY

7.1 The development will increase the existing hard paved and roof areas. However, the previous development may have contributed to the run-off to the river.

7.2 The proposed building floor levels will be set above the flood level advised by the Environment Agency.

7.3 The existing levels will not be raised across the car parking areas and therefore this area will still be allowed to flood. This will not increase the risk of flooding downstream of the development.

8.0 CONCLUSION

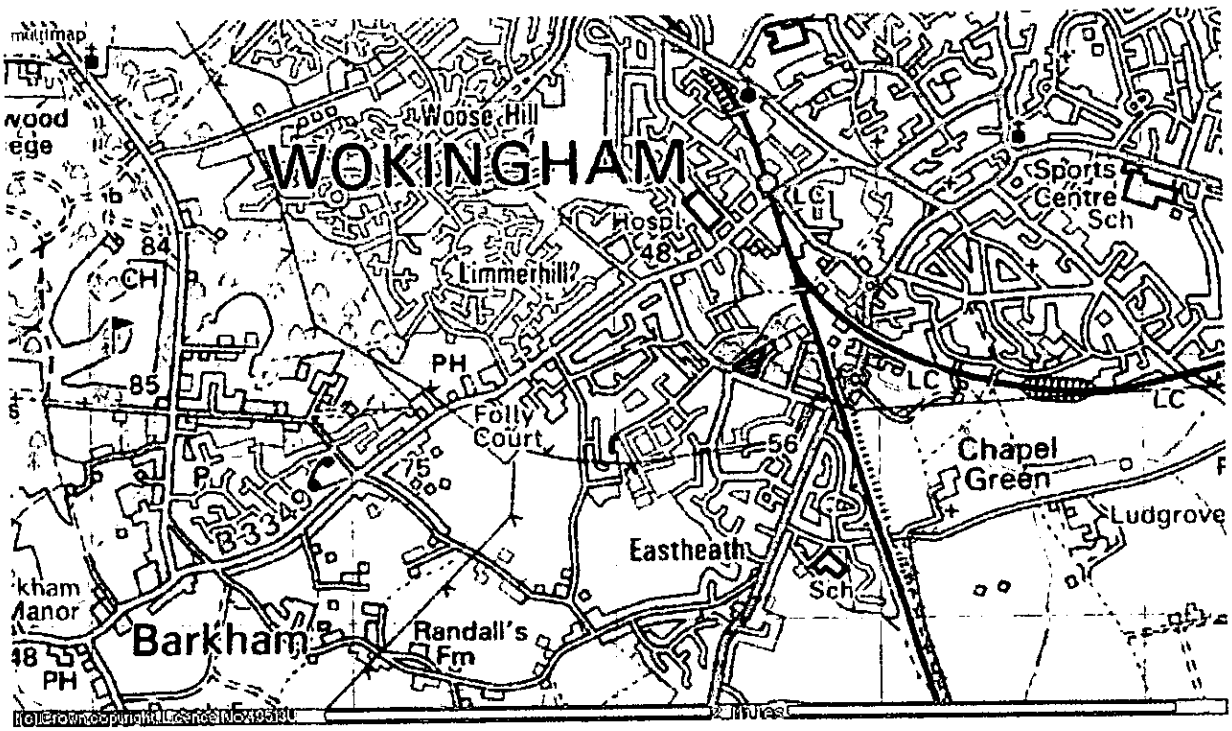
8.1 The proposed development will be protected from flooding by increasing the finished floor levels, so that no buildings are at risk. The proposed building locations are not within the 48.37m flood level.

8.2 The car parking areas within this level, which are limited, would be allowed to flood for the higher return periods. This would mean that the area available for flooding would remain the same and therefore not create increased flows or levels downstream.

8.3 Surface water flows from the new development will be attenuated on site to the natural runoff, as to not increase the time for the flows to reach the existing watercourse.

APPENDIX A

LOCATION PLAN



SITE LOCATION PLAN

APPENDIX B

GEOLOGICAL REPORT (EXTRACT)

STRUCTURAL SOILS

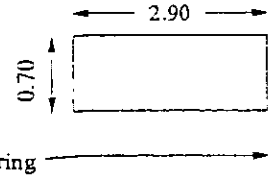
TRIAL PIT LOG

Contract	Client	Trial Pit
Wokingham	Upton McGougan	No TP1

Job No	Date	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	18.10.01	-		1 of 1

Samples and In-situ Tests				Water	Description of Strata	Depth (Thick-ness)	Legend
Depth	No	Type	Result				
					Overgrown grass and bushes over dense pale brown red sandy GRAVEL of fine to coarse brick and flint.	0.30	
0.30	1	D			MADE GROUND: Firm dark grey CLAY with organic content. Rare glass to 0.40m.	0.50	
0.60	2	D			Soft blue grey CLAY. (Superficial Deposits)	(1.00)	
1.00	3	D				1.50	
1.50	4	B		▽	Medium dense grey slightly silty sandy medium to coarse rounded GRAVEL. (Superficial Deposits)	1.90	
1.90	5	D			Firm orange brown mottled blue grey CLAY. (London Clay Formation)	(1.50)	
2.40	6	B			... stiff below 2.40m depth.		
2.90	7	D				3.40	
3.40	8	B			Trial pit terminated at 3.40 m depth.		

Plan (Not to Scale)



General Remarks

Trial pit remained stable.

All dimensions in metres	Method	Logged By	Checked By
Scale 1:25	JCB	KN	

STRUCTURAL SOILS

BOREHOLE LOG

Contract	Client	Borehole No
Wokingham	Upton McGougan	BHA

Job No	Start / End	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	Start 26.10.01 End 26.10.01	-		2 of 2

Samples and In-situ Tests				Water	Instrumentation	Description of Strata	Depth (Thickness)	Legend
Depth	No	Type	Blows					
9.00	17	U	49			Stiff dark grey thinly laminated CLAY. (London Clay Formation)		
9.60	18	D						
10.50	19	U	50					
11.10	20	D					(8.00)	
12.00	21	U	52					
12.60	22	D						
13.50-13.95	23	SPT	49			... from 13.5m becoming very stiff.		
14.00	24	D						
							15.50	
						Borehole terminated at 15.50m depth.		

Boring Progress and Water Observations					
Date	Time	Borehole Depth	Casing Depth	Casing Diameter	Water Depth
26.10.01	-	15.00	1.60	150	Dry

Chiselling		
From	To	Hours

General Remarks

Inspection pit dug to 1.20m depth.
Gas/water monitoring pipe installed to 5.00m depth.

All dimensions in metres	Method	Drilled By	Logged By	Checked By
Scale 1:50	Cable Percussion	DS	CS	

STRUCTURAL SOILS

BOREHOLE LOG

Contract	Client	Borehole No
Wokingham	Upton McGougan	BHB
Job No 10803	**Start** 25.10.01 **End** 25.10.01	**Ground Level (m AOD)**	**Co-Ordinates**	**Sheet** 1 of 2

Samples and In-situ Tests				Water	Instrumentation	Description of Strata	Depth (Thickness)	Legend
Depth	No	Type	Blows					
0.00-0.50	1	B				MADE GROUND: Concrete (200mm) over loose GRAVEL and cobbles of flint and brick.	(0.70) 0.70	
0.70	2	D				MADE GROUND: Soft brown slightly sandy gravelly CLAY. Gravel is fine to medium angular to subangular flint. Occasional fragments of brick to 1.60m depth.	(0.90) 1.60	
1.00-1.45	3	SPT	5					
1.60	4	D				Soft brown slightly sandy gravelly CLAY.	(1.00) 2.60	
2.00-2.45	5	SPT	7					
2.60	6	D				Firm brown, orange and light grey mottled CLAY. (London Clay Formation)	(1.00) 3.60	
3.00	7	U	20					
3.60	8	D				Stiff brown and light blue mottled CLAY with occasional rootlets. (London Clay Formation)	3.80	
3.80	9	D				Firm dark grey CLAY. (London Clay Formation)		
4.00	10	U	31					
4.60	11	D					(2.20)	
5.00-5.45	12	SPT	12					
5.60	13	D				... from 5.6m contains occasional shell fragments.	6.00	
6.00	14	U	44			Stiff dark grey CLAY. (London Clay Formation)		
7.00	15	D						
7.50	16	U	49					
8.10	17	D						

Boring Progress and Water Observations

Date	Time	Borehole Depth	Casing Depth	Casing Diameter	Water Depth
25.10.01	-	15.00	1.60	150	Dry

Chiselling

From	To	Hours

General Remarks

Inspection pit dug to 1.20m depth.
Gas/water monitoring pipe installed to 5.00m depth.

All dimensions in metres	Method	Drilled By	Logged By	Checked By
Scale 1:50	Cable Percussion	DS	CS	

STRUCTURAL SOILS

BOREHOLE LOG

Contract	Client	Borehole No
Wokingham	Upton McGougan	BHB

Job No	Start	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	25.10.01	-		2 of 2
	End 25.10.01			

Samples and In-situ Tests				Water	Instrumentation	Description of Strata	Depth (Thickness)	Legend
Depth	No	Type	Blows					
9.00-9.45	18	SPT	24			Stiff dark grey CLAY. (London Clay Formation) ... from 9.0m becoming thinly laminated.		
10.00	19	D						
10.50	20	U	50				(9.50)	
11.10	21	D						
12.00	22	U	53					
12.60	23	D						
13.50-13.95	24	SPT	41			... from 13.5m becoming very stiff.		
14.00	25	D						
15.00-15.45	26	SPT	54				15.50	
						Borehole terminated at 15.50m depth.		

Boring Progress and Water Observations					
Date	Time	Borehole Depth	Casing Depth	Casing Diameter	Water Depth
25.10.01	-	15.00	1.60	150	Dry

Chiselling		
From	To	Hours

General Remarks

Inspection pit dug to 1.20m depth.
Gas/water monitoring pipe installed to 5.00m depth.

All dimensions in metres	Method	Drilled By	Logged By	Checked By
Scale 1:50	Cable Percussion	DS	CS	

STRUCTURAL SOILS

BOREHOLE LOG

Contract	Client	Borehole No
Wokingham	Upton McGougan	BHC

Job No	Start / End	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	Start 24.10.01 End 24.10.01	-		1 of 2

Samples and In-situ Tests				Water	Instrumentation	Description of Strata	Depth (Thickness)	Legend
Depth	No	Type	Blows					
0.40	1	D				MADE GROUND: Soft brown orange black and light blue-grey mottled slightly sandy slightly gravelly CLAY. Gravel is subangular to subrounded flint.	(1.60) 1.60	
1.00-1.45	2	SPT	4					
1.60	3	D				Firm dark blue-grey slightly sandy CLAY. (Superficial Deposits)	2.20	
2.00	4	U	35			Loose brown red gravelly clayey SAND. (Superficial Deposits)	2.60	
2.60	5	D				Soft dark grey CLAY. (London Clay Formation)	(1.40) 4.00	
3.00-3.45	6	SPT	6					
3.50	7	D						
4.00	8	U	28			Stiff dark grey CLAY. (London Clay Formation)		
4.60	9	D						
5.00	10	U	34					
5.60	11	D						
6.00-6.45	12	SPT	19			... from 6.0m contains occasional shell fragments.		
6.50	13	D						
7.50	14	U	37					
8.10	15	D						

Boring Progress and Water Observations

Date	Time	Borehole Depth	Casing Depth	Casing Diameter	Water Depth
24.10.01	-	2.60	1.60	150	2.60

Chiselling

From	To	Hours

General Remarks

All dimensions in metres	Method	Drilled By	Logged By	Checked By
	Cable Percussion	DS	CS	

STRUCTURAL SOILS

BOREHOLE LOG

Contract	Client	Borehole No
Wokingham	Upton McGougan	BHC

Job No	Start	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	24.10.01	-		2 of 2
	End 24.10.01			

Samples and In-situ Tests				Water	Instru-mentation	Description of Strata	Depth (Thick-ness)	Legend
Depth	No	Type	Blows					
9.00	16	U	50			Stiff dark grey CLAY. (London Clay Formation)	(11.50)	
10.00	17	D						
10.50-10.95	18	SPT	35			... from 10.5m becoming very stiff.		
11.00	19	D						
12.00	20	U	66					
12.60	21	D						
13.50-13.95	22	SPT	41			... from 13.5m contains a little fine to medium subangular flint gravel.		
14.00	23	D						
15.00-15.45	24	SPT	54			... from 15.0m no longer contains gravel. Becoming thinly laminated.	15.50	
						Borehole terminated at 15.50m depth.		

Boring Progress and Water Observations					
Date	Time	Borehole Depth	Casing Depth	Casing Diameter	Water Depth
24.10.01	-	2.60	1.60	150	2.60

Chiselling		
From	To	Hours

General Remarks

All dimensions in metres	Method	Drilled By	Logged By	Checked By
Scale 1:50	Cable Percussion	DS	CS	

7.0 SUMMARY

7.1 It is understood that it is intended to construct three office blocks on the site which lies to the north of Molly Millers Lane, Wokingham.

7.2 The relevant geology map indicates that the site is underlain by Landscaped Ground, Superficial Deposits and London Clay.

7.3 The exploratory boreholes, window sample holes and trial pits encountered varying thickness of made ground which overlies Superficial Deposits which in turn were underlain by soft ranging to stiff deposits of the London Clay Formation.

7.4 Limited water flows were encountered during site work although standing levels of between 0.89 and 1.27m were recorded in the boreholes during follow up monitoring visits.

7.5 Given the variable nature and distribution of the made ground and weak underlying soils it is considered traditional shallow foundations are unlikely to be suitable. A bored pile design is therefore proposed and parameters for preliminary pile design are given in section 6.2 of this report. A factor of safety of at least 2.5 should be applied to these ultimate values when calculating the allowable working load of piles.

7.6 Given the variable thickness and soft/loose nature of the made ground encountered to depths of up to 2.40m it is considered ground bearing floor slabs are unlikely to be suitable however consideration may be given to using ground bearing floor slabs providing any soft or loose areas are removed and replaced with a suitable compacted granular fill. Alternatively floor slabs should be suspended.

7.7 A ϕ' value of 24° may be used for the preliminary design of retaining walls.

7.8 The sulphate and pH results indicate that buried concrete to Class 1 of BRE Digest 363 should be adequate.

APPENDIX C

PROPOSED SITE PLAN

APPENDIX D

ENVIRONMENT AGENCY CORRESPONDANCE

3467/D

Our ref: SU86NW/11/4
Your ref: 3467/D1/MB/jb

Date: 21 March 2000

ENVIRONMENT AGENCY

FOR No.
24 MAR 2000
PDP RECEIVED

Malcolm Bender
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

0117 974
6463

Dear Mr Bender

RYGOR SITE - MOLLY MILLARS LANE, WOKINGHAM

I write further to your letter of 2nd March 2000, regarding the floodplain at the above site. May I first apologise for the delay in responding to you.

Having reviewed the flood levels for this site it appears that my recent correspondence stated the flood water level for the site as 48.73 m AOD(N). I can confirm that this level is not correct and should read 48.37 m AOD(N) as stated in our letter of 28th January 1998. I apologise for any confusion this may have caused.

I have reviewed the ground level survey that was provided in your letter and can now confirm that the proposed buildings will not be affected in a repeat on the 1968 flood event.

With regards to the proposed development, may I again state that the Environment Agency would not wish to see any development within 8 metres of the Emm Brook. This distance should be measured from the top of the bank. We would also not wish to see any raising of ground levels within the floodplain. Please also note that any works within 8 metres of the Emm Brook require the prior written consent of the Environment Agency, therefore the bridge indicated on drawing number 3467/23 will require consent. The Agency is likely to require that this bridge be clear span. I enclose a Land Drainage Application form for you to return at your convenience.

May I also remind you that the Agency will recommend to the Planning Authority at the planning stage that the surface water runoff from the site is controlled as there will be an increase in impermeable area at the site. Our general criteria is:

- The discharge from the developed site should mimic that from the existing greenfield site as far as practical. Thus in a 1 year event the discharge should be the same as for the greenfield site, and in a 10 year event, and similarly in a 100 year event. So across the range of return periods the natural greenfield runoff is simulated; and
- Storage should be provided to protect from a 1 in 100 year storm.

Cont/d..

Environment Agency
Frimley Office, Swift House, Frimley Business Park, Camberley, Surrey, GU16 5SQ
Tel: 01276 454300 Fax: 01276 454301

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

Yours faithfully

AMANDA REED
Development Planning Engineer

Direct dial 01276 454331
Direct fax 01276 454352

APPENDIX E

INDICATIVE FLOOD PLAIN MAP