APPLICATION NO:
O/2001/5282

LOCATION:
Land West Of Molly Millars Close Molly Millars Lane, Wokingham.

APPLICANT:
Lamron Developments (Wokingham) Ltd C/O Project Design Partnership

PROPOSAL:
Outline application for the proposed erection 3 buildings for b1a office use with associated car parking and external works.

EARLIEST DATE FOR DECISION: **18/01/2002**

APPLICATION WILL HAVE EXPIRED ON:
18/02/2002

CASE OFFICER: **Mrs B Polnik**

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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

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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 $30m^2$ of B1 (a) floorspace and a minimum of 1 cycle space per $150m^2$ 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.

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

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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 30m^2 of B1 (a) floorspace and a minimum of 1 cycle space per 150m^2 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.

WORK SHEET FOR : Mrs B Polnik

Application Number : O/2001/5282

Applicant : Lamron Developments (Wokingham) 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 b1a office use with associated car parking and external works.

Site Notice Displayed ? :	YES	NO	DATE
	✓		15.1.2002

Date of Neighbour Notifications : .....

Date of Site Visit : 15.1.2002

Date Registered : 24/12/2001

Earliest Date for Decision : 18/01/2002

Latest Consultation Date/Site Notice Expiry Date : 18/01/2002

This application will have expired on: 18/02/2002. 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 : Speculative dev.

O/L appln. for 4,645m² of B1(a) 0.999 ha site

all matters reserved except for means of access, siting and landscaping.

Planning Issues :

Line of IDR along NW boundary of site

SEALP : Flood zone (Building C is flood zone) SP32/3

South of Emmbrook

along road frontage – General Industrial Area SE3

Whole site - Recognised Employment Site SE1

WDLP : Area liable to flood either side of Emmbrook WIC16

Core Employment Site (Whole site) WEM2

Employment : Uses causing detrimental impact WEM9 (Whole site)

" General Ind./storage Area WEM12 (")

Application Number: O/2001/5282

Appraisal :

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

Application Number O/2001/5282
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/2001/5282

OFFICER: Mrs B Polnik

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

WORK SHEET FOR : Mrs B Polnik

Application Number : O/2001/5282

Applicant : Lamron Developments (Wokingham) 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 b1a office use with associated car parking & external works.

Site Notice Displayed ? :	YES	NO	DATE
	✓		15.1.2002

Date of Neighbour Notifications : .....

Date of Site Visit : 15.1.2002

Date Registered : 12/11/2001

Earliest Date for Decision : 17/12/2001

Latest Consultation Date/Site Notice Expiry Date : 17/12/2001

This application will have expired on: 07/01/2002. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: O/2001/5282

Appraisal :

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

Application Number O/2001/5282
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/2001/5282

OFFICER: Mrs B Polnik

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

Basia Polnik

From: Keith Rogers
Sent: 10 September 2002 12:17
To: Basia Polnik
Subject: Lambron Developments - O/2001/5282 - Land west of Molly Millars Lane, Wokingham

Basia
With reference to our telephone conversation yesterday about contributions. On the basis of the contribution secured in respect of the CFC Taylor site we would be seeking a contribution in the order of £250,000 towards local highway/traffic management schemes/sustainable transport initiatives. I am not sure of the precise gfa for the existing B2 (?) use but seem to recall that this was about 500sqm. If this is correct then the contribution sought could be reduced slightly to about £232,000. The contribution should be index linked from the date of any Committee decision and the S106 Heads of Terms (including level of contribution) agreed before the proposal is considered by DCC.
Keith.

Lamron, Molly Millars Lane
File Note 2: Transport Assessment

Rev.	Author	Date	Amendments
A	SMcM	01.08.02	

1.0 Introduction

Mayer Brown's Transport Assessment (dated December 2001) was originally received, and considered by Parkman, on the 24th December 2001. The development consists of 4,645m² of B1(a) office development (in three units) and 185 car parking spaces. The following comments were communicated to James Graham (Mayer Brown) by fax dated 28th March 2001.

Parking reduced to 156 spaces

1.1 Car Parking

The 185 spaces proposed are excessive. PPG13 indicates a maximum ratio of 1 space per 30m² (this would mean 155 spaces for the development). This maximum ratio might be appropriate in an area of fairly poor, or borderline acceptable, accessibility. A case would have to be made why this level would be appropriate at Molly Millar's Lane.

1.2 Cycle Facilities

Secure cycle facilities should be provided in the basis of 1 space per 150m² rather than the 1 space per 250m² currently proposed. The 4645m² of B1 proposed would require 31 spaces. Details of the secure facilities should be provided together with information regarding the availability of shower and changing facilities.

1.3 Travel Plan

A Travel Plan is required. The contents and strength of the Travel Plan will affect the mode of travel to the development and, therefore, the number of car journeys made and parking spaces required. Roads in the area of the site are already congested and a robust plan would therefore be anticipated.

1.4 Traffic Flows

The existing morning peak hour queuing and delay on the Finchampstead Road northbound approach to the Molly Millar's Lane junction is not adequately modelled. The extensive queue lengths are not reflected in the

submitted Arcady assessments of the existing situation; subsequent assessments are therefore suspect.

The developer cannot assume that improvements to the Molly Millar's Lane / Finchampstead Road junction will be carried out by another party. Provision for improvements to be carried out should therefore be made.

2.0 Additional Notes

2.1 Traffic Flows and Impact

Improvements to Molly Millars Lane are nearing completion; it is however too early to tell whether the introduction of the mini-roundabout at the junction with Barkham Road will substantially alter the traffic flows or patterns in the area. It is accepted that there is a certain amount of congestion in the area and the development would be unlikely to be refused. There would be little to be gained in asking the developer to investigate increasing the capacity of the junctions with either Barkham Road or Finchampstead Road.

Mayer Brown has made a good effort to model the traffic impact realistically.

2.2 Travel Plan

The report notes (at 4.24) that a document setting out the "Heads of Terms for a Transport Plan" will be included with the planning application. The Travel Plan (or Transport Plan) is (as noted above) a key document which will establish and affect the traffic generation and parking requirement. The Travel Plan needs to be considered at this stage rather than as a 'bolt-on' at a later date.

Mayer Brown notes that the area is accessible by non-car modes of transport; and that improvements can be made which would increase the site's attractiveness in terms of walking, cycling and using public transport.

At an average employee density of 6/100m^2 around 280 staff could be employed at the site. 166 parking spaces (the currently proposed 185 less 10% operational/visitor) could serve 66% as car drivers. The Travel Plan should provide a realistic assessment of how the remaining 34% would travel, together with the measures which would be introduced to reduce the car driving modal share.

The Berkshire Transport Plan (January 1997) set a modal share target for Wokingham (for 2015) of 60% of journeys being made by car. As far as a workplace is concerned this would include both car drivers and car passengers (whether car-sharing or being 'dropped-off'). Ignoring the 'drop-offs', and assuming a Travel Plan car-share target of a 1.25 occupancy means that parking should be provided for 134 staff. Adding 10% for

operational uses and visitors would give a required parking provision of 148 spaces.

Much work has already been carried out in the area with regard to pedestrian and cycle routes. The completion of the Molly Millars Lane to Wokingham Town Centre cycle route (the missing 'railway crossing' link) remains a priority.

2.3 Parking

The proposed 185 parking spaces would be reduced to 155 as a result of the requirements of PPG13 (although strictly speaking the three units would, taken individually, fall below the PPG13 threshold (of 2,500m^2)). A travel modal-share argument could be used to reduce this further, to 148 spaces.

On the grounds that the 60% car modal-share would be a district average it could be possible to argue the parking provision lower in this area (where opportunities for using alternative means of travel are good). Reduced parking standards would be likely to require additional parking controls in the surrounding areas.

The developer might, however, feel that it is unfair to reduce the amount of parking (and the attractiveness of the development) at the same time as being asked for large contributions for 'sustainable transport initiatives' (for example, a £150,000 contribution towards the railway footway/cycleway bridge).

Lamron, Molly Millars Lane
File Note 3: Developer Contributions

Rev.	Author	Date	Amendments
A	SMcM	10.10.02	

1.0 Impact on the Road Network

Meyer Brown propose a pm peak-hour trip rate of 2.9/100m² (0.43 in and 2.47 out). The 4645m² of B1 would therefore generate 135 peak-hour movements.

1.1 Developers in Molly Millars Lane are benefiting from works which are currently being completed by WDC. These works have produced benefits for vehicles, pedestrians, cyclists and public transport users in the area of the proposed development. There are still, however, congestion problems and the additional traffic generated as a result of this development will exacerbate the situation.

There is potential for more walking, cycling and public transport trips at Molly Millars Lane if facilities continue to be improved. The most significant improvement would be the completion of the Molly Millars Lane to Wokingham town centre footway/cycleway route.

2.0 Parking & Sustainable Travel

156. Lamron are proposing 185 car parking spaces whereas PPG13 indicates a maximum of 155 (at 1/30m²). Little effort has been made by the developer to encourage walking, cycling or the use of public transport.

Molly Millars Lane is in an area which would be regarded as having reasonable, pedestrian, cycle and public transport links. As such a reduction in the maximum allowable parking provision would be appropriate. 75% of the maximum would mean that 116 spaces would be allowed.

3.0 Contributions

Negotiations with other developers of commercial property in the area have resulted in a benchmark figure of £2000 per peak-hour traffic movement as a contribution to other schemes being developed in the area.

Peak-hour movements are calculated net of the existing traffic generated. This is however a cleared site and, as such, the traffic generated will be regarded as being new to the network.

The 135 peak-hour movements would therefore justify a contribution of £270,000. In the absence of any developer proposals it is suggested that this be used towards the realisation of the completion of the Molly Millars Lane to Wokingham Town Centre footway/cycleway, or other local sustainable transport initiatives.

4.0 Conclusions

The developer has made little or no effort to promote walking, cycling and the use of public transport. The level of car parking proposed is excessive.

In order to encourage the use of walking, cycling and public transport to the site the developer should either;

a) reduce the parking provision at the site (although the availability of uncontrolled on-street parking in the area might reduce the effectiveness of this measure). Or

b) make a substantial contribution towards local sustainable transport initiatives.

It is suggested that a contribution of £270,000 would bring the completion of the Molly Millars Lane to Wokingham town centre route a step closer (although time-scales for land acquisition etc would mean that the contribution might need to be held for more than the usual 5-year period).

Date: 16 August 2002

To: Highways

We have received Revised Plans for the following planning application:

Application Number: O/2001/5282

Location: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

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

Case Officer: Mrs B Polnik

The new plans show the following: Site layout and landscaping showing reduced car parking; position of trees and additional landscaping. Drawing no: 3467/P/41 & 3467/P/42.

Comments are required by 30/08/2002.

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

See attached comments
dated 10/9/02.

(KEITH ROGERS).

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF:** KR/5282

YOUR REF:

TO: Basia Polnick - Planning **DATE:** 10/09/02

PLANNING APPLICATION NO. O/2001/5282
PROPOSED ERECTION OF 3 BUILDINGS ON LAND WEST OF MOLLY MILLARS LANE, WOKINGHAM.

Further comments to those made by our consultant's Parkman (see File Note 2 dated 01/08/02).

The proposed site access is to be located some 20 metres west of the existing access which, is to be stopped up and abandoned. The Council would require the reinstatement works (for closure of the existing vehicular access) and the new access construction works to take into account and facilitate the cycleway recently constructed on the shared footway adjacent to the site. Amended plans should be submitted to this effect.

It is accepted that the proposed site layout as shown on drawing number 3467 P 41 may change as part of any detailed planning submission. However, attention is drawn to the fact that the internal layout needs to be amended in order to enhance accessibility for pedestrians and reduce on-site conflict with vehicular traffic.

The requisite Travel Plan would have to take into account the latest guidance dated July 2002 and entitled 'Making travel plans work' and 'Using the planning process to secure travel plans'. These documents were published by the Office of the Deputy Prime Minister and the Department for Transport. Hard copies of these guides and supporting documents can be obtained by e-mailing dft@twoten.press.net Further information on travel plans can be found on the Department of Transport web-site at www.local-transport.dft.gov.uk/travelplans/guides/index.htm The guides and supporting documents will be available on that web-site shortly.

Reference is made in the Parkman File Note to financial contributions. The example given relates to one particular scheme. There are of course other schemes coming forward (subject to funding) in this area. An appropriate contribution will be sought towards local highway/traffic management schemes and transport initiatives for this area as a result of the proposed development.

A number of drainage issues etc should be progressed with the Environment Agency who no doubt have been consulted on the Flood Risk Assessment which, accompanied the planning application. *These are as follows:*

- The underground car parks are located in the flood plain.
- Public surface water systems flow through the site.

Keith Rogers
Team Leader (Highway Development Control)

PLOT No. N. OF MOLLY MILLARS LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
F/9/65		CAR PARK		
F/15/70		BRIDGE OVER EMMBROOK	10.9.70	APP CIA
F/8/72		WAREHOUSE / OFFICES	19.10.72	REF
F/2/73	BILLWYN HOLDINGS	" "	26.6.73	REF
F/2/73 F/27/73	"	" "	12.1.74	REF
06689	-	CARPARK FOR 40 CARS	16.5.74	REF
01097		"	8.8.74	CIA
02221	"	% WAREHOUSE UNITS	5.5.75	REF
03035	"	ADD. CARPARKING FOR	7.8.75	CIA
		UNIT 2 ON ADJ. LAND	~~7.8.75~~	~~REF~~
03081	"	WAREHOUSE / OFFICES / PARKING	7.11.75	REF

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

(2) ADDRESS RADYNE CARPARK PARISH WOKINGHAM

PLOT No. N. OF MOLLY MILLARS LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
15676		REMOVE EARTH BANK TO	4.6.81	REF
		PROVIDE ADD. CARPARKING		
		SPACE. REPLACE BANK		
		WITH HEDGE.		
26932	RADYNE	EXT. OF HARD CAR PARK	19.2.87	CIA
27067	"	% 2 HI-TECH. KLOOS.	19.2.87	REF
28995	"	EXT. ROAD	27.11.84	CIA
31297	WDC.			
TPO	336/87			

Appeal dismissed

REFUSAL OF PLANNING PERMISSION

P
P/87/

WOKINGHAM DISTRICT COUNCIL

LOCAL GOVERNMENT ACT, 1972

TOWN AND COUNTRY PLANNING ACT, 1971

To: RADYNE LTD
MOLLY MILLARS LANE
WOKINGHAM
BERKSHIRE
RG11 2PX

WOKINGHAM DISTRICT COUNCIL
COUNCIL OFFICES
SHUTE END
WOKINGHAM, BERKS. RG11 1BN

Application No. 27067 (O)

Proposal:
OUTLINE PERMISSION FOR TWO HIGH-TECH BUILDINGS LAND OPPOSITE THE JUNCTION OF MOLLY MILLARS LANE AND EASTHEATH AVENUE, WOKINGHAM

The Wokingham District Council in pursuance of their powers under the above Act hereby REFUSE to grant planning permission in respect of the above development as described in the application and the accompanying plans submitted by you to the Council, for the following reasons:

01 Under the provisions of Article 12 of the Town and Country Planning General Development Orders 1977-81, the Berkshire County Council, as Highway Authority, has directed that permission be refused for the following reasons:-(R261)

01 The proposed development would prejudice the implementation of an approved road scheme for the Wokingham Inner Distribution Road.

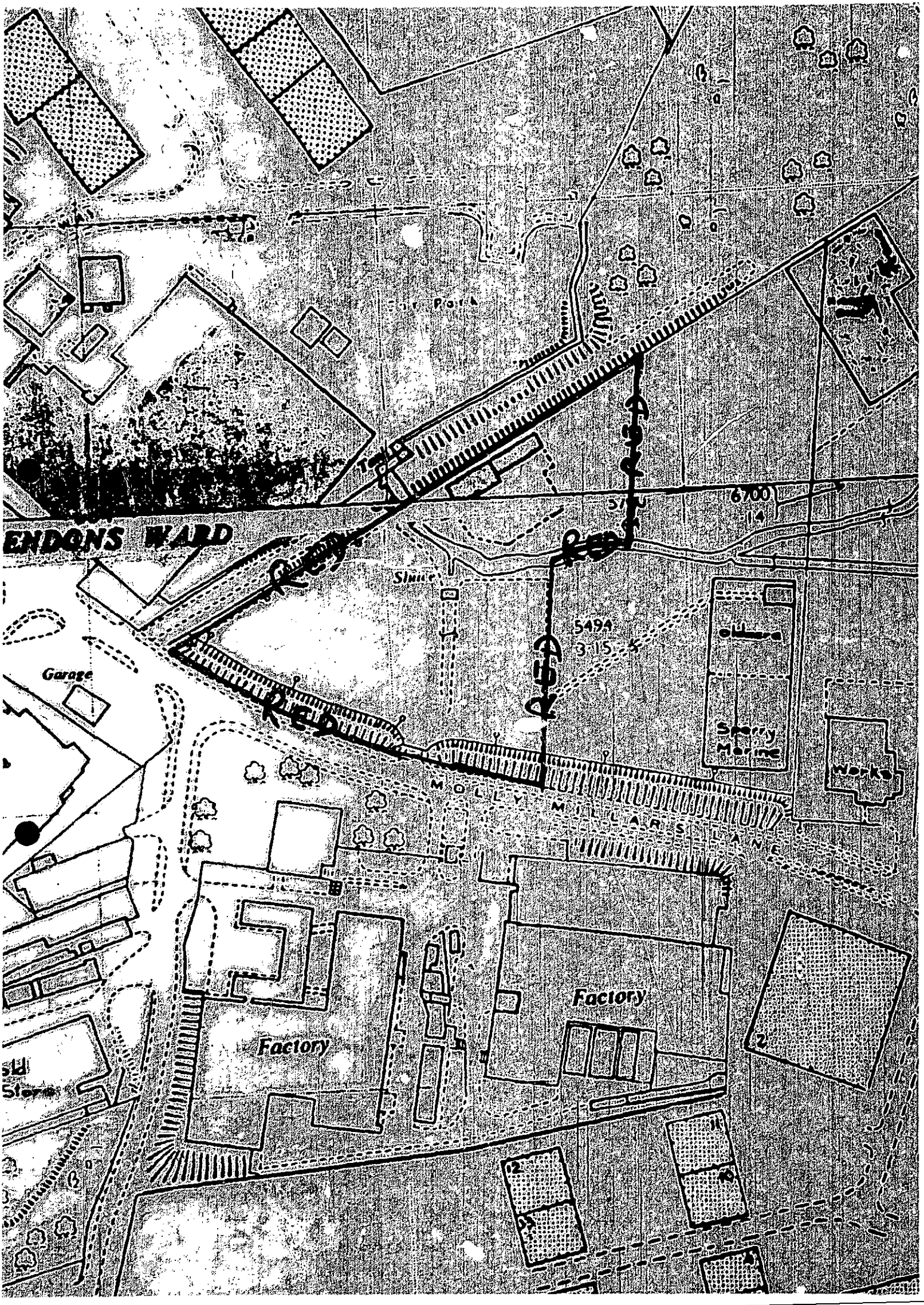
02 The distributor road system is overloaded at peak times, and the additional traffic which would be generated by this proposal would exacerbate this situation.

02 The application contains insufficient details and information of the proposed development in respect of existing and proposed car and lorry parking for the existing and proposed buildings to enable the District Planning Authority to give proper and favourable consideration thereto. (9364)

Date 3 MAR 1987

District Secretary

N.B. A statement of the applicant's rights is attached.



ENDONS WARD
Sluice
Garage
Sperry Marine
Works
MOLLY MILLARS LANE
Factory
Factory
6700
5494

NOTICE OF REFUSAL

WOKINGHAM DISTRICT COUNCIL

LOCAL GOVERNMENT ACT, 1972

JML/EH

TOWN AND COUNTRY PLANNING ACT, 1971

To: Raydne Limited,
Molly Millars Lane,
WOKINGHAM,
Berks.

WOKINGHAM DISTRICT COUNCIL
COUNCIL OFFICES
SHUTE END
WOKINGHAM, BERKS. RG11 1BN

Application No. 15676

Proposal: Remove earth bank to provide additional car parking area: replace bank with new hedge - Factory premises, Molly Millars Lane, Wokingham.

The Wokingham District Council in pursuance of their powers under the above Acts hereby REFUSE to grant planning permission in respect of the above development as described in the application and accompanying plans submitted by you to the Council, for the following reasons:

1. The existing earth bank by virtue of its size and position contributes to the visual amenity of the area by screening the car park. The loss of this feature would be detrimental to the appearance of the street scene.

2. If permitted, the proposed development would substantially reduce visibility at the existing access on to Molly Millars Lane and the flow and safety of traffic would be adversely affected.

05 JUN 1981

Date .....

District Secretary

N.B. A statement of the applicant's rights is set out overleaf.

Department of the Environment
Room 1211
Tollgate House Houlton Street Bristol BS2 9DJ
Direct line 0272-218 918
Switchboard 0272-218311
GTN 2071

Messrs Radype Limited
Molly Millars Lane
WOKINGHAM
Berks
RG11 2PX

Your reference
ORB/JA
Our reference
T/APP/S1331/A/81/14120/G5
Date

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1971, SECTION 36 AND SCHEDULE 9
APPLICATION NO: 15676

1. I refer to your appeal, which I have been appointed to determine, against the decision of the Wokingham District Council to refuse planning permission for the removal of an earth bank to provide additional car parking area, and to replace it with a new hedge, at your factory premises at Molly Millars Lane, Wokingham. I have considered the written representations made by you and by the council. I inspected the site on 25 January 1982.

2. You explained that there was virtually no public transport available to Molly Millars Lane, and the need for skilled workers meant that they were drawn from a wide catchment area. Sufficient car parking was therefore vital to the company's existence, and that of other firms at the predominantly industrial eastern end of the road. Land was at a premium, and by using the area currently occupied by a grass bank for parking, more land would be available for use within the industrial estate. The hedge proposed to replace the grass bank would have a similar screening effect; the Johnson's factory adjoining your own had such a hedge in front of its car park. C F Taylor's factory, which adjoined the appeal site, faced houses across the road, but its car park was bounded by a chain link fence. As far as visibility was concerned, the height of the hedge would be no greater than that of the bank, and the gateway would be the same width; a similar entrance to the present one would be provided, so that the view to and of passing traffic would be at least as good as at present.

3. On the other hand, the council pointed out that the earth bank, which was about 1.5 m high, provided a substantial screen to the parking area, concealing the activity of vehicles from the road. The industrial premises fronting the road had for the most part attractive landscaped frontages, with parking either behind the buildings or well screened by mature hedges. The reduction in screening involved in the removal of the bank would reduce standards of visual amenity; although it was agreed that some properties had better external space treatment, they were a bug to retain natural features, and the bank had been shown for retention when permission was given in 1980 for a new factory on the site. Its loss might therefore be of disadvantage to the long term appearance of the site. It seemed that additional parking might be provided on unused land to the north-east.

4. The County Surveyor objected to the proposal; the existing earth bank sloped gently from the back edge of the footway, and visibility for vehicles leaving the site via the existing access was in excess of 90 m in each direction, the recommended visibility for access on to urban roads was 90 m. If the bank were to be replaced by

a hedge adjacent to the footpath, visibility at the position of the existing access would be greatly reduced, because of the curve in the road. While it on a point 2.4 m back from the edge of the carriageway, visibility to the east would remain at 90 m, to the west it would be 44 m, below the absolute minimum acceptable. This standard applied to a lightly used access; the present car park provided spaces for a large number of employees' cars. If a distance of 4.5 m back from the carriageway were taken, visibility would be 25 m to the east and 21 m to the west.

5. The Thames Conservancy Division of Thames Water stated when notified of the original application that the site was largely in the flood plain of the Emm Brook. They would welcome the removal of the earth bank, provided that it did not involve moving any spoil into the flood plain.

6. From my inspection of the site and surroundings, and the representations made, I am of opinion that I must balance the benefit of the additional parking space made available against the loss of a pleasant feature in the road, and an increase in highway danger. The site lies on the inside of a gentle bend, and the present bank, with some ash trees, and bushes on its inner side, links it with the attractively landscaped factory sites further to the east, in contrast to the more conventional chain link fencing and narrow flower beds of Taylor's factory to its west. I note that other parking areas are partially screened by hedges on the opposite side of the road. The bank therefore has an important part to play in retaining the attractiveness of the industrial area as a whole. I consider that even at the price of losing 6 parking space, it would be wrong to replace it by a hedge which would have the further disadvantage of reducing visibility at what could be a busy access on to a road used by industrial traffic. I have considered the other matters raised, but find them of insufficient weight to affect my decision.

7. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

I am Gentlemen
Your obedient Servant

Barbara Ellis

BARBARA ELLIS MA(Cantab) MRTPI
Inspector

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 and SE1; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS1, WOS2, WEM2 and WEM12).

B. Impact on visual amenity of the streetscene (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. Impact on residential amenity of adjoining residents (Berkshire Structure Plan Policy EN1; South East Area Local Plan Policies SBE2 and SE1; Wokingham District Local Plan (Deposit Draft) as amended Policies WOS3, WOS6, WOS7 and WBE1).

D. 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).

E. 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).

F. Impact upon the Emmbrook (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).

G. Concerns of Wokingham Town Council and residents.

A. Principle of redevelopment within a core employment area

The site is located within a recognised employment area (policy SE1) as defined by the South East Area Local Plan and a core employment area (policy WEM2) as defined by the Wokingham District Local Plan (Deposit Draft). These policies allow the principle of redevelopment of the site to include B1(a) office and B1(b) research & development uses, 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. Impact on neighbours 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.

Although the proposal would result in the loss of B2 general industrial use which provides economic and employment diversity, the site is not within the part of Molly Millars Lane where redevelopment is restricted to uses within B2 and B8 or for bad neighbour use due to its proximity to residential uses. 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.

A report considering the potential of re-occupation of the existing premises and likely demand for office accommodation submitted with the application states that the market for B2 premises in Wokingham is limited and the building would have to be subdivided. Although the proposal is speculative, it is anticipated that the majority demand for proposed office development would be from expanding Wokingham companies.

The proposal would be likely to result in additional staff estimated to be approximately 86 at present and 161 proposed. This represents an increase of 87%. Although this is a significant intensification it is located in an area where such changes might be expected through modernisation of the building stock and is not so great on its own 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 visual amenity of the streetscene

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 for three 3 storey office buildings with a height of 11.7m. In addition plant enclosures are shown to be located on the roof of the buildings increasing the height by a further 2.3m. The buildings would be brick up to second floor level with infill panels above and coloured aluminium windows.

The design is that of a modern office building not dissimilar to those in Fishponds Road. The adjoining site to the north is also being redeveloped (F/2001/3415) and this scheme is currently under construction. The maximum height of these new buildings are 11.5m and given the variety of building styles in Molly Millars Lane it is not considered that the visual amenity of the area or the streetscene would be adversely affected. Whilst plant enclosures would increase the heights of the buildings they would only cover part of the roof and could be constructed in grey coloured materials which would minimise their impact.

C. Impact on residential amenity of adjoining residents

There are residential properties both to the east and west of the site, the nearest being in Tanhouse Lane 27.8m from the proposed building 2 (the existing distance being 25m). Revised plans received 26.11.01 indicate the second floor of building 2 set back 32.5m from the rear elevation of this property in Tanhouse Lane. A condition is proposed preventing the use of this area as a terrace by staff to prevent increased overlooking. With regard

to residential properties in Molly Millars Lane the minimum distance between these properties and the existing building is currently approximately 28m. This will be increased to 30.5m albeit the building will be 3 storey.

Although it is acknowledged that there could be a potential for limited overlooking of existing properties, it is considered that the amenities of adjoining occupiers would not be so adversely affected as to warrant refusal on these grounds.

There would also be the benefit of the removal of a B2 general industrial use which may have caused nuisance in terms of noise, etc.

D. Highways, access arrangements and parking provision

The development would result in a 22% increase in floorspace (660m^2) and the change of use from B2 general industrial to B1 office would have a significant increase in peak hour flows to and from the site. These however would be mitigated by a large degree by the provision of a green travel plan and financial contributions towards highway improvements in the vicinity of the site and the transfer of land to facilitate the proposed cycleway. Moreover the planned improvements to Molly Millars Lane with Barkham Road and Finchampstead Road anticipated to commence soon will further assist in reducing the impact of the development. The proposed office use compared to the existing general industrial use would also attract fewer HGV movements.

The proposal includes the provision of 117 car parking spaces giving a ratio of 1:32 ground floor area. This is below the Council's maximum standard provision of 1:25 ground floor area. This would be partly offset by a green travel plan, which could be dealt with by condition, encouraging alternatives forms of transport and car sharing. A condition is proposed to ensure adequate provision of cycle parking.

E. Services, amenities and infrastructure

Development plan policies state that development proposals would be expected to have some regard to existing services, amenities and infrastructure. 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 a contribution has been agreed of £5,465 towards the replacement of the pavilion at Barkham Road Recreation Ground.

Highway infrastructure is dealt with under paragraph D.

F. Impact upon the Emmbrook

The scheme as originally submitted indicated a buffer zone between the Emmbrook and the parking area of a minimum width of 2.7m. This has now been increased to 5m and the Environment Agency are now satisfied that the buffer and the proposed planting are adequate to ensure that the Emm Brook is not adversely affected by the proposed development.

G. Concerns of Wokingham Town Council and residents
The concerns of the Town Council and residents have been noted. Issues of traffic generation, noise and design of building have been dealt with above.

Conclusion - Although the proposal would result in an increase in floorspace, employees and traffic generation it is located in a commercial area, albeit opposite residential properties, where such changes might be expected through modernisation of the building stock. Traffic generation would largely be mitigated by proposed highway improvements and a green travel plan. Both the design and relationship with adjoining buildings and land uses are considered acceptable.

Recommendation - GRANT planning permission subject to conditions and a s106 agreement to secure a financial contribution of £75,000, the conveyance of a strip of land across the site frontage to the Authority (at nil cost) for the purpose of facilitating the proposed cycleway and £5,465 towards the replacement of the pavilion at Barkham Road Recreation Ground.

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. Prior to the commencement of development a scheme indicating the provision to be made for people with disabilities to gain access to all the buildings including parking places shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use, and thereafter maintained as such.
3. Construction work of any sort shall only take place within the area covered by the application between the hours of 08.00 and 18.00 Monday to Fridays and 08.00 to 13.30 Saturdays and no construction work shall take place on Sundays or Bank Holidays.
4. 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 constructed development shall not vary from the approved levels.
5. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.
6. Before any other part of the development hereby permitted is commenced, the vehicular access proposed shall be formed and provided with visibility splays shown on the approved drawing number 2000.1283.001. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.
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 agreed in writing by the Local Planning Authority.
8. No building shall be occupied until space for parking bicycles has been provided in accordance with details to be submitted to and approved by the Local Planning Authority.
9. 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.

10. 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 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.); retained historic landscape features and proposals for restoration, where relevant.

11. 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 number/densities where appropriate; implementation and maintenance programme.

12. 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 the programme agreed with the Local Planning Authority.

13. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner for its permitted use. The landscape management plan shall be carried out as approved.

14. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons (1 November – 31 March) following the first 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 dangerous, damaged or diseased shall be replaced in the next planting season with others of similar size and species.

15. Existing trees, hedgerows and shrubs identified on the approved plans for retention shall not be damaged or destroyed, nor shall they be uprooted, felled or pruned for a period of 5 years after completion of the permitted development. Any trees, shrubs or hedgerows removed or which die or become dangerous, damaged or diseased before the end of that period shall be replaced with new trees, shrubs or hedging species of such size, species and in such number and position as may be agreed in writing by the Local Planning Authority before the end of the first available planting season following their loss or removal (November-March inclusive).

16. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

17. All operations associated with the use hereby approved shall be undertaken within the confines of the building and no operations other than parking, manoeuvring, loading or unloading, shall be undertaken outside the building.

18. No materials or equipment shall be stored on the site outside the building except for waste materials contained within containers for removal.

19. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers.

20. 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 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 Planning Authority, before the development commences. The measures approved shall be installed before the use hereby approved commences and shall thereafter be maintained.

21. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy being submitted to and approved in writing by the Local Planning Authority. Except as otherwise agreed in writing by the Local Planning Authority, all works comprised within the strategy which are not within buildings shall be carried out before the commencement of any development approved by this permission. All works within buildings shall be carried out before the occupation of any part of the building to which such internal works relate. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the Local Planning Authority. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority.

22. Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

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

24. During construction no solid matter shall be stored within 10 metres of the banks of the Emm Brook and thereafter no storage of materials shall be permitted in this area.

25. Notwithstanding the plans submitted the use hereby permitted shall not be commenced until the form of all boundary treatment, including the proposed security fencing has been erected on boundaries of the site in accordance with details which shall have been submitted to and approved by the Local Planning Authority.

26. Details of any security including security cameras and external lighting shall be submitted to and approved in writing by the Local Planning Authority before the use hereby approved commences and the first building is occupied. Development shall be carried out in accordance with the approved details prior to the commencement of use of the first building.

27. No development shall take place until full details of the materials to be used for parking, turning and loading/unloading areas have been submitted to and approved in writing by the Local Planning Authority.

28. No deliveries shall take place to any of the units hereby approved outside the hours of 08.00 to 19.00 Mondays to Saturdays and not at all on Sundays and Bank Holidays.

29. A detailed Green Travel Plan shall be submitted to, and approved in writing by the Local Planning Authority prior to first occupation of the development. The plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car.
30. The second floor terrace in Building 2 and the spiral staircases shall not be used except as emergency exits.

Reasons
1. In pursuance of Section 91(1) of the Town and Country Planning Act 1990.
2. To ensure appropriate access for the public.
3. In the interests of residential amenity.
4. In the interests of the character and amenities of the locality.
5. To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.
6. & 7. 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.
10-15. To enhance the appearance of the development.
16. To ensure a satisfactory external appearance.
17&18. In the interests of the character and amenities of the locality.
19. To safeguard the residential amenity of the adjacent dwellings.
20. To protect the safety of existing/proposed occupants of the application site from landfill gas.
21. To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.
22. To prevent pollution of the water environment.
23. To prevent the increased risk of flooding and to improve water quality.
24. To prevent solid materials from entering the Emm Brook and causing pollution.
25. In the interests of visual amenity.
26. In the interest of residential amenity.
27. To ensure appropriate materials are used which do not have a detrimental impact upon run off and the adjacent Emm Brook.
28. In the interests of residential amenity.
29. In order to encourage the use of alternative forms of transport.
30. In the interests of residential amenity.

Informatives
1. Under the terms of the Water resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.
2. Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8 metres of the Emm Brook main river.
Contact Amanda Reed on 01276 45 4331 for details.
3. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for dewatering from any excavation or development to a surface watercourse.
Contact Nick Weddell on 01276 454405 for further details.

4. This permission relates to the application as amended with revised plans drawing numbers 10202/TP/020A, 001, 022, 23A, 24A, 025, 026, 027 submitted to the Local Planning Authority on 26.11.01 and 288.39.01B and 288.39.02 received 4.6.01 and does not approve the proposals as originally submitted.

5. 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, LD3, EN1, EN3, LD5, LD6, LD8, T3, T6,

South East Area Local Plan Policies STV1, SE1, SBE1, SBE2, SBE8, SR3, SPS1, SPS3-5, ST3, ST5, ST8 and ST9

Deposit Draft Wokingham District Local Plan Policies WOS1-7, WBE1, WBE2, WBE10 and WBE12, WIC16-18, WR8,WT1-3, WT6-7, WT10

Basia Polnik

CONFIDENTIAL

SAI PANEL BRIEFING NOTE

APPLICATION NO: 0/2001/5282
CASE OFFICER: BASIA POLNIK

APPLICANT: LAMRON DEVELOPMENTS LTD
LOCATION: LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM
PROPOSAL: REDEVELOPMENT OF SITE FOR B1(a) OFFICES WITH ASSOCIATED PARKING & EXTERNAL WORKS

This 0.999ha site, is currently a vacant site 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.

It lies within a recognised employment area (policy SE1) as defined by SEALP and a core employment area (policy WEM2) as defined by WDLP and part of the site falls within the general industrial area/area suitable for B2/B8 uses as defined by SEALP (policy SE3) although within WDLP the whole site falls within an area suitable for employment uses causing detriment (policy WEM9) and for general industrial and storage uses (policy WEM12).

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 4,645m^2. 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.

Part of the site is in an area liable to flood.

The primary considerations for the SAI Panel are:

EA Objection

JSPU

- **Highway requirements**: contributions/improvements
- **Public Open Space**: possible contributions to off site provision
- **Community Facilities/Libraries**: possible contributions

Possible book contribution - Chris Hamilton to advise contribution
Between 12.5k to 16k, Leisure dependent upon employee numbers - Off site contribution to Elmsfield -
Anything else for community facilities - Town Centre contribution? Look at action plan on town centre - Basia Can speak Liz?

Highways - upgrade to links to Town Centre (pedestrian/cycleway), Bus subsidies as per usual on Molly Millars

Application No. **Received** **Wokingham**
O/1999/0247 & 99/70642/O **21.12.99 &18.10.99**

Applicant : Salmon Developments Plc
Location : Former CF Taylor Building, Molly Millars Lane, Wokingham
Proposal : Outline planning application (ref:O/1999/0247) for the proposed erection of a building for B1 (office) and B2 (General Industrial) purposes containing 10,812 square metres of floorspace and outline planning application (ref:99/70642/O) for the redevelopment for 10,600 square metres of B1 business use floor space

1. **Planning History** - This 2.01 ha site lies on the north east side of Molly Millars Lane on the corner of the junction with Ashville Way. The site was previously used by the CF Taylor company for B2-B8 use purposes. Outline application ref: 99/70642/O for the proposed redevelopment of the site to provide of B1 use floorspace was submitted earlier last year and is now the subject of an appeal against non-determination. Subsequently the current application ref:O/1999/0247 was submitted at the end of the year and proposing an alternative scheme.

2. **Proposal** - **Planning application ref:O/1999/0247** – is for an outline development on the same site. The applicant has indicated that this would provide a total of 10,812 sq.metres of B1 (8361 sq.m) and B2 (2451sq.m) floorspace. Details of siting and means of access to be determined with all other matters reserved. A plan indicating the proposed layout has been submitted showing the site split into two areas, A and B. Site A again relates to the front section of the site and would accommodate four buildings at 3-storey height with 294 car parking spaces. Site B relating to the rear section of the site would accommodate eight units all at single storey height with 49 car parking spaces.

Planning application ref:99/70642/O - is for an outline development of the 2.01ha site for business purposes. The applicant has indicated that this would provide 10,600 sq.metres of B1 floor space with car parking. Details of siting and means of access are to be determined with all other matters reserved. A plan indicating the proposed layout has been submitted showing the site split into two areas, A and B. Site A refers to the front section of the whole site and would accommodate three buildings at 3-storey height with 304 car parking spaces. Site B which is the back half of the site lying behind the Emm Brook would accommodate one 2-storey building with parking for 102 cars.

The proposed vehicular access points for both developments would be similar with Site A accessed via both Molly Millars lane and Ashville way and to Site B via Ashville Way. The Traffic Impact Assessment (T.I.A) relating to the two applications was received by the Highway Authority on 21st February 2000.

3. **Consultations** –

- ***Highways :*** Holding objection due to consideration of the T.I.A.
- ***Environment Agency :*** Originally objected however they now consider the proposals are acceptable subject to conditions.
- ***Policy and Plans :*** The site is outside the policy area designated in the Wokingham District Local Plan seeking to maintain B2-B8 uses but concerned that the redevelopment of application **99/70642/O** is not for mixed use purposes, however no objection raised to application **O/1999/0247** due to it being a mixed development proposal.
- ***Environmental Health :*** No objection.
- ***The Wokingham Society :*** Concerned with application **99/70642/O** and the potential traffic generation, which would be the result of this development. Therefore Green Commuter Plan required as well as reduced on site parking. Financial contributions are also required towards sustainable transport provision and cycle links.
- ***Wokingham Town Council :*** Object to application **99/70642/O** on the grounds of increased traffic generation which would occur as a result of the development (see attached).
- ***Letters of from local residents :*** 2 letters for application **99/70642/O** expressing concern regarding the demolition of an asbestos roof; also support for the generation of new employment in Wokingham. 2 letters for application **O/1999/0247** requesting B1 development only and expressing concerns regarding access and parking arrangements.

4. **Appraisal** -

A. Principle of Development (Berkshire Structure Plan Policies OS1, BU1 and BU2; South East Area Local Plan Policy SE1 and SPS1; Wokingham District Local Plan (Deposit Draft) Proposed Amendments to 1999 Policies WOS1 and WEM2)
B. Highway Issues (Berkshire Structure Plan LD5; South East Area Local Plan Policies ST5 and ST6; Wokingham District Local Plan (Deposit Draft) Proposed Amendments to 1999 Policies WOS3, WT1, WT2 and WT7)
C. Impact on Surrounding Area (South East Area Local Plan Policy SBE2; Wokingham District Local Plan (Deposit Draft) Proposed Amendments to 1999 Policies WOS3 and WOS7)
D. Service, Amenity and Infrastructure Requirements (Berkshire Structure Plan Policy LD6; Wokingham District Local Plan (Deposit Draft) Proposed Amendments to 1999 Policies WOS4, WH7 and WR7)
E. Concerns of the Parish Council and local residents

A. Principle of Development

As both proposals are for redevelopment it needs to be considered against policies BU1 and BU2 of the Berkshire Structure Plan 1991-2006. The plan makes no provision for additional employment development as employment

commitments are expected to last at least to 2008 and takes a cautious approach to development. However, it allows for local considerations to be taken into account and proposals should be considered on a case by case basis to see how far they are meeting these local needs. The Structure Plan seeks to maintain diversity in the local economy.

The existing use provides 10,000 square metres floorspace of light and general industrial. It is considered therefore, that the site provides a variety of employment opportunities and could be said to meet local needs, particularly providing for those who are less skilled and most likely to be unemployed. The Third Structure Plan Monitoring Report (March 1999) indicates that there is a growing mismatch between the number of people available for work and the number of jobs (more jobs than people), currently there is less than 1.2% unemployment in the District. In addition to this 90% of all employment planning permissions are for B1 office use.

There is concern that the availability of manufacturing floorspace is becoming less and less, yet there still appears to be local demand for this. Policy BU1 sets out four criteria, one of which the development proposal needs to fulfil. In this instance the application ref:**99/70642/O** is considered to be contrary to all four criteria because (I) it does not aid urban regeneration; (ii) provides no detailed information regarding the nature of accommodation or potential occupiers and for this reason would not appear to contribute towards meeting the employment needs of the local population; (iii) and (iv) because the proposed redevelopment is speculative and there is no guarantee that the proposals would meet "the needs of existing firms in Berkshire" or "meet the need for a particular type of business which would serve the local economy". In contrast application ref:**O/1999/0247** would comply with criteria (iii) and (iv), as it would supplying a range of B2 units which as mentioned are in demand within the local area.

Application ref:**99/70642/O** is also considered contrary to the three criteria in Policy BU2 because (i) it is speculative development; (ii) the plan provides no detail on the size of units accommodated on both sites; and (iii) the proposal would not provide industrial, distribution and storage (B8) units. However, as application ref:**O/1999/0247** would provide industrial units and also indicates the size of these units it complies with the requirements of this policy.

The site lies within a Core Employment Area and therefore needs to comply with the requirements of Policy WEM2 of the Wokingham District Local Plan (Deposit Draft). This policy refers back to Policy BU1 of the Structure and it is considered on this basis that application ref:**99/70642/O** is considered to be contrary to WEM2, where as application ref:**O/1999/0247** complies with the requirements of the policy.

It is not considered that in either case the increase in floorspace would represent a material difference to the existing.

B. Highway Issues

A Traffic Impact Assessment for both developments was submitted on 21 February 2000. It recognised that certain parts of the highway network would receive a material impact, however the applicant, in negotiation with the Highway Authority proposes a financial contribution of £221,000 towards a package of measures that would mitigate the development traffic to an acceptable level. The contribution would be targeted towards local sustainable transport initiatives and local traffic management/safety schemes.

In coming to an agreement on the level of financial contribution, it has been agreed with the applicant that the Highway Authority has the flexibility to prioritise and direct the level of contribution provided any subsequent allocation of the contribution be related to the development and accord with Circular 1/97.

The applicant will also be required as part of the section 106 agreement to prepare and implement a Green Transport Plan (GTP) with the agreement of the Local Planning Authority, which is expected to incorporate measures to reduce the level of on site car parking as the GTP becomes more established. In addition, the applicant has agreed to transfer land along the Molly Millars Lane frontage to facilitate the construction of a 3metre wide shared cycleway/footway.

C. Impact on Surrounding Area

Both schemes are in outline with only details of siting and means of access to be considered at this stage. Therefore, the relationship between the proposed development and the existing commercial properties surrounding the site cannot be fully assessed until detailed plans are submitted at the approval of reserved matters stage. The site is located within the heart of the industrial estate and it is not anticipated that there would for this reason be any harm to the amenities of the nearest residential properties apart from the additional pressure on the highway infrastructure.

D. Service, Amenity and Infrastructure Requirements

If the proposed developments were considered acceptable in principle, Policy WOS4 of the Wokingham District Local Plan (Deposit Draft) states that proposals will be expected to have regard to existing levels of infrastructure, services and amenities. This is expanded upon in planning guideline A9 which has been adopted as Supplementary Planning Guidance. Circular 1/97 requires that planning obligations meet a number of criteria, including being directly related to the development. In this instance due to the level of contributions towards improvements to the highway infrastructure through consideration of the T.I.A no other contributions have been

E. The Concerns of the Parish Council and Local Residents

The concerns of the parish council and local residents have been noted. The impact upon the local highway infrastructure and residential amenities have been considered under issues B and C.

5. **Conclusion** - **Application ref:O/1999/0247** would also be of a partially speculative nature, however the development would provide a large amount of B2 floorspace which as already mentioned in this report is under demand within the District and would therefore provide a wider employment opportunity. **Application ref:99/70642/O** represents speculative development, which would lead to the loss an existing mixed-use site and its replacement with a B1(a) development, which would result in a reduction in employment opportunities to the local area.

6. **Recommendations** -

Application ref:O/1999/0247

To GRANT planning permission subject to the signing of a section 106 agreement to provide contributions towards the highway infrastructure and the implementation of a Green Transport Plan and the following conditions:

1. a) Approval of the details of the (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

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

   c) 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.

2. Prior to the commencement of development details of the proposed slab levels of the proposed ~~dwellings~~ buildings shall be submitted to and approved in writing by the Local Planning Authority.

3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected.

4. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the buildings for their permitted use. The landscape management plan shall be carried out as approved.

5. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

6. No development shall take place until detailed plans of the proposed car/lorry/disabled/cycle parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the parking and turning areas have been laid out within the site in accordance with the approved plans.

7. No development shall take place until the vehicular access via Ashville Way been constructed in accordance with detailed plans submitted to and approved in writing by the Local Planning Authority. Details to include adequate visibility splays and geometry to accord fully with the standards contained within the Berkshire Design Guide. The existing vehicular access onto Molly Millars Lane shall be gated and kept available for use by emergency vehicles only.

8. 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 agreed in writing by the Local Planning Authority.

9. 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.

Plus any other conditions which are relevant i.e. Environment Agency

REASONS

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

2. To safeguard the amenities of neighbouring residents and the locality.

3. & 4. In the interests of visual amenity.

5. To ensure a satisfactory external appearance.

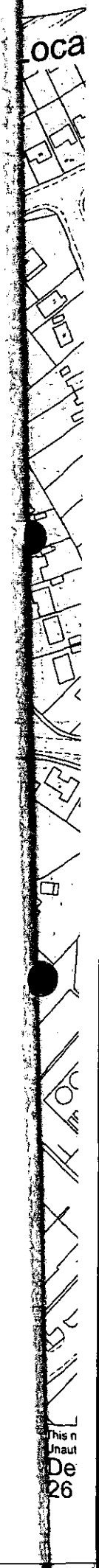
6, 7, 8 & 9. In the interests of highway safety.

Application ref:99/70642/O
To resolve that had an appeal against non-determination not been lodged at the Planning Inspectorate, the proposal would have been refused planning permission for the following reasons:

1.The proposed redevelopment of the site would result in the loss of mixed-use floorspace, which has been identified in meeting the local employment need. In addition its replacement with speculative B1 floorspace offers no guarantee that the employment needs of the local population or the need for premises for local businesses would be provided for. As such the proposal is contrary to Policies BU1 and BU2 of the Berkshire Structure Plan, and

Policies WOS1 and WEM2 of the Wokingham District Local Plan (Deposit Draft) as amended.

Simon Lewis



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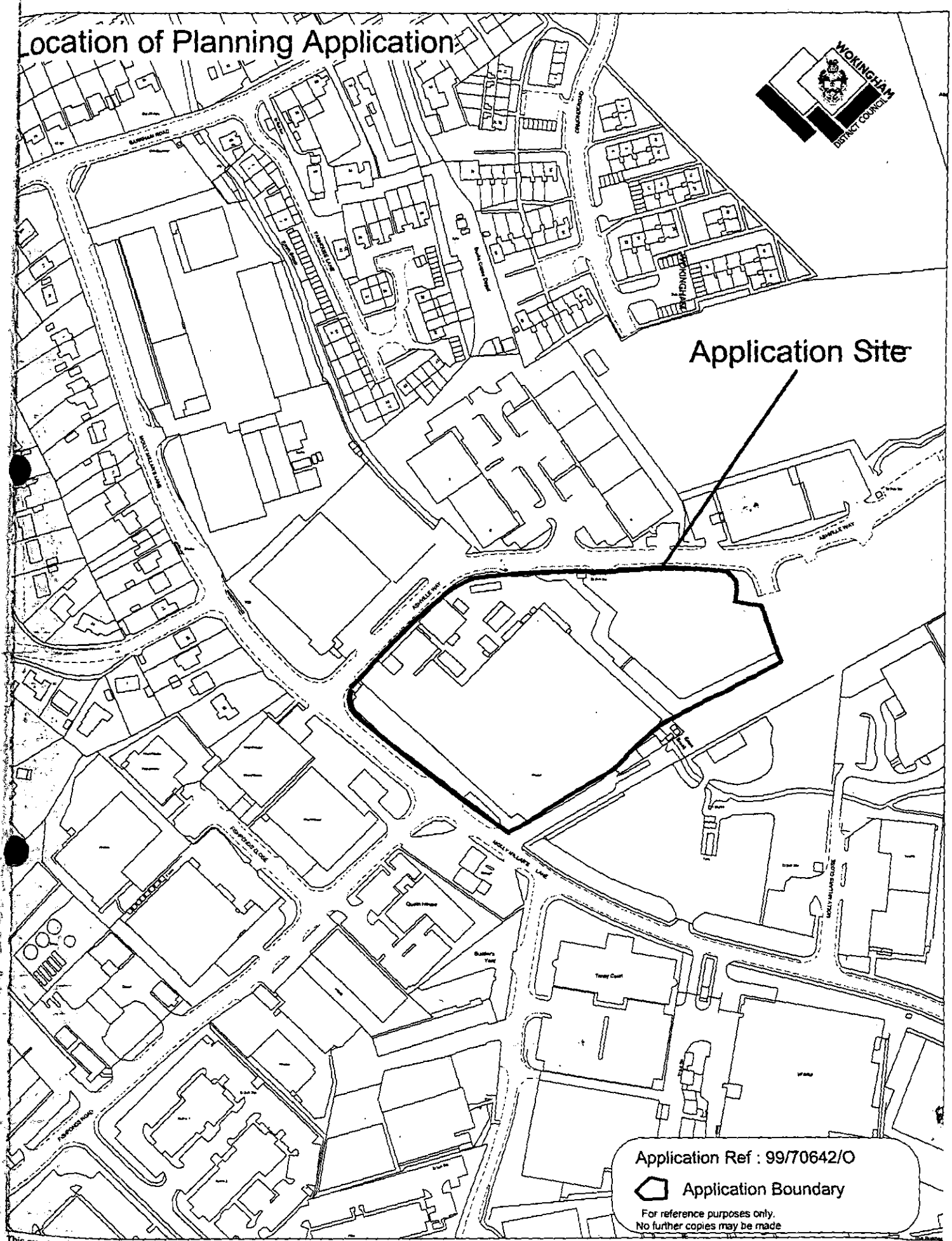
Location of Planning Application



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Development Control Section, Environmental Services, Wokingham District Council.
26 April 2000

Scale: 1 : 2500

1:23

Tel: 0118 974 6450

Date:

My ref: O/2001/5282

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

CONFIDENTIAL

Councillor Marinos
10 Wildcroft Drive
Wokingham
RG40 3NY

Dear Councillor

Application Number: O/2001/5282
Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.
Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking & external works.

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

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

Yours faithfully

Principal Development Control Officer

LISTING FORM
Case officer: **Mrs B Polnik** Application Number: **O/2001/5282**
Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.
Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking & external works.

Transfer: Yes ☐ No ☐
Reason for Transfer:

_____
_____

Signed: _____ Date: _____

Councillor Marinos

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

Tel: 0118 974 6450

Date:

My ref: O/2001/5282

CONFIDENTIAL

Councillor D Morgan
Valois Farm
Range Road
Wokingham
RG40 3NR

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

_____

_____

Signed: _____ Date: _____

Councillor D Morgan

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

Tel: 0118 974 6450

Date:

My ref: O/2001/5282

CONFIDENTIAL

Councillor King
C/O 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

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Transfer: Yes ☐ No ☐
Reason for Transfer:

_____
_____

Signed: _____ Date: _____

Councillor King

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

Basia Polnik

From: Chris Hamilton
Sent: 16 September 2002 18:10
To: Basia Polnik
Subject: S.106 targets

Basia:

Looking at those two developments, neither is in an area where we have identified a need for a new library so we would be looking just for a contribution to enhance existing facilities and resources. Our standard formula for this is £20 (the cash equivalent of 2 items of stock) per head.

One development seems to involve approx. 93 employees, and the other approx. 234 employees. This suggests that an appropriate S.106 contribution would be £1860 and £4680 respectively. As I mentioned on the phone, I would be extremely cautious with this as the employees in question may already be residents and therefore catered for by existing provision. I would definitely advise against making these contributions an explicit requirement until we have looked at the details together and spoken with the developer.

Chris

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

Office Tel: 0118 974 6261 Office Fax: 0118 974 6259
Mobile Tel: 07801 664382 Mobile Fax: 07901 430985

Further issues/conditions

Stopping up and reinstatement of ex. access

Report re: office uses in Wok. - non-conclusive?

Speak to Keith Rogers £150,000 or £250,000 ?

ALL. Recreation comments?

Diversity of employment uses

1 At the last working group on 7th October members asked about the approach in the Local Plan to ensuring that there was a diversity of employment including provision for light industry.

2 The consolidated plan presented at your last meeting on 7th October unfortunately omitted the modification to WEM 12 which adds the following sentence.

'In these locations the Council will first seek uses in Class B2 or Class B8. Clear justification will be required if other uses are proposed.'

3 The sentence was included in the Statement of Decisions and Reasons agreed at the meeting on 25th April.

4 Policy RE10 of regional planning guidance states 'Economic diversity should be encouraged facilitating small and medium enterprises, and supporting the growth of a variety of economic sectors including manufacturing.' This was issued in March 2001 after the end of the inquiry.

5 As a result of this guidance, the Council is likely to decide to reject or amend some of the Local Plan Inspectors recommendations

6 The Inspector's reasoning is quite clear in his report and leads him to a more permissive approach than the RPG suggests.

7 In relation to WEM 1 (identified sites) the Inspector said it is important not to unduly limit flexibility and it would be wrong to restrict the type of B1 use.

8 In relation to policy WEM 4 (which he totally re-worded) he states (para 7.23) 'it is not the job of the planning system to unduly influence market forces and to artificially protect certain types of uses from fair competition'

9 On policy WEM12 the Inspector has substantially rewritten the policy. The Inspector reasoned that the GPDO allows freedom for change without any planning control at his para 7.122. He does support the diversity of employment (para 7.125) but he stops short of actually favouring other uses saying that he sees no reason why areas should not be identified where such uses can be suitably located (para 7.126).

10 This stops short of positive discrimination in favour of these uses. The council is stepping beyond the limits set by the inspector for reasons set out in RPG 9 and para 7.44 of the Local Plan which states.

Premises in areas appropriate for B2 (general industrial) and B8 (storage and distribution) uses are in relatively short supply within the

District. It has been characteristic of recent employment development that there has been a movement 'up market' of some industrial areas. B1 office uses have been built in areas that were originally of a more general industrial character e.g. Hogwood and Ruscombe. No new B2 premises were built in the Molly Millars Employment Area between 1981 and 1990. In March 1996 only 6% of planning permissions in the plan area were for B2 - B7 (general or special industrial) use and 5.4% for B8 use.

11 The Working Group is recommending that Council in its modification should add the following words to the Inspector's recommendation;

'In these locations the Council will first seek uses in Class B2 or Class B8. Clear justification will be required if other uses are proposed.'

12 The Working Group has not recommended any changes to the key objectives at paragraph 7.9. Objective a is relevant in this context.

13 The diversity of employment is encouraged within the context of key objective at paragraph 7.9a by a number of policies in the plan as follows;

WEM1 Specifically light industry and general industry
WEM2 No loss of small units
WEM3 (Green Park) R&D and light industry, storage and distribution, creche, training centre and provision for day to day needs eg recreation
WEM 3A (Manor, Shinfield) variety in size of unit, R&D, wet lab space, and light industry
WEM 6 Provides for business development in association with University research as in the Enterprise Hub list plus possibly food science
WEM9 Identifies sites suitable for bad neighbour uses
WEM12 This policy has already been referred to. It identifies suitable locations for B2 and B8 use and seeks justification for uses other than B2 and B8 use to be provided in the identified locations
WEM 13 allows temporary re-use of vacant buildings
WEM 18 allows loss of employment except sites identified in core employment areas or through WEM1, WEM9 and WEM 12
WRE 1 Farm Diversification
WRE2 Re-use of rural buildings

Conclusion

14 The plan as modified does provide within the objective and within regional guidance for a diversity of employment. The Inspector's comments are not generally supportive. It is for this reason that the Council is varying the modification to WEM 12 of the plan.

15 However, no further modifications are suggested in addition to those which the Working Group has already agreed.

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 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 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.

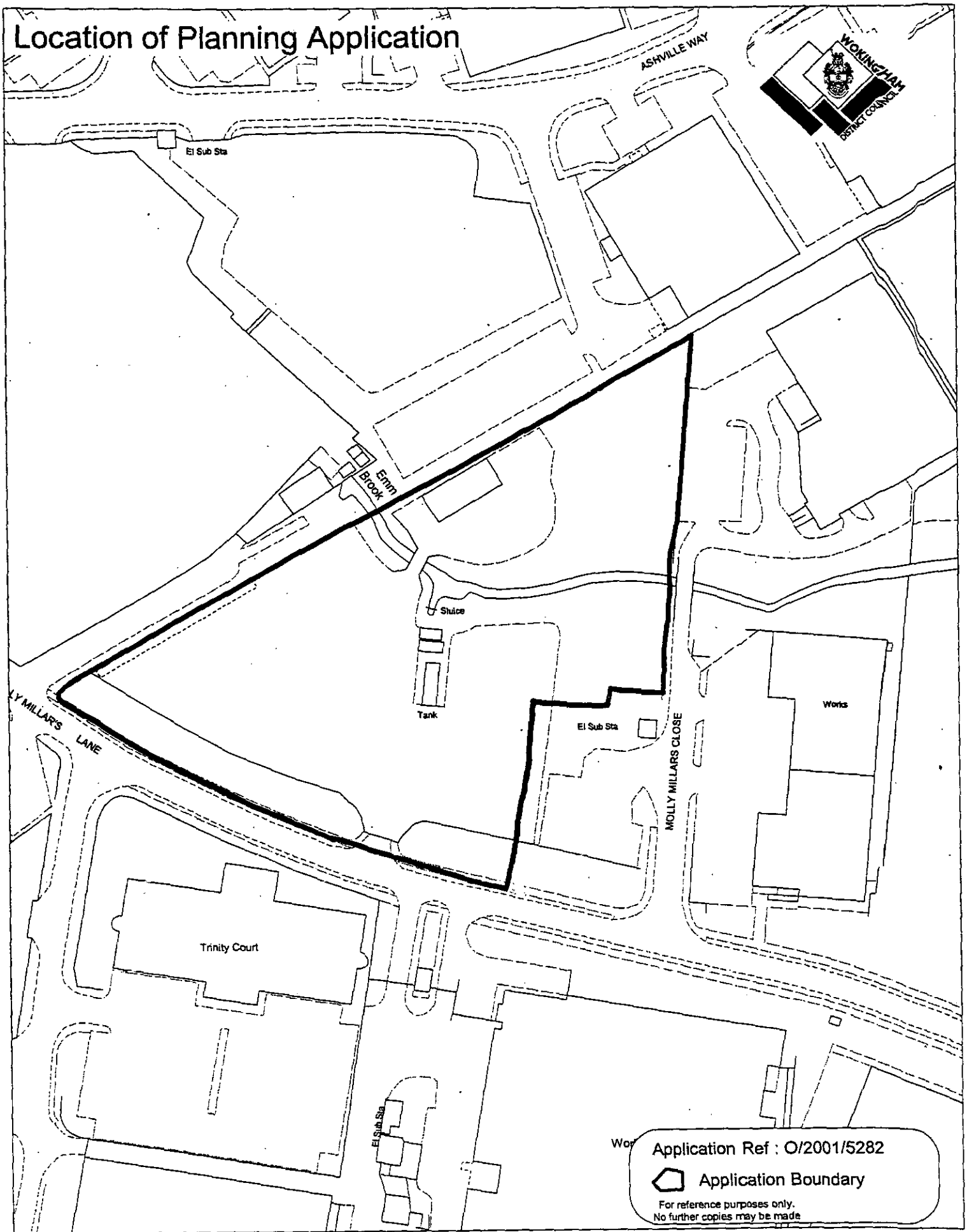
6. **Recommendation** – If the appeal against non-determination had not been lodged the application based on the submitted information would have been recommended for REFUSAL of planning permission on the following grounds:

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.

Location of Planning Application



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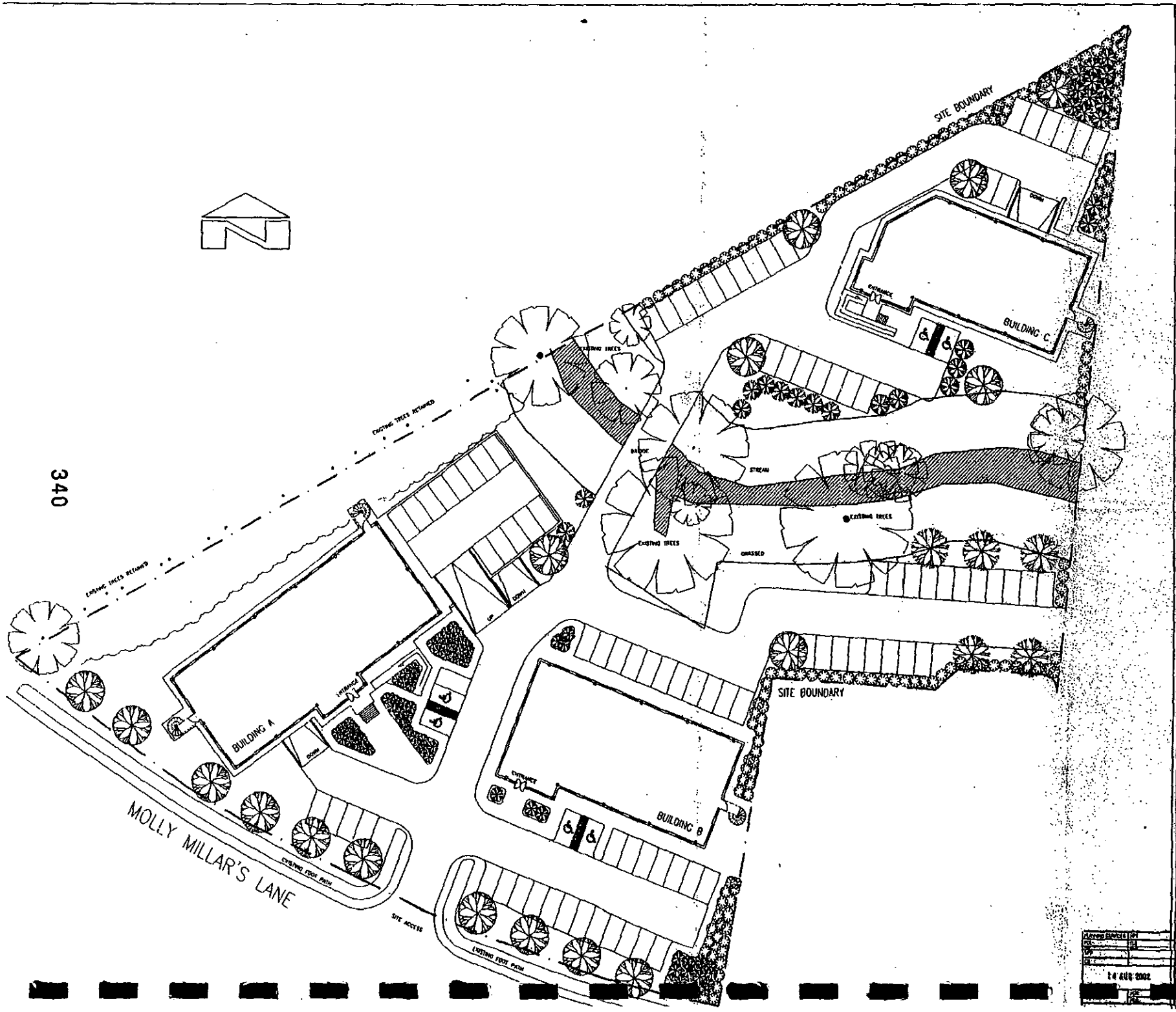
Development Control Section, Environmental Services, Wokingham District Council.

21 January 2002

Scale: 1 : 1250

N W E S



PDP PROJECT DESIGN PARTNERSHIP

NOTES

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3	Where discrepancy occurs between specification and drawings the architect must be notified
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REVISIONS

No.	DESCRIPTION	DATE	BY
	REVISED PLAN 5202		

SITE

MOLLY MILLARS LANE
WOKINGHAM

DRAWING

PROPOSED SITE LAYOUT

SCALE 1:250		DRAWN BY JOS	
DATE 24.07.2002		CHECKED BY	
JOB No.		DRG No.	REV
3467	P.	41	

24 AUG 2002

PROJECT DESIGN PARTNERSHIP
Architects and Surveyors
RYEBROOK STUDIOS
[redacted]OODCOT [redacted]EPSOM [redacted]KT18 [redacted]
Fax 01372-745587 Tel 01372-744448

① ADDRESS RADYNE CARPARK PARISH WOKINGHAM

PLOT No. N. OF MOLLY MILLARS LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
F/9/65		CAR PARK		
F/15/70		BRIDGE OVER EMMBROOK	10.9.70	APP C/A
F/8/72		WAREHOUSE / OFFICES	19.10.72	REF
F/2/73	DILLWYN HOLDINGS	" "	26.6.73	REF
F/26/73 F/27/73	"	" "	12.1.74	REF
00689	-	CARPARK FOR LLD CARS	16.5.74	REF
01097		"	8.8.74	C/A
02221	"	O/L. WAREHOUSE UNITS	5.5.75	REF
03035	"	ADD. CARPARKING FOR	7.8.75	C/A
		UNIT 2 ON ADJ. LAND	~~[illegible]~~	~~REF~~
03081	"	WAREHOUSE / OFFICES / PARKING	7.11.75	REF

200-250 car parking spaces?

DATE OF COMPLETION

② ADDRESS RADYNE CARPARK PARISH WOKINGHAM

PLOT No. N. OF MOLLY MILLARS LANE ORD. SHEET No.

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
15676		REMOVE EARTH BANK TO	4.6.81	REF
		PROVIDE ADD. CARPARKING		
		SPACE. REPLACE BANK		
		WITH HEDGE.		
26932	RADYNE 45 spaces *	EXT. OF EX. CAR PARK	19.2.87	C/A
27067	"	O/L. 2 MI-TECH. BLDGS.	19.2.87	REF
28995	"	EXT. ROAD	27.11.87	C/A
31297	IDR.			
	* but not all within appln. site			

Applicant's fig. 1987 345 - parking spaces

DATE OF COMPLETION

MINISTRY DECISION 15676 - APPEAL DISMISSED - 26.2.82

SPECIAL ORDERS [illegible] TPO 5.3.6.1.87

PLANNING PERMISSION

P
SS

WOKINGHAM DISTRICT COUNCIL

LOCAL GOVERNMENT ACT, 1972

TOWN AND COUNTRY PLANNING ACT, 1971

To: RADYNE LTD
MOLLY MILLARS LANE
WOKINGHAM
BERKSHIRE
RG11 2PX

WOKINGHAM DISTRICT COUNCIL
COUNCIL OFFICES
SHUTE END
WOKINGHAM, BERKS., RG11 1BN

Application No.26932 (F)

Proposal:
EXTENSION OF EXISTING CAR PARKING AREA
RADYNE LTD MOLLY MILLARS CLOSE WOKINGHAM

The Wokingham District Council in pursuance of their powers under the above Acts hereby GRANT Planning Permission for the carrying out of the above development in accordance with the application and the accompanying plans submitted by you to the Council subject to compliance with the following conditions the reasons for which are specified thereunder.

01 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.(5)

01 REASON This condition is deemed to be attached by virtue of Section 41(1) of the Town and Country Planning Act, 1971.(3R)

02 This permission is in respect of the application as amended by the revised drawings received on 13th January 1987 and the details contained in the applicants letter dated 14th January 1987.(9409)

02 REASON For the sake of clarity and to ensure a more satisfactory development of the site.(138R)

03 No tree or shrub on the site shall be felled, destroyed, damaged or disturbed in any way and no part thereof shall be removed without the prior approval in writing of the District Planning Authority. Each tree or shrub felled, destroyed or severely damaged without such approval shall within the next planting season be replaced by another healthy,semi-mature tree or shrub as the case may be,of similar species.If within a period of 5 years any replacement tree or shrub dies, is removed or becomes seriously damaged or diseased, it shall be further replaced with another healthy tree or shrub as the case may be, of such size and species as may be agreed with the District Planning Authority.(190)

03 REASON To ensure the satisfactory retention of existing trees and shrubs

continued/-

and in the interests of visual amenity.(190R)

04 Before the development hereby permitted commences, the existing trees and shrubs which are required to be retained on the site shall be protected from damage by the erection of fencing to coincide with the crown spreads to the satisfaction of the District Planning Authority. Such fencing shall be retained and maintained in good repair throughout the development of the site. The natural soil levels shall be maintained over the roots of the trees and shrubs and furthermore, no plant, vehicles, materials or other items shall be parked or deposited under the protected trees and shrubs. If any trenches for services are required within the fenced areas, they shall be excavated and back filled by hand, and any tree roots with a diameter of 25 mm or more shall remain unsevered and undisturbed.(192)

04 REASON To ensure that the trees and shrubs, including the roots thereof, are not damaged during building operations.(191R)

05 No development shall take place until there has been submitted to and approved by the District 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.(196)

05 REASON In the interests of amenity and to help achieve a satisfactory standard of landscaping and planting.(194R)

06 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 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 development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation.(9410)

06 REASON In the interests of amenity and to help achieve a satisfactory standard of landscaping and planting.(194R)

07 No external lighting of any type shall be provided without the prior written permission of the District Planning Authority.(310)

07 REASON In the interests of amenity.(90R)

08 The proposed development shall be served by one vehicular access from Molly Millars Close laid out to the satisfaction of the District Planning Authority.(9415)

08 REASON To ensure satisfactory road network.(565R)

09 The access shall have a minimum width of metres and kerb radii of 4.5 metres.(576)

09 REASON In the interests of road safety.(550R)

continued/-

Application 26932 continued

10 The access to the site shall be constructed to the satisfaction of the District Planning Authority.(9411)

10 REASON In the interests of road safety.(550R)

11 Visibility splays of 2.4 metres by 23 metres shall be provided at the centre of the proposed access onto Molly Millars Close at the commencement of development. The visibility splays shall be kept clear of all obstructions to visibility above a height of 0.6 metres.(9412)

11 REASON In the interests of road safety.(550R)

12 The vehicle parking spaces shown on the approved layout shall be marked out on site to the satisfaction of the District Planning Authority before the development is completed and the spaces shall be kept continuously available for parking.(608)

12 REASON In the interests of road safety.(550R)

13 No part of the application site shall be used for purposes other than the parking of vehicules and associated amenity areas without the prior written permission of the District Planning Authority.

13 REASON : In the interests of amenity.

Date.....19 MAR 1987

.....
District Secretary

N.B. A statement of the applicant's rights is attached

This permission or approval is for the purposes of the Town and Country Planning Act 1971 only. Approval may also be required under the Building Regulations.

INFORMATIVE: If this planning permission relates to the erection or extension of a building, then the following section applies:-

BERKSHIRE ACT 1986- SECTION 32: ACCESS FOR FIRE BRIGADE

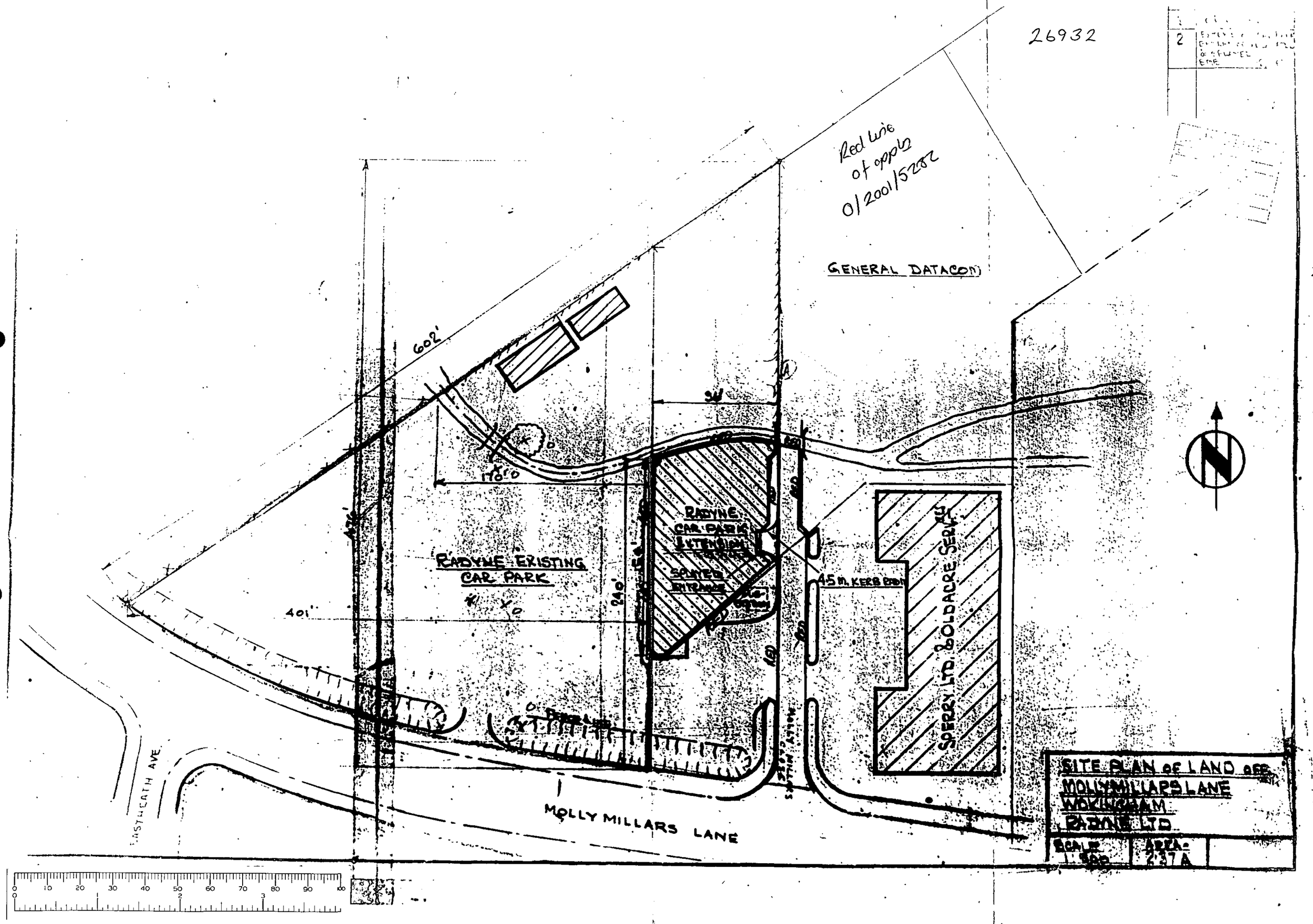
(1) Except as provided in subsection (2) below, where plans for the erection or extension of a building are deposited with a district council in accordance with building regulations, the district council shall reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show:-

(a)that there will be adequate means of access for the fire brigade to the building or, as the case may be, to the building as extended; and

(b)that the building or, as the case may be, the extension of the building will not render inadequate existing means of access for the fire brigade to a neighbouring building.

(2) No requirement concerning means of access to a building or to a neighbouring building shall be made under this section in the case of a building to be erected or extended in pursuance of a planning permission granted upon an application made under the Act of 1971, unless notice of the provisions of this section is endorsed on or accompanies the planning

continued/-


26932
Red line of appln 0/2001/5282
GENERAL DATACOM
602'
170'0
RADYNE EXISTING CAR PARK
RADYNE CAR PARK EXTENSION
SPLAYED ENTRANCE
4.5 M. KERB RADII
SPERRY LTD. & OLDACRE SERV.
401'
240'
MOLLY MILLARS LANE
EASTHEATH AVE
SITE PLAN OF LAND OFF
MOLLYMILLARS LANE
WOKINGHAM
RADYNE LTD
SCALE 1:500
AREA 2.37 A

NOTICE OF CONSENT

GF/FW

WOKINGHAM DISTRICT COUNCIL

LOCAL GOVERNMENT ACT, 1972

TOWN AND COUNTRY PLANNING ACT, 1971

To: Messrs. Dillwyn Holdings Ltd.
c/o Messrs. Preece Payne Partnership,
3, Cork Street,
LONDON W1X 1HA

WOKINGHAM DISTRICT COUNCIL,
COUNCIL OFFICES,
SHUTE END,
WOKINGHAM, BERKS.

Application No. 03035

Proposal. Car park unit 2 Molly Millars Lane, Wokingham. Berkr.

The Wokingham District Council under the above Acts hereby PERMIT the above development to be carried out in accordance with the accompanying plans submitted by you and approved by the Council on the 7th day of August 19 75, subject to compliance with the conditions specified hereunder :-

1. The development hereby permitted shall be commenced within five years from the date of this permission.
2. Plans showing details of the materials and layout of the car park hereby permitted shall be submitted to and approved by the District Planning Authority before construction commences.
3. The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme which shall be submitted to and approved by the District Planning Authority before building operations commence. The scheme shall show the position, species and planting heights above ground level of all the proposed new trees. The approved scheme shall be carried out during the next planting season following the substantial completion of the development, to the satisfaction of the District Planning Authority. The new planting shall thereafter be maintained until established to the satisfaction of the District Planning Authority.

The reasons for the Council's decision to grant permission for the development subject to compliance with the conditions hereinbefore specified are :-

1. This condition is deemed to be attached by virtue of Section 41 (1) of the Town and Country Planning Act, 1971.
2. For the sake of clarity.
3. In the interests of amenity.

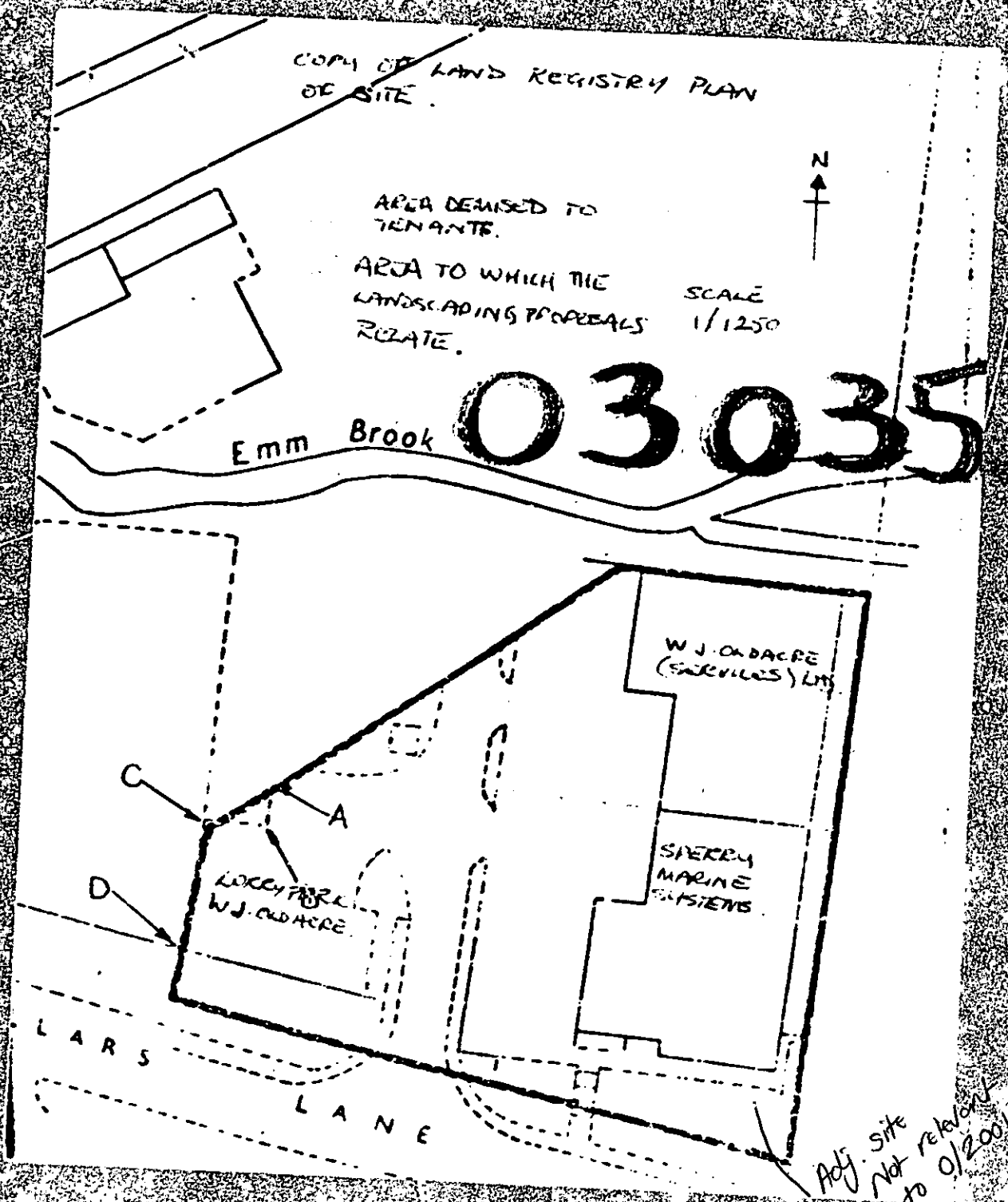
Except as aforesaid any permission granted is subject to due compliance with the byelaws and general statutory provisions in force in the District.

Date ..... 4 SEP 1975

..... District Secretary

N.B. A statement of the applicant's rights is set out overleaf

TSCPL/2


COPY OF LAND REGISTRY PLAN OF SITE.
AREA DEMISED TO TENANTS.
AREA TO WHICH THE LANDSCAPING PROPOSALS RELATE.
SCALE 1/1250
N
Emm Brook
03035
W J. OLDACRE (SERVICES) LTD
SIERRA MARINE SYSTEMS
LORRY PARK W.J. OLDACRE
A
C
D
LARS LANE
Adj. site Not relevant to 0/2001/5282

NOTICE OF CONSENT

WOKINGHAM DISTRICT COUNCIL

GF/FW

LOCAL GOVERNMENT ACT, 1972

TOWN AND COUNTRY PLANNING ACT, 1971.

Wokingham District Council,
Council Offices,
Shute End,
Wokingham, Berks.

To: Radyne Ltd.
Molly Millars Lane,
WOKINGHAM
Berks.

Application No: ..01097...

Proposal: Car parking for 40 cars in new factory car park at Molly Millars Lane, Wokingham. Berks.

The Wokingham District Council under the above Acts hereby PERMIT the above development to be carried out in accordance with the accompanying plans submitted by you and approved by the Council on the 8th day of August 1974, subject to compliance with the conditions specified hereunder:-

SEE ATTACHED SHEET

The reasons for the Council's decision to grant permission for the development subject to compliance with the conditions hereinbefore specified are:-

SEE ATTACHED SHEET

Except as aforesaid any permission granted is subject to due compliance with the byelaws and general statutory provisions in force in the District.

Date: ...13.AUG 1974...

.....
District Secretary

N.B. A statement of the applicant's rights is set out overleaf

CONDITIONS OF CONSENT FOR APPLICATION NO. 01097

1. The development hereby permitted shall be commenced within five years from the date of this permission.

2. The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme which shall be submitted to and approved by the District Planning Authority before building operations commence. The scheme shall show the position, species and planting heights above ground level of all the proposed new trees. The approved scheme shall be carried out during the next planting season following the substantial completion of the development, to the satisfaction of the District Planning Authority. The new planting shall thereafter be maintained until established to the satisfaction of the District Planning Authority.

3. The existing hedge along the north western boundary shall be retained and thickened by additional planting as necessary to achieve a substantial screen to the satisfaction of the District Planning Authority. If any of the hedge is removed or damaged it shall be replanted and thereafter maintained as necessary until restored to the satisfaction of the District Planning Authority.

4. No loudspeaker or relay equipment shall be installed or used outside the building nor installed or used in such a manner as to cause noise nuisance to nearby occupiers.

5. The car park shown on the deposited plan shall be used for the accommodation of private cars only. It shall not be used for the parking of any form of commercial vehicles and shall not be used for any form of industrial use.

REASONS

1. This condition is deemed to be attached by virtue of Section 41 (1) of the Town and Country Planning Act, 1971.

2. In the interests of amenity.

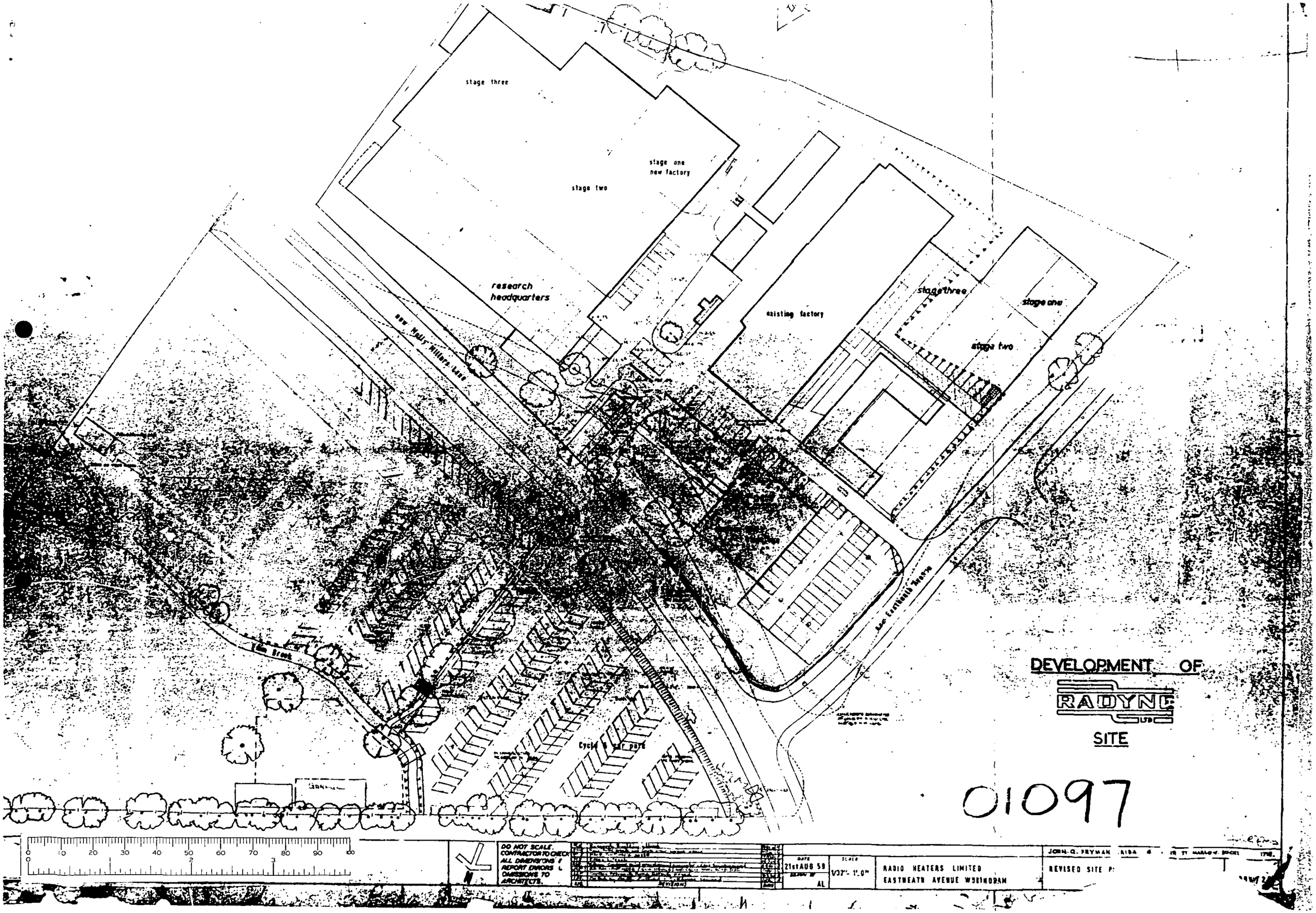
3. In the interests of visual amenity.

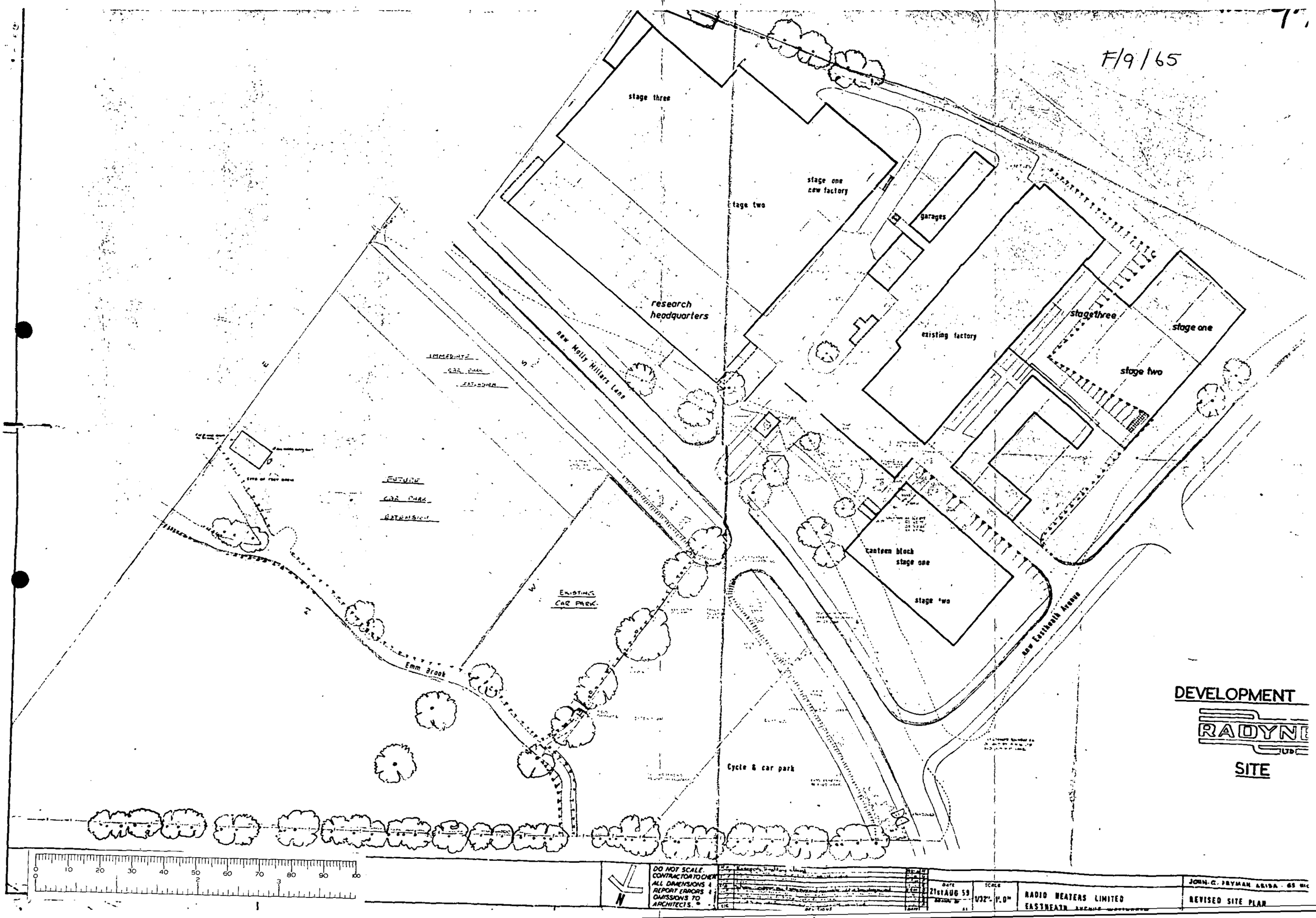
4. In the interests of amenity.

5. In the interests of visual amenity.

District Secretary

13 AUG 1974


stage three
stage one
new factory
stage two
research
headquarters
existing factory
stage three
stage one
stage two
new Molly Millars Lane
Cycle & car park
DEVELOPMENT OF
RADYNE
SITE
01097
DO NOT SCALE.
CONTRACTOR TO CHECK
ALL DIMENSIONS &
REPORT ERRORS &
OMISSIONS TO
ARCHITECTS.
DATE
21st AUG 59
SCALE
1/32"- 1'-0"
AL
RADIO HEATERS LIMITED
EASTHEATH AVENUE WOKINGHAM
JOHN G. PRYMAN
REVISED SITE P


F/9/65
stage three
stage one
new factory
tage two
garages
research
headquarters
existing factory
stagethree
stage one
stage two
new Molly Millars Lane
IMMEDIATE
CAR PARK
EXTENSION
FUTURE
CAR PARK
EXTENSION
EXISTING
CAR PARK
canteen block
stage one
stage two
new Eastheath Avenue
Emm Brook
Cycle & car park
DEVELOPMENT
RADYNE
SITE
DO NOT SCALE.
CONTRACTOR TO CHECK
ALL DIMENSIONS &
REPORT ERRORS &
OMISSIONS TO
ARCHITECTS.
N
21st AUG 59
1/32"- 1'.0"
RADIO HEATERS LIMITED
EASTHEATH AVENUE
JOHN G. FRYMAN ARIBA
REVISED SITE PLAN

PARKMAN

mayer brown

WOKING BRISTOL LEEDS

Steve MacMillan
Wokingham District Council
Civic Offices
Shute End
Wokingham
RG40 1BN

8th November 2002

Our Ref JG/LEWOKINGHAM.1
Your Ref 51313/10

Steve Mc preparing a response.
JR. 18/11/02.

Directors
William N Mayer BSc MSc CEng MICE
Anthony M Brown BA MCIT MIHT
Peter G Marshall MEngSc MBA(Hons)
Timothy P Moore BSc(Eng) CEng MICE MIHT
Philip L Stanton BA(Eng) CEng MICE DipTp
Paul Storker MCIT MILT MIHT
Steven Gosling IEng FIHIE MIHT

Technical/Regional Directors
Nicholas P Bradshaw MCIT
Philip A Bell BEng(Hons) MCIT MILT MIHT
Martin R Knowles BEng(Hons)
Colin B White BEng(Hons) MCIT MIHT
Mike Turner

Dear Mr McMillan

Re: Molly Millar's Lane, Wokingham

I write in response to your fax dated 28th March 2002 regarding our Transport Assessment (TA) for the above site and our subsequent meeting on the 4th November attended also by Keith Rogers and Martin Knowles.

Your fax highlighted several issues that we would like to address in turn.

Car Parking

Your letter identifies the appropriate PPG13 parking standard of 1 space per 30 square metres of development. You will be aware that the prospects have been revised to reflect this lower standard.

Cycle Facilities

The cycle parking provisions meets the requirements of the Wokingham District Plan Deposit Draft. No further amendments to this provision is proposed.

I can also confirm that our client agrees to provide the office development with shower and changing facilities to cater for cyclists travelling to and from the site.

Travel Plan

I attach herewith the proposed Heads of Terms for a Travel Plan. As discussed, with an end occupier not yet identified, it is difficult to prepare a detailed plan. My Client is prepared for the provision of a formal, detailed plan to be secured by the local authority through a Section 106 legal agreement.

Traffic Flows

The traffic flows that were used in our TA were from the DWP Transport Assessment dated February 2000 relating to the adjacent CF Taylor Site B1 office development proposals.

This TA, and therefore the flows in question, have been accepted by Wokingham District Council and planning permission has been granted on its basis. We therefore feel that these traffic flows are credible and our use of them for testing purposes is robust.

The development will result in a relatively low level of traffic on Finchamptstead Road, with an additional 50 and 47 vehicles on the north and south links respectively. These figures correspond to less than additional vehicle per minute (two way) and have corresponding percentage impacts of 2.6 and 2.1%. Clearly the development will not have a significant impact on Finchampstead Road.

With regard to the contribution calculation set out on the basis of additional traffic flows to the site, you confirmed that this figures is calculated on the NET additional traffic, taking account of the consented developments on the site. You will be aware that the development site benefits from consent for 345 parking spaces. Clearly, the development proposals provide less than half of the parking associated with the permitted use of the site, resulting in an overall savings in trips during the critical peak periods. Consent for the development proposals would therefore result in the Council securing an overall saving in trips. Notwithstanding the above, my Client appreciates the benefits in providing the pedestrian and cycle link between Molly Millars Lane and the Town Centre. Clearly, these will be benefits that will be available to a wide area, not just my Clients site. Therefore, my Client is prepared to provide a contribution of £25,000 (Twenty five thousand pounds) towards pedestrian and cycle improvements for the area, which I trust that you find acceptable.

Should you wish to discuss any of the above points, please do not hesitate to contact me or Martin Knowles.

Yours sincerely

Alec Philpottt

Senior Consultant

enclosure

cc. Malcolm McPhail Lamron Developments

DRAFT

MOLLY MILLARS LANE

WOKINGHAM, BERKSHIRE

TRAVEL PLAN FRAMEWORK

"HEADS OF TERMS"

INTRODUCTION

The tenant(s) will endeavor to support the Government's aims in providing sustainable development in promoting alternative choices to the private motor car by developing a Travel Plan for the site at Molly Millars Lane, Wokingham, Berkshire.

OBJECTIVES

The key objective of the Travel Plan Framework is to reduce the number of car trips made to and from the site. It provides a package of possible measures for implementation by the tenant(s) of the site to encourage employees, and visitors to the site, to use alternative modes of travel, or to car-share, to improve the environment through the use of alternative modes or more efficient modes, and to improve the health of employees.

The tenant(s) will use reasonable endeavors to encourage tenant(s) of the Business Centre and their employees to adopt the relevant parts of the Travel Plan Framework and when able will inform tenant(s) and their employees as to the range of alternative travel arrangements to the single occupancy car.

OBLIGATIONS

The tenant(s) will be required to identify a Travel Plan coordinator. The role of the Travel Plan Coordinator is to act as contact point for the tenant(s) and to liaise with the Local Authority and also to act as a point of reference for all employees on the site.

It is intended that within 6 months of occupation the Tenant(s) will have agreed with the Local Authority and put into place a full Travel Plan which will be monitored and reviewed with the Local Authority.

SUSTAINABLE TRANSPORT MEASURES FOR POSSIBLE INCLUSION IN TRAVEL PLAN

Consideration will be given to the following measures:

Car park control

Encourage their employees to park in the correct spaces provided.

Public transport

The provision of up to date local public transport travel information for distribution to the tenant(s) employees and visitors. This information should be collated and distributed by the travel coordinator.

Cycling

The provision of secure cycle parking and locker facilities.

The provision of up to date information on local cycle routes and facilities to the tenant(s) for distribution to the tenant(s) employees and visitors. This information should be collated and distributed by the travel coordinator.

Monitoring and Control

The monitoring of the Travel Plan, including a review of the Travel Plan with the Local Authority on the first anniversary of the implementation of the plan.

Tenant(s) of the Molly Millars Lane site will be encouraged to give consideration to the following:-

Working Practices

The implementation of sustainable working practices including:

- flexible working hours
- home working
- shift working
- video conferencing
- car share arrangements for training/meetings

Car sharing

The introduction of an employees car sharing database. The database could be developed on an individual tenant basis or possibly the provision of one database covering all tenants. The latter being organsied through the travel coordinator(s).

Public transport

Encourage employees to use public transport by:-

- introducing interest free loans for season tickets
- the circulation of public travel information provided by the travel coordinator

Cycling

Encourage employees to cycle by:-

- funding or providing interest free loans for the purchase of bicycles
- providing pool bicycles for employees.

Emergency Travel

The provision of a taxi to transport an employee, who has traveled by an alternative mode to the private car, being urgently required at home or elsewhere in the event of an emergency.

Visitor control

Monitor the modes of transport that visitors to the site use. With this knowledge investigate the possibilities of reducing car usage in favour of other modes of transport.

Date: 04 December 2002

Your Ref:

My Ref: **Mrs B Polnik - O/2001/5282**

Lamron Developments (Wokingham) 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/2001/5282

Site Address: Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works..

Your application is to be determined at the Development Control Sub-Committee meeting on the 11/12/02 and will start at 7.00pm. The application has been recommended for refusal 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

DEVELOPMENT AT MOLLY MILLARS LANE WOKINGHAM

FLOOD RISK ASSESSMENT

ADDITIONAL PLAN

5282

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

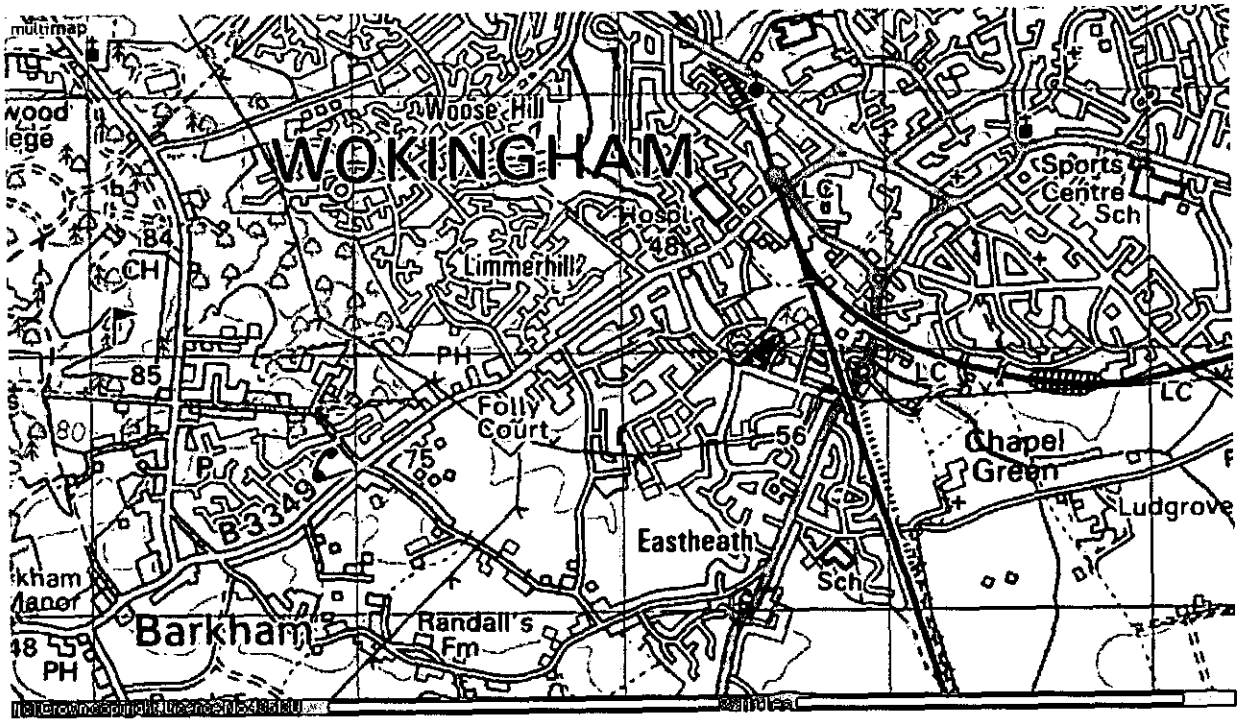
8.1 The proposed development will be protected from flooding by increasing the finished floor levels, so that no buildings are at risk. The proposed building locations are not within the 48.37m flood level.

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

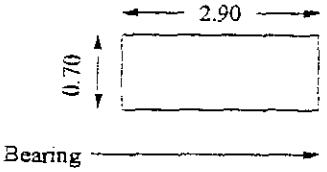
TRIAL PIT LOG

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	8	B			Trial pit terminated at 3.40 m depth.	3.40	

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	Start / End	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	Start 25.10.01 End 25.10.01			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.		
1.00-1.45	3	SPT	5				(0.90)	
							1.60	
1.60	4	D				Soft brown slightly sandy gravelly CLAY.		
2.00-2.45	5	SPT	7				(1.00)	
							2.60	
2.60	6	D				Firm brown, orange and light grey mottled CLAY. (London Clay Formation)		
3.00	7	U	20				(1.00)	
							3.60	
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 / End	Ground Level (m AOD)	Co-Ordinates	Sheet
10803	Start 25.10.01 End 25.10.01			2 of 2

Samples and In-situ Tests				Water	Instru-mentation	Description of Strata	Depth (Thick-ness)	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	
	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
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			2 of 2

Samples and In-situ Tests				Water	Instrumentation	Description of Strata	Depth (Thickness)	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.

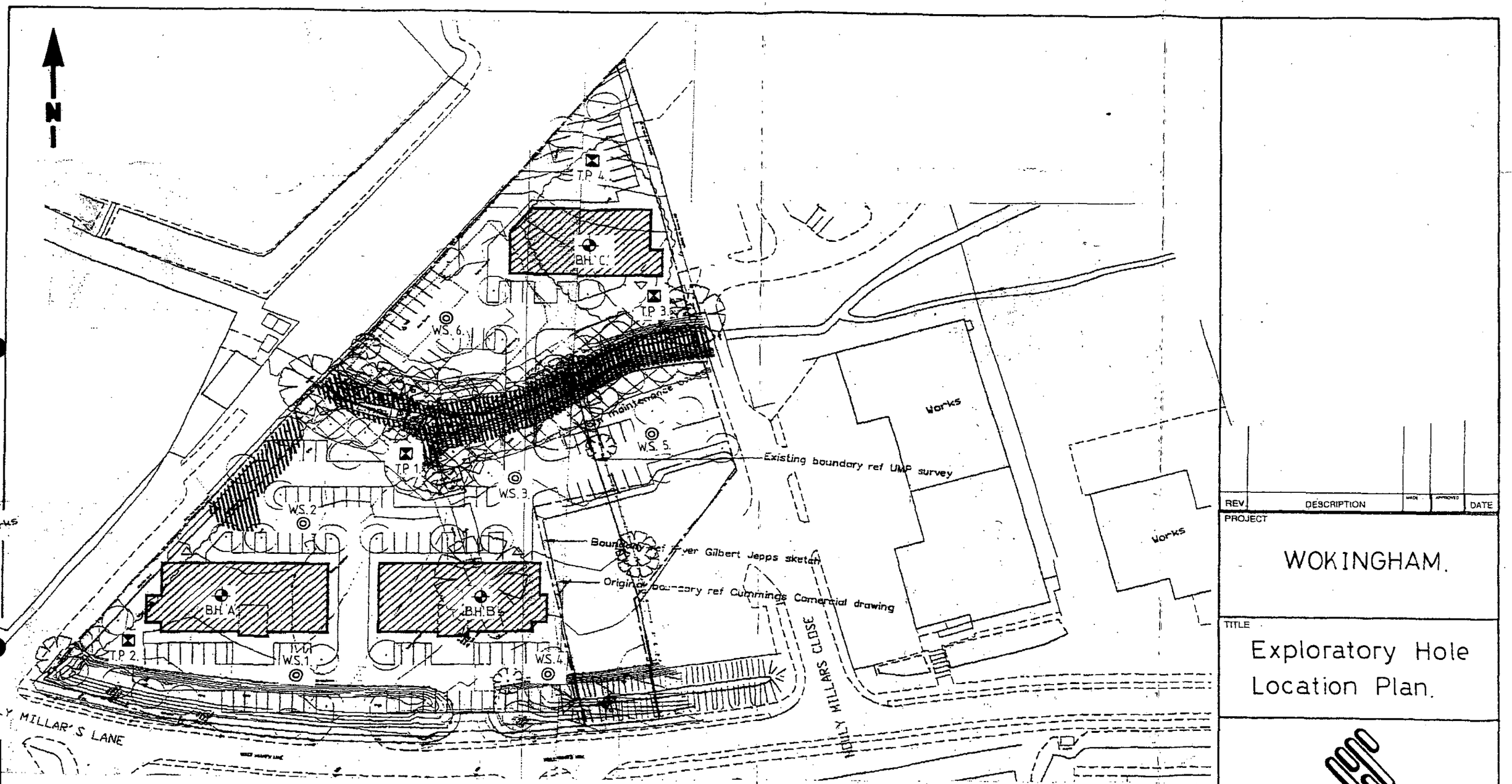
7.4 Limited water flows were encountered during site work although standing levels of between 0.89 and 1.27m were recorded in the boreholes during follow up monitoring visits.

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.



REV.	DESCRIPTION	MADE	APPROVED	DATE

PROJECT

WOKINGHAM.

TITLE

Exploratory Hole Location Plan.

STRUCTURAL SOILS LTD
The Old School, Stillhouse Lane, Bedminster BS3 4EB.
Tel.(0117) 9471000. Fax.(0117) 9471004.

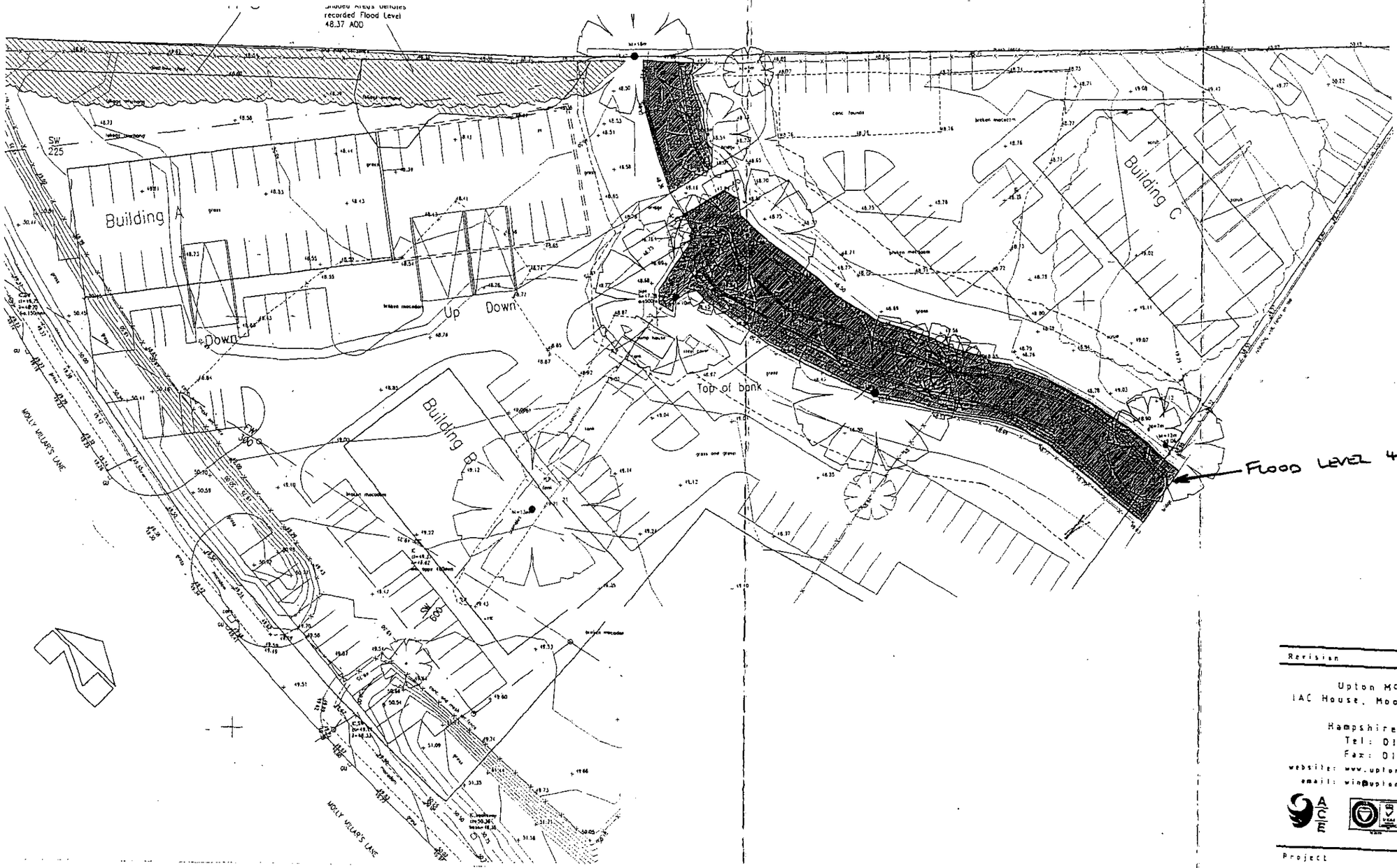
Drawn	Checked	Approved
D.M.M.		

Scale	Date
= 1 : 500.	15 : 11 : 2001

DRAWING No. 10803. REVISION

APPENDIX C

PROPOSED SITE PLAN



0 10 20 30 40 50 60 70 80 90 100

Revision Self App Date

Upton McGougan plc
IAC House, Moorside Road
Winchester
Hampshire, SO23 7RX
Tel: 01962 834400
Fax: 01962 834411
website: www.uptonmcgougan.com
email: win@uptonmcgougan.com

UPTON McGOUGAN CONSULTING ENGINEERS

Project

MOLLY MILLARS LANE
WOKINGHAM

Drawing Title

PROPOSED SITE PLAN

Drawn CBW Date MAY 02 Checked Date

Scale

Drawing Number Rev

APPENDIX D

ENVIRONMENT AGENCY CORRESPONDANCE

3467/D1

Our ref: SU86NW/11/4
Your ref: 3467/D1/MB/jb

Date: 21 March 2000

ENVIRONMENT AGENCY

JOB No.
24 MAR 2000
PDP RECEIVED

Malcolm Bender
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

OIR 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.

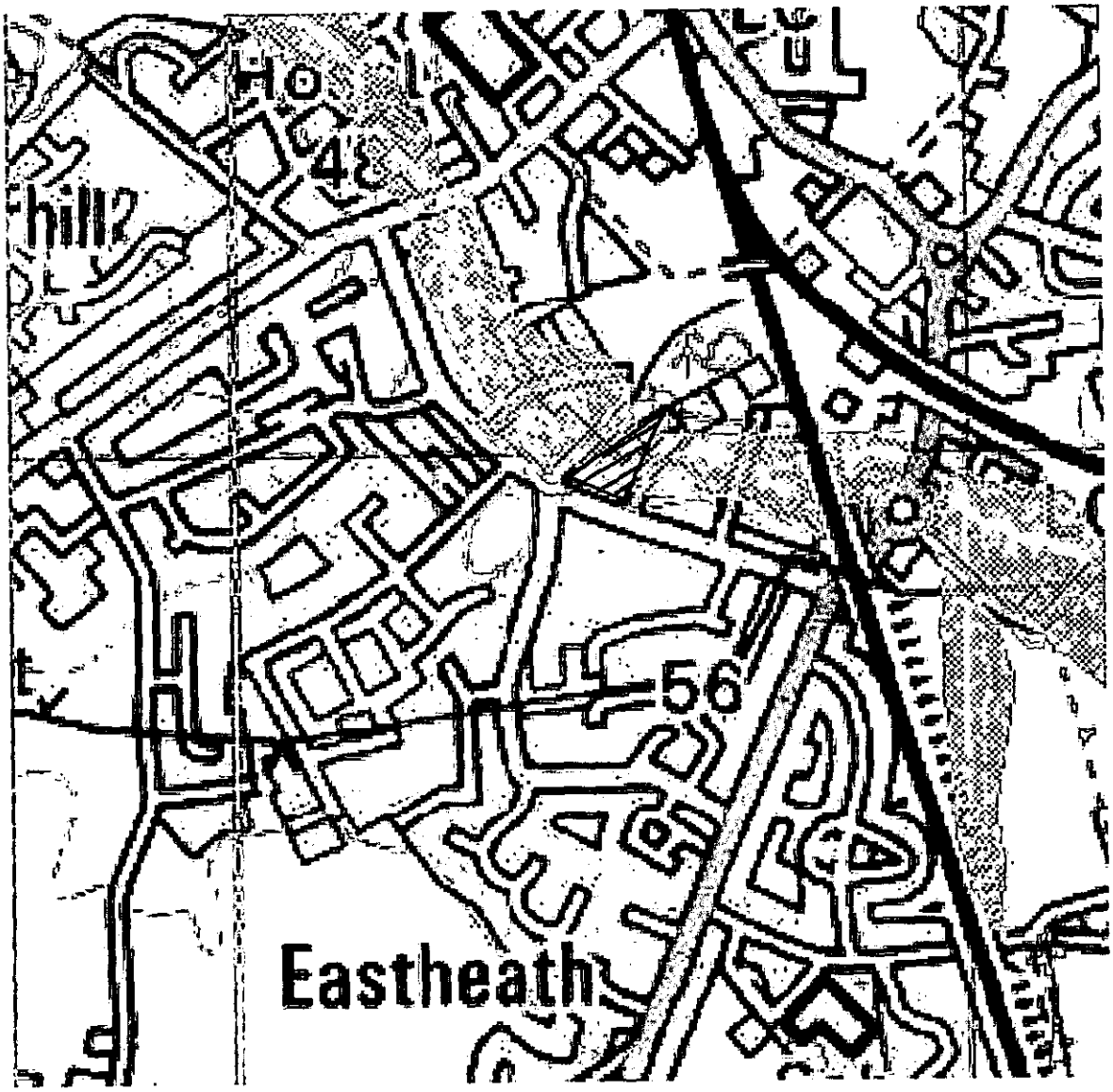
Yours faithfully

AMANDA REED
Development Planning Engineer

Direct dial 01276 454331
Direct fax 01276 454352

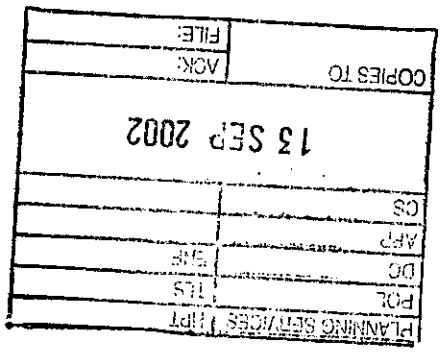
APPENDIX E

INDICATIVE FLOOD PLAIN MAP



INDICATIVE FLOOD PLAIN MAP

(Source: Environment Agency)



3467/D1/CMG/KC

16th August 2002

Mrs B Polnik
Senior Planning Officer
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 Ref: 0/2001/5282 in support of our above Application

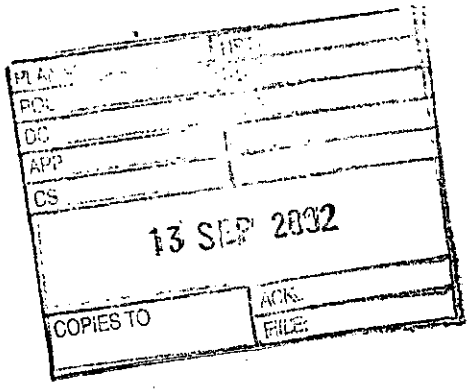
Following my letter of the 13th of this month enclosing copies of the amended layouts, I now enclose herewith two copies of a Report prepared by GVA Grimley in support of the above application. Their report examines the availability of industrial & office buildings and sites and concludes that there is an extremely limited availability of new office development in the Wokingham area. There are a number of schedules attached to the report with detailed information. We ask that this Report now forms part of the Planning Application. Should you require further copies of this document please do not hesitate to contact me.

Yours sincerely

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

encs:

3467



A REPORT ON THE OFFICE & INDUSTRIAL MARKET FOR WOKINGHAM

Prepared by

GVA Grimley

International Property Advisers

August 2002

CONTENTS

1.0 INTRODUCTION

2.0 BACKGROUND

3.0 MOLLYMILLARS.COM

4.0 FORMER FLUIDRIVE ENGINEERING SITE, MOLLY MILLARS LANE

5.0 DATA RESULTS

6.0 CONCLUSION

Appendix I Industrial
Appendix II Offices

1.0 INTRODUCTION

This report is submitted in connection with the application for outline planning consent on the site to the west of Molly Millars Close, Molly Millars Lane, Wokingham.

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.

3.0 MOLLYMILLARS.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.

4.0 FORMER FLUIDRIVE ENGINEERING SITE, MOLLY MILLARS LANE

There has been a resolution to grant consent for an office development on the 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 we now understand that this site is under offer to a new purchaser who intends to carry out a high tech/industrial scheme.

5.0 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	
Fluidrive, Molly Millars Lane	36,000	
Buckhurst Court, London Road	10,800	
Albion , Fishponds Road	17,440	
Total	**139,278**	**76,497**

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 28,240 sq ft of new office development with no pipeline office development at all.

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.

We would therefore 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.

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**
Parcelforce Depot Goldsworth Park Trading Estate Woking	3.5 acre site	£3.5 million	Available leasehold on a 999 year lease The site includes 43,078 sq ft current accomodation.
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

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 Cummings Commercial	15-20,000 sq ft	Low office content warehouse required in Wokingham/Bracknell areas.
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 Land Commercial	3-5,000 sq ft	General requirement between M3 & M4.
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.

GVA Grimley

Company	Requirement Size	Comments
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.

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.
Albion Oaklands Park Wokingham	17,440 sq ft	1:239 sq ft	£25.00 per sq ft	New Grade A building with air-conditioning and raised floors. • Modern Architecture. • Currently under offer but with leaseback on 8,000 sq ft of ground floor.

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.

Date: 21 August 2002

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: O/2001/5282

Location: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

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

Case Officer: Mrs B Polnik

The new plans show the following: Report in support of application.

Comments are required by 04/09/2002.

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

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

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BLB SNF
FS
16 AUG 2002
COPIES TO
FILE:

Our Ref: 3467/D1/CMG/KC

Your Ref:

Date: 16th August 2002

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

ADDITIONAL PLAN
5282

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham Ref: 0/2001/5282 in support of our above Application

Following my letter of the 13th of this month enclosing copies of the amended layouts, I now enclose herewith two copies of a Report prepared by GVA Grimley in support of the above application. Their report examines the availability of industrial & office buildings and sites and concludes that there is an extremely limited availability of new office development in the Wokingham area. There are a number of schedules attached to the report with detailed information. We ask that this Report now forms part of the Planning Application. Should you require further copies of this document please do not hesitate to contact me.

Yours sincerely

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

encs:

3467 D1 012 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

A REPORT ON THE OFFICE & INDUSTRIAL MARKET FOR WOKINGHAM

Prepared by

GVA Grimley

International Property Advisers

August 2002

ADDITIONAL PLAN
5282

CONTENTS

1.0 INTRODUCTION

2.0 BACKGROUND

3.0 MOLLYMILLARS.COM

4.0 FORMER FLUIDRIVE ENGINEERING SITE, MOLLY MILLARS LANE

5.0 DATA RESULTS

6.0 CONCLUSION

Appendix I Industrial
Appendix II Offices

GVA Grimley

1.0 INTRODUCTION

This report is submitted in connection with the application for outline planning consent on the site to the west of Molly Millars Close, Molly Millars Lane, Wokingham.

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.

3.0 MOLLYMILLARS.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.

4.0 FORMER FLUIDRIVE ENGINEERING SITE, MOLLY MILLARS LANE

There has been a resolution to grant consent for an office development on the 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 we now understand that this site is under offer to a new purchaser who intends to carry out a high tech/industrial scheme.

5.0 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	
Fluidrive, Molly Millars Lane	36,000	
Buckhurst Court, London Road	10,800	
Albion , Fishponds Road	17,440	
Total	**139,278**	**76,497**

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 28,240 sq ft of new office development with no pipeline office development at all.

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.

We would therefore 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.

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 Unit B **Total**	15,996 7,998 **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**
Parcelforce Depot Goldsworth Park Trading Estate Woking	3.5 acre site	£3.5 million	Available leasehold on a 999 year lease The site includes 43,078 sq ft current accomodation.
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 Cummings Commercial	15-20,000 sq ft	Low office content warehouse required in Wokingham/Bracknell areas.
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 Land Commercial	3-5,000 sq ft	General requirement between M3 & M4.
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.

GVA Grimley

Company	Requirement Size	Comments
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.

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.
Albion Oaklands Park Wokingham	17,440 sq ft	1:239 sq ft	£25.00 per sq ft	New Grade A building with air-conditioning and raised floors. • Modern Architecture. • Currently under offer but with leaseback on 8,000 sq ft of ground floor.

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.

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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: 11th December 2002

WITHOUT PREJUDICE

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

By Fax

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham – Planning Application ref: 0/2001/5282

We refer to your letter of the 28th October 2002. On behalf of Lamron Developments (Wokingham) Ltd we write to confirm that the applicant has agreed to make a financial contribution of a maximum sum of £14,000 towards improvement of Recreational Facilities.

We will be most obliged if this matter can be brought to the attention of the Planning Committee at the meeting tonight.

We trust this removes one of the reasons for recommendation for refusal of our above application.

Yours sincerely

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

3467 D1 019 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

F

mayer brown

WOKING

To	Basia Polnik
Company	Wokingham Borough Council
Your Fax	01189 74 64 84
Date	10th December 2002
Pages (inc)	1

Re: Molly Millars Lane, Wokingham

I write further to receiving a copy of the report prepared for the Development Control Committee in respect of the proposed development at Molly Millars Lane, Wokingham, which I understand is due to be reported today. I would be most grateful if you could present our comments to the Committee verbally and apologise for the lateness of this letter, due to us only just receiving the draft report.

I would like to take the opportunity to address the transport issues raised on the penultimate page in the order in which they appear so that they can be reported to committee, and do so below:-

Parking Provision

The revised parking provision has been set at a level which accords with guidance set out in Planning Policy Note 13 entitled Transport and allows 1 parking space per 30 square metres of development. We understand from research undertaken in Berkshire that average employee densities for this type of use class is in the region of 1 employee per 18 square metres, resulting in approximately 258 employees on the site. With only 156 parking spaces being provided this will require 102 (40%) of employees to use alternatives to the single occupancy car, which we consider to be a challenging but realistic level to achieve, with a supporting Travel Plan.

Travel Plan

It was my understanding at our recent meeting with Keith Rogers and Steve MacMillan that we agreed that a full travel plan is not achievable when an end user and its employees are unknown. You will of course appreciate that without detailed information on staff home locations and travel patterns that it is difficult to identify measures and incentives to encourage alternative modes of travel. We have prepared the Heads of Terms, as agreed, to provide an idea of what could be put into place. My Client is prepared for a Travel Plan which would be prepared in accordance with the Best Practice Guidance to be secured through a Section 106 Agreement, which should provide the Council the comfort which they require.

If any of this fax is illegible please call 01483 750 508 for assistance

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
VAT Registered number 483 6049 21 Registered in England Number 3531997 Registered Office 77-79 Maybury Road Woking Surrey GU21 5JH

mayer brown WOKING

Traffic Flows

The Transport Assessment has been based on the provision of 185 parking spaces and we consider that this presents a worse case scenario in terms of traffic movements. Clearly the reduced level of 156 spaces will result in a lower level of traffic being attracted to the site. With respect to additional queuing as a result of the development proposals, you will note from our Transport Assessment that additional queuing has been identified as minimal on the adjacent highway. With respect to the base flows, we do not consider that traffic flows in the area has changed significantly from those which we obtained from the assessment produced for the CFC Taylor site, which was granted planning consent on the strength of this assessment.
The development will result in a relatively low level of additional traffic on Finchamptstead Road, with an additional 50 and 47 vehicles on the north and south links respectively in the critical peak periods. These figures correspond to less than 1 additional vehicle per minute (two way) and have corresponding percentage impacts of 2.6 and 2.1%. Clearly the development will not have a significant impact on Finchampstead Road.

Furthermore, the site has consent for a 345 space car park and it is considered that the proposals will result in a net decrease in traffic attraction potential to the site, which we believe must provide a significant benefit to the Council.

Contribution

You will be aware that my Client has revised the sum they are prepared to contribute towards the proposed new link to the Town Centre to £50,000. The already site benefits from an adequate link to the town centre, which is via the rail station. The proposed footbridge may provide a limited benefit to the site, but would provide a larger benefit to the area as a whole, including the adjacent employment and residential areas. It would appear that the proposed link is not an essential element of the proposed development as no timescales for its implementation of the footbridge link has been provided to us. It is therefore considered that the proposed contribution of £50,000 is appropriate and fully accords with the criteria of circular 1/97.

Yours sincerely

Alec Phillpott

cc.

Keith Rogers **Wokingham Borough Council** **Fax** **01189 746 313**

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Alec Phillpott

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Yours sincerely

Alec Phillpott

cc.

Keith Rogers **Wokingham Borough Council** **Fax** **01189 748 313**

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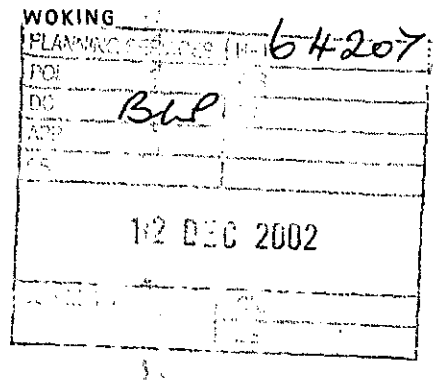
Date	10th December 2002
Pages (inc)	1



Re: Molly Millars Lane, Wokingham

I write further to receiving a copy of the report prepared for the Development Control Committee in respect of the proposed development at Molly Millars Lane, Wokingham, which I understand is due to be reported today. I would be most grateful if you could present our comments to the Committee verbally and apologise for the lateness of this letter, due to us only just receiving the draft report.

I would like to take the opportunity to address the transport issues raised on the penultimate page in the order in which they appear so that they can be reported to committee, and do so below:-

Parking Provision

The revised parking provision has been set at a level which accords with guidance set out in Planning Policy Note 13 entitled Transport and allows 1 parking space per 30 square metres of development. We understand from research undertaken in Berkshire that average employee densities for this type of use class is in the region of 1 employee per 18 square metres, resulting in approximately 258 employees on the site. With only 156 parking spaces being provided this will require 102 (40%) of employees to use alternatives to the single occupancy car, which we consider to be a challenging but realistic level to achieve, with a supporting Travel Plan.

Travel Plan

It was my understanding at our recent meeting with Keith Rogers and Steve MacMillan that we agreed that a full travel plan is not achievable when an end user and its employees are unknown. You will of course appreciate that without detailed information on staff home locations and travel patterns that it is difficult to identify measures and incentives to encourage alternative modes of travel. We have prepared the Heads of Terms, as agreed, to provide an idea of what could be put into place. My Client is prepared for a Travel Plan which would be prepared in accordance with the Best Practice Guidance to be secured through a Section 106 Agreement, which should provide the Council the comfort which they require.

If any of this fax is illegible please call 01483 750 508 for assistance

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01483750437
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WOKING

Traffic Flows

The Transport Assessment has been based on the provision of 185 parking spaces and we consider that this presents a worse case scenario in terms of traffic movements. Clearly the reduced level of 156 spaces will result in a lower level of traffic being attracted to the site. With respect to additional queuing as a result of the development proposals, you will note from our Transport Assessment that additional queuing has been identified as minimal on the adjacent highway. With respect to the base flows, we do not consider that traffic flows in the area has changed significantly from those which we obtained from the assessment produced for the CFC Taylor site, which was granted planning consent on the strength of this assessment.

The development will result in a relatively low level of additional traffic on Finchamptstead Road, with an additional 50 and 47 vehicles on the north and south links respectively in the critical peak periods. These figures correspond to less than 1 additional vehicle per minute (two way) and have corresponding percentage impacts of 2.6 and 2.1%. Clearly the development will not have a significant impact on Finchampstead Road.

Furthermore, the site has consent for a 345 space car park and it is considered that the proposals will result in a net decrease in traffic attraction potential to the site, which we believe must provide a significant benefit to the Council.

Contribution

You will be aware that my Client has revised the sum they are prepared to contribute towards the proposed new link to the Town Centre to £50,000. The already site benefits from an adequate link to the town centre, which is via the rail station. The proposed footbridge may provide a limited benefit to the site, but would provide a larger benefit to the area as a whole, including the adjacent employment and residential areas. It would appear that the proposed link is not an essential element of the proposed development as no timescales for its implementation of the footbridge link has been provided to us. It is therefore considered that the proposed contribution of £50,000 is appropriate and fully accords with the criteria of circular 1/97.

Yours sincerely

Alec Philpott

cc.

Keith Rogers **Wokingham Borough Council** **Fax** **01189 746 313**

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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/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. (*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.

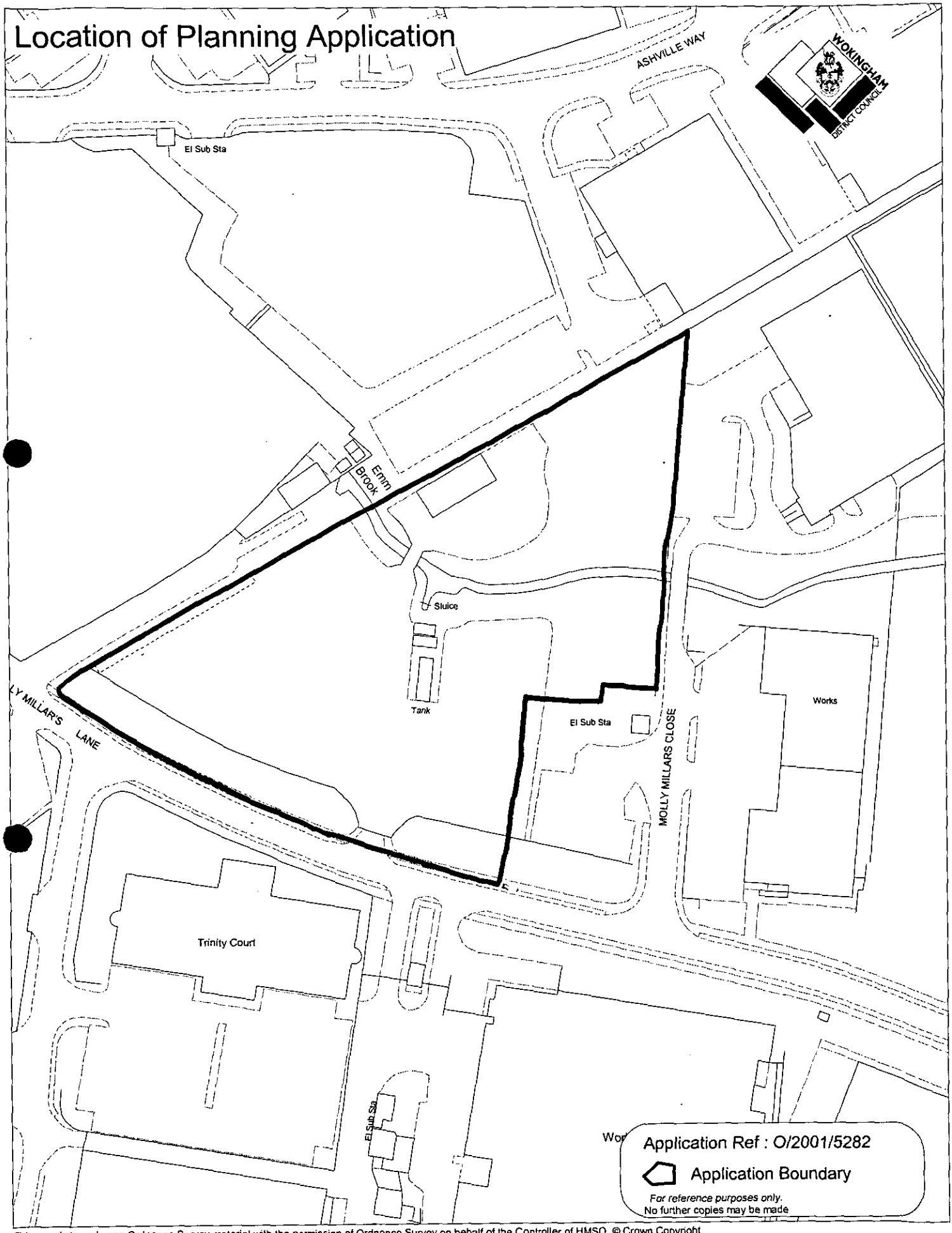
6. **Recommendation** – If the appeal against non-determination had not been lodged the application based on the submitted information would have been recommended for REFUSAL of planning permission on the following grounds:

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.

Location of Planning Application



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Development Control Section, Environmental Services, Wokingham District Council.

21 January 2002

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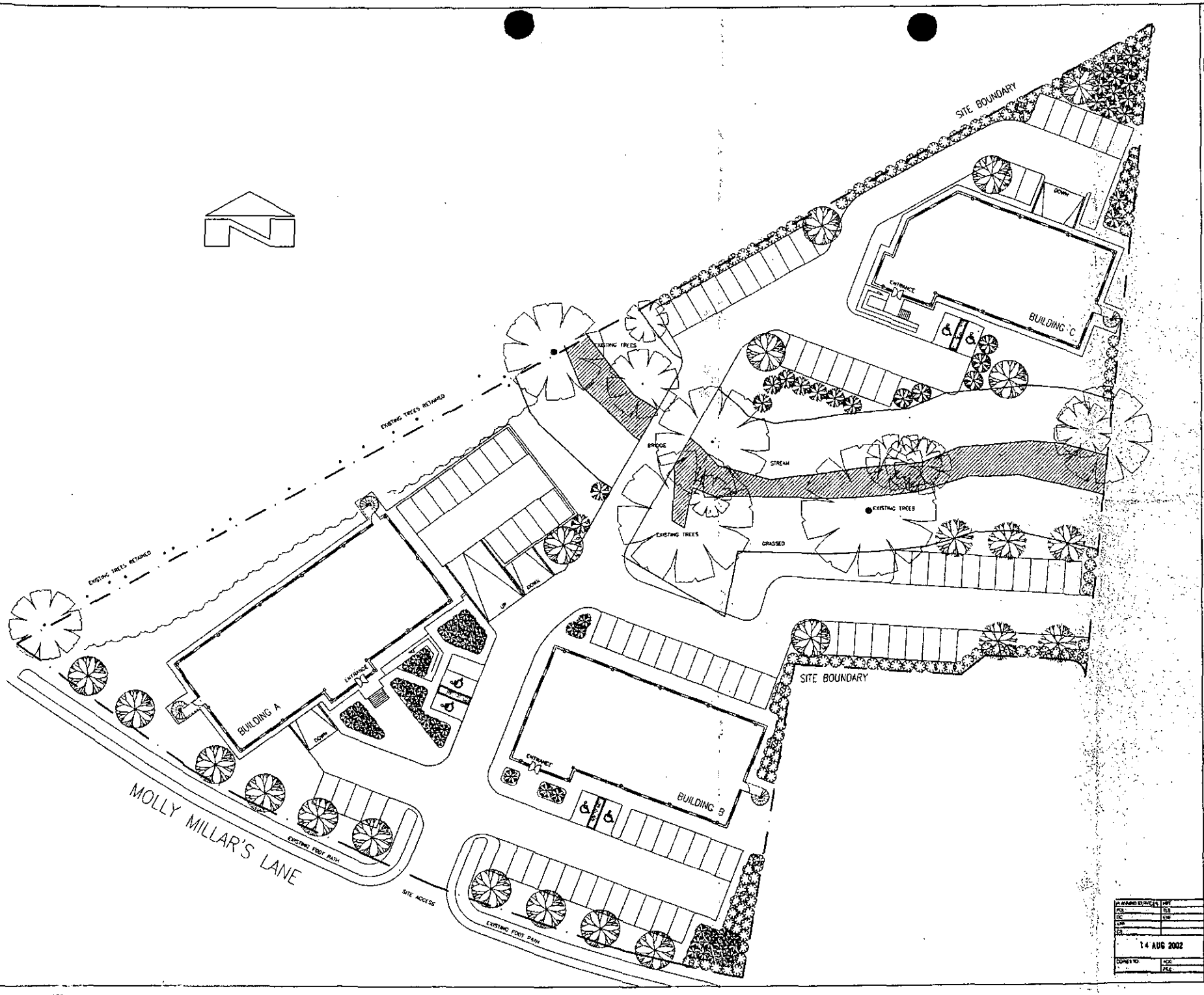

PDP PROJECT DESIGN PARTNERSHIP

NOTES

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2	All dimensions to be checked on site
3	Where discrepancy occurs between specification and drawings the architect must be notified
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REVISIONS

No.	DESCRIPTION	DATE	BY

REVISED PLAN
5282

SITE

MOLLY MILLARS LANE
WOKINGHAM

DRAWING

PROPOSED SITE LAYOUT

SCALE 1:250		DRAWN BY JOS	
DATE 24.07.2002		CHECKED BY	
JOB No.		DRG No.	REV
3467	P.	41	

14 AUG 2002

PROJECT DESIGN PARTNERSHIP
Architects and Surveyors
RYEBROOK STUDIOS
WOODCOTE SIDE EPSOM SURREY KT18 7HD
Fax 01372-745597 Tel 01372-744446

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.

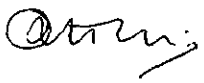
15. For the reasons given, I consider that unreasonable behaviour as defined in Circular 8/93, has been demonstrated and I, therefore, consider that a full award of costs is justified. The application is allowed in the terms set out below in the Formal Decision and Costs Order.

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

The Planning Inspectorate

Award of appeal costs:

Local Government Act 1972 - section 250(5)

How to apply for a detailed and independent assessment when the amount of an award of costs is disputed

This note is for general guidance only. If you are in any doubt about how to proceed in a particular case, you should seek professional advice.

If the parties cannot agree on the amount of costs to be recovered either party can refer the disputed costs to a Costs Officer or Costs Judge for detailed assessment[1]. This is handled by:

The Supreme Court Costs Office
Cliffords Inn
Fetter Lane
London EC4A 1DQ
DX 44454 Strand
(Tel: 020 7947 7314).

But before this can happen you must arrange to have the costs award made what is called an order of the High Court[2]. This is done by writing to:

The Crown Office
Royal Courts of Justice
Strand
London WC2A 2LL.

You should refer to section 250(5) of the Local Government Act 1972, and enclose the original of the order of the Secretary of State, or his Inspector, awarding costs. A prepaid return envelope should be enclosed. The High Court order will be returned with guidance about the next steps to be taken in the detailed assessment process.

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[1] The detailed assessment process is governed by Part 47 of the Civil Procedure Rules that came into effect on 26 April 1999. You can buy these Rules from Stationary Office bookshops (formerly HMSO) or look at copies in your local library or council offices.

[2] Please note that no interest can be claimed on the costs claimed unless and until a High Court order has been made. Interest will only run from the date of that order.

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

11 DEC 2002

Project:	Molly Millars Lane	Our Ref:	3467/D1/CMG/KC
From:	Chandra Gopal	Date:	11.12.2002
To:	Mrs B Polnik Wokingham District Council		~~0118 977 6484~~ 01189746484
Cc:			

Pages: 1+ 1

Please see attached letter

VERY URGENT.

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

Kay O'Connor Molly Millar Lane

project design

FAX

present to all comm.

01372 744446

Please can you ring her ASAP

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

PLANNING SERVICES DEPT
POL
DC
11 DEC 2002
ACK
REF

Our Ref: 3467/D1/CMG/KC

Your Ref:

Date: 11th December 2002

WITHOUT PREJUDICE

By Fax

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 – Planning Application ref: 0/2001/5282

We refer to your letter of the 28th October 2002. On behalf of Lamron Developments (Wokingham) Ltd we write to confirm that the applicant has agreed to make a financial contribution of a maximum sum of £14,000 towards improvement of Recreational Facilities.

We will be most obliged if this matter can be brought to the attention of the Planning Committee at the meeting tonight.

We trust this removes one of the reasons for recommendation for refusal of our above application.

Yours sincerely

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

included in Members

3467 D1 019 CMG

Partners
Chandra M. Gopal atp Arch RIBA
Malcolm Bender Dip. Arch RIBA
Mac M. McGregor MBIAT
Barry R. K. Brown ARICS
Doug Dobell atp (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

Date: 01 February 2002

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: O/2001/5282

Location: Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

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

Case Officer: Mrs B Polnik

The new plans show the following: Additional Plan showing existing levels. Drawing no 094.0104-01.

For information only.

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

(RING ONE)

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

App No. 0/2001/5282(Planaps)/ (Ludhouse) Date Rec. 25.1.2001

Location: LAMRON DEVELOPMENTS LTD.
LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE Parish WOKINGHAM

Applicant:

Description of attached plans Additional showing existing levels

Drawing No's: 094. 0104 -01

CONSULTEES

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

Please tick which of the following you wish consulted.

OTHERS:

Drawing No's

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

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

NEIGHBOURS:

Date for Responses

FURTHER ACTION

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

Redate Application Y / (N) From

New Site Notice Y / (N)

New Description

CASE OFFICER BP

Consultations Sent by Admin. on 01.02.05

Yellow - Part One Copy
Green - Officer's Copy

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

52312

Our ref: 3467/D1/CMG/KC

Your Ref:

Date: 24th January 2002

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

ADDITIONAL PLAN

5282

Dear Mrs Polnik

Ref: BP/0/2001/5282

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham

I thank you for your letter dated 16th January 2002 received this morning. As requested, I enclose herewith two copies of the Site Survey drawing no: 094.0104-01, prepared by Messrs Upton McGougan Plc. On the subject of levels, my partner Malcolm Bender has written to the Environment Agency and the letter dated 23rd January has been copied to you.

As you will be aware from my letter of yesterday's date to you, we are seeking a meeting, also attended by Environment Agency, to discuss this project with you further and that may be an opportune time to discuss the existing and new levels.

I trust the enclosed is of use and I look forward to hearing from you in respect of the meeting we seek. In the meantime if you require any further information, please do not hesitate to contact me.

Yours sincerely

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

cc: M McPhail Esq - Lamron Developments (Wokingham) Ltd

Encs:

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

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date January 16, 2002
My ref. BP/O/2001/5282
Your ref. 3467/D1/CMG/KC

Mr C 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: PROPOSED OFFICE DEVELOPMENT ON LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

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

As there are differences in levels across the site and on the boundary with adjoining site, particularly to the rear, I would be grateful to receive a survey of existing levels, and as siting is currently under consideration, an indication of whether there would be a change in levels as a result of the proposed development. I note for example that the existing embankment along the Molly Millars Lane frontage is shown to be removed.

I look forward to hearing from you.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

Our Ref : SP/2001/004933-5/1
Your Ref : O/2001/5282

Date : 09 September 2002

60944.

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ENVIRONMENT AGENCY

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

Dear Sir/Madam

ERECTION OF 3 BUILDINGS (B1A) WITH CAR PARKING AND EXTERNAL WORKS - SITE LAYOUT AND LANDSCAPING DRAWING NOS. 3467/P/41 & 3467/P/42
LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE

Thank you for your letter dated 16 August 2002, received on 19 August 2002. Please quote the following reference in any correspondence: SU86NW/11/4. The Environment Agency has the following comments:

The Environment Agency has no objection to the proposed amendments. However with regard to the buffer zone of the Emm Brook, any planting should consist of native species only. This buffer zone should not be grassed, but instead managed for wildlife and maintenance kept to a minimum.

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

SARAH PAXMAN
Development Planning Officer

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

CC: Lamron Estates

Policy and Plans Consultation

Date: 04/09/02

Case Officer: Mrs B Polnik

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

Proposal: Outline application for the proposed erection of 3 buildings for B1a office use with associated car parking and external works

Application Number: 0/2001/5282

Applicant: Lamron Developments (Wokingham) Ltd c/o Project Design Partnership

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Further to comments made in the Policy and Plans consultation of 5/12/01 the principle of the development remains acceptable. However, as concerns were raised in the original comments regarding car parking provision the reduction in car parking spaces within revised plan may create an adverse impact. It will be necessary to consider how people can be encouraged to make their journeys other than by car.

Farah Humayun
Policy and Plans
4th September 2002

Policy and Plans Consultation

Date: 04/09/02

Case Officer: Mrs B Polnik

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

Proposal: Outline application for the proposed erection of 3 buildings for B1a office use with associated car parking and external works

Application Number: 0/2001/5282

Applicant: Lamron Developments (Wokingham) Ltd c/o Project Design Partnership

---

Further to receipt of additional report in support of application please refer to previous comments from Policy and Plans consultation of 5th December 2001.

Farah Humayun
Policy and Plans
4th September 2002

TO: **DEVELOPMENT CONTROL**
Mrs B Polnik

FROM: Environmental Design

DATE: 2 September 2002

Location:	Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal:	Outline application for the proposed erection of three buildings for B1a office use with associated car parking and external works.
Application Number:	O/2001/5282

In response to your consultation dated 16 August 2002 for the above application, the landscape comments are as follows:

The 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 the 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 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 under reserved matters.

Catherine Brimble

Catherine Brimble
Landscape Architect

Our Ref : SP/2001/004933-4/1
Your Ref : O/2001/5282 & 3467/D11/MB/VA

Date : 23 August 2002

60275

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

Dear Sir/Madam

ERECTION OF 3 BUILDINGS (B1A) WITH CAR PARKING AND EXTERNAL WORKS - FLOOD RISK ASSESSMENT
LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE

Thank you for your letter dated 19 July 2002, received on 22 July 2002. Please quote the following reference in any correspondence: SU86NW/11/4. The Environment Agency has the following comments:

Flooding

The Agency is satisfied with the conclusions of the submitted Flood Risk Assessment, which shows that the proposed buildings are to be located outside of the floodplain. Sustainable Urban Drainage measures for the control of surface water at the site will need to be agreed in due course.

The Environment Agency has no objection, in principle, to the proposed development provided that the following conditions are imposed on any planning permission granted:

PLANNING CONDITIONS:

CONDITION: No building or raising of ground levels shall take place on that part of the site lying within the area of land liable to flood.
REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

CONDITION: No spoil or materials shall be deposited or stored on that part of the site lying within the area of land liable to flood.
REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

CONDITION: Any walls or fencing constructed within the area liable to flood shall

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

be designed to be permeable to flood water.
REASON: To prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding.

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

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

CONDITION: 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 the development commences.
REASON: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

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

CONDITION: No development approved by this permission shall be commenced until a planting scheme for the buffer zone has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.
REASON: To protect, restore or replace the natural features of importance within or adjoining the watercourse.
(The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: 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.
(Note: the Environment Agency asks to be consulted on any details submitted in compliance with this condition)

CONDITION: No development approved by this permission shall be commenced until a landfill gas risk assessment has been submitted to and approved in writing by the Local Planning Authority. Where a risk from migrating gas is identified, appropriate works to

mitigate the effects of gas shall be incorporated in detailed plans to be approved by the Local Planning Authority.
REASON: To protect people on or close to the site from the risks associated with migrating landfill gas.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the brink of the Emm Brook main river. *Contact Mike Chapman on 01276 454331 for further details.*

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. *Contact Claire Murphy on 01276 45 4509 for further details.*

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for dewatering from any excavation or development to a surface watercourse. *Contact Kathy Wood on 01276 454378 for further details.*

ADVICE TO PLANNING AUTHORITY

Conservation

Following previous correspondence and revised plans received from the architects for the development in May 2002 (Drg 34 Mar02), the Agency agreed to withdraw its objection on grounds of inadequate buffer zone.

The above condition requiring the submission of a planting scheme is only necessary if the applicant intends planting within the buffer zone of the Emm Brook. However the Agency would encourage the restoration of the river banks to a natural condition, with suitable native planting to enhance the river corridor.

Drainage

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

1) A clearly labelled drainage layout plan (scale 1:200 / 1:500), showing pipe networks, attenuation basins, soakaways and drainage storage tanks.
2) Run-off calculations showing that the critical 1 in 100 year rainfall event is attenuated on site through a combination of infiltration, off-site discharge (to the agreed maximum) and storage.

3) For attenuation gained by infiltration, soakage test results and soakage test locations, to be submitted in accordance with BRE digest 365.
4) Calculations showing storage provided. Invert and cover levels for the system.
5) Outfall discharge control device, limiting the discharge to the natural greenfield runoff rate of between 3 and 7 l/s/ha or to the 1 in one year storm runoff.
6) If it is believed that the natural runoff is higher than this rate, then justification must be provided for this.
7) A descriptive summary of the proposed SUDS system in a covering letter. The EA require that enough information be supplied to adequately describe the proposed SUDS system and attenuation. Calculations and plans support the application.
8) If it is believed that the site is currently already developed then plan showing the existing footprint to be supplied. The EA may still require that the run-off rate be reduced to meet natural run-off conditions.
9) We recommend that the developer refers to CIRIA 522 (SUDS Design Manual for England and Wales) and CIRIA 523 (Best Practice Manual) for advice on SUDS design.
10) We suggest submitting the above information at an early stage to the Environment Agency for comment.

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

Landfills

According to our records, there are two landfill sites within 250 metres of the site, as follows:

Distance from site	*Landfill name*
30m	Mulberry Park
50m	Molly Millars Lane

It is therefore considered possible that landfill gas may present a risk to this proposal, and the applicant is advised to undertake a landfill gas risk assessment as per the above condition. Where a risk from migrating gas is identified, appropriate works to mitigate the effects of gas shall be incorporated in detailed plans to be approved by the Local Planning Authority.

ADVICE TO APPLICANT

Environment Protection

Surface water from hard surfaced areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar. Surface water from large car parks should be passed through a suitable type of oil/ grit separator, the design of which shall be to the satisfaction of the Environment Agency.

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

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

Any open chemical or refuse storage areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Such areas should be connected to the foul sewer subject to the approval of Thames Water Utilities or its sewerage agent.

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

Conservation

The buffer zone adjacent to the Emm Brook should be undisturbed and maintained for wildlife. It should not contain any built development including hardstanding and fences. Any planting within the buffer zone should consist of native species only.

DECISION NOTICE

Would you please forward a copy of the decision notice to this office quoting our reference. A copy of this letter has been sent to the agent. If you have any further queries please do not hesitate to contact me on the number below, quoting the reference cited at the beginning of this letter.

Yours faithfully

SARAH PAXMAN
Development Planning Officer

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

CC: ~~Lamron Estates~~ Upton McGougan Plc

PLANNING SERVICES | HS 3905
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CS |
06 MAR 2002
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FILE:

ENVIRONMENT AGENCY

Our Ref : SP/2001/004933-2/1
Your Ref : O/2001/5282 & 3467/D11/MB/DSR

Date : 28 February 2002

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

(Copy of letter sent to Project Design Partnership)

FAO: Malcolm Bender

Dear Sir/Madam

ERECTION OF 3 BUILDINGS (B1a) WITH CAR PARKING AND EXTERNAL WORKS. LD WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

Ø

Thank you for your letter dated 23 January 2002, received on 5 February 2002. Please quote the following reference in any correspondence: SU86NW/11/4. The Environment Agency has the following comments:

The Environment Agency would continue to object to the proposed development for the following reason:

REASON: There is an inadequate buffer zone between the proposed development and adjacent watercourse which will adversely affect the character and value of the watercourse.

Wildlife Conservation

The proposed development should not be within 8m of the water course which is the minimum buffer zone of any new development ordinarily required along a main river.

The buffer zones should be undisturbed and maintained for wildlife. They should not include any built development including hardstanding, fences or formal/ornamental garden.

Buffer zones to watercourses are required for the following purposes:

(i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat;
(ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals;
(iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats;
(iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish;
(v) to allow, where appropriate, for the regrading of banks to a lower and safer profile, in areas where there is public access;
(vi) to prevent overshadowing of watercourses by buildings; and
(vii) to reduce the risk of accidental pollution from run-off.

This objection would be removed if all of the car parking area was designed so that at no point it was with in the 8m bufferzone along the Emm Brook.

Flooding / Land Drainage

This site is partially within the historic (1968) floodplain of the Emm Brook. The site is, therefore, within an area where new development is to be strictly controlled. One corner of 'Building A' extends approximtely 1m into the revised floodplain. The remaining part of Building A and the entire footprint of Building B and Building C (Drawing 32, Job 3467) is located outside the revised floodplain. It would not be reasonable maintain our objection on flooding grounds or to ask for Flood Plain Compensation for this small corner of the building.

I wish to empahise that the EA would not wish to see any development within 8 m of the Emm Brook, this distance should be measured from the top of the bank. Please note the requirement for consent for works within 8m of main rivers as set out in the first informative below.

Without Prejudice:

If the revised plans incorporate the required amendments as described above, the Agency is likely to recommend to Wokingham Unitary Authority that account is taken of the advice set out below, including the following conditions:

PLANNING CONDITIONS

CONDITION: No building or raising of ground levels shall take place on that part of the site lying within the area of land liable to flood.
REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

CONDITION: No spoil or materials shall be deposited or stored on that part of the site lying within the area of land liable to flood.
REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

CONDITION: Any walls or fencing constructed within or around the site shall be designed to be permeable to flood water.
REASON: To prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding.

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

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

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

CONDITION: No development approved by this permission shall be commenced until a planting scheme, has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.
REASON: To protect, restore or replace the natural features of importance within or adjoining the watercourse.

PLANNING INFORMATIVES

The following planning informatives should be attached to any planning permission granted:

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the brink of the Emm Brook main river. Contact Mike Chapman on 01276 454331 for further details.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.
Contact David Walters on 01276 454543 for further details.

ADVICE TO PLANNING AUTHORITY

Surface Water Drainage

As there will be an increase in impermeable area at the site, the EA would ask that the surface water runoff from the site is controlled.

Our general crieria is:

- The discharge from the developed site should mimic that of a greenfield site as far as practical. Thus in a 1 year event the discharge should be the same as a greenfield site, and in a 10 year event, and similarily 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.

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

Landfills

According to our records, there are two landfill sites within 250 metres of the site, as follows:

Grid reference	Distance from site	Landfill name	Details
SU805677	30m	Mulberry Park	Industrial/commercial
SU802678	50m	Molly Millars Lane	

There are two options open to you to protect people on or close to the site from the risks associated with migrating landfill gas:

1. The applicant is advised to incorporate gas protection measures into the design of the building. Suitable techniques are outlined in the Building Research Establishment Report No. 212 "Construction of New Buildings on Gas Contaminated Land". This will ensure that the development is protected against the adverse effects of gas which may migrate into the building.

Or:
2. No development approved by this permission shall be commenced until a landfill gas risk assessment has been submitted to and approved in writing by the Local Planning Authority. Where a risk from migrating gas is identified, appropriate works to mitigate the effects of gas shall be incorporated in detailed plans to be approved by the Local Planning Authority.

Wokingham Unitary Authority may ask for such a risk assessment to be required by means of a planning condition.

ADVICE TO APPLICANT

Environment Protection

Surface Water
Surface water from car parking areas should be passed through a suitable type of oil/ grit separator, the design of which shall be to the satisfaction of the Environment Agency.

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

Clean roof water should not pass through the oil separator. Where soakaways are used it should preferably not discharge to soakaways used to drain road and vehicle parking areas.

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

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

Wildlife Conservation

Planting should comprise of native species only. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

Any new bridges should be constructed so as to span both banks with the abutments set back from the watercourse on the bank tops and shall allow for a margin of bank underneath. This will maintain a continuous buffer strip and corridor which is available for wildlife passage and habitat and to reduce the risk of pollution from run-off. Details should be submitted to and agreed with the Agency.

The incorporation of bat roosts and/or bird nesting and roosting sites into the design of buildings should be considered. This includes using bat bricks, roost units and boxes, and ledges, crevices and boxes for the birds. The Agency can advise further on this.

There must be no fires, dumping, storage of materials or tracking of machinery within the buffer zone which should be suitably marked and protected during development.

There must be no contamination (eg by silt, oil, rubble or any other debris or pollutants) of the adjacent watercourse / adjacent ditches/ waterbodies or drains if development proceeds.

Water Conservation

Non-household Use

Water is one of our most precious natural resources, and the Environment Agency is keen to ensure it is used wisely:

* Approximately a third of non-household water use come through wash hand basin taps. The installation of low volume taps such as push-top, spray or infra-red taps can result in company cost savings in both water and energy use.
* About 20% of non-household water use is for urinal flushing. As much as half of this can be saved by installing flush controls, such as infra-red sensors or electromagnetic door switches. Water use can be cut out entirely by installing waterless urinals.

We enclose fact sheets expaining how water may be used more efficiently on this site.

Gardens and Landscaping

Maintaining lawns, gardens and other planted areas need not require vast amounts of watering. A few simple measures can be taken to reduce the amount of water required. On this site the Environment Agency would encourage the applicant to consider the following:

* collecting rainwater in water butts connected to downpipes
* grass should not be mown too often or too short this only encourages shallow roots, which are more likely to dry out
* use of mulches or ground cover plants to retain soil moisture
* provision of shade for those plants that require more water
* watering, when necessary, in the early morning or evening to reduce evaporation losses.

Grey & Rain Water Recycling

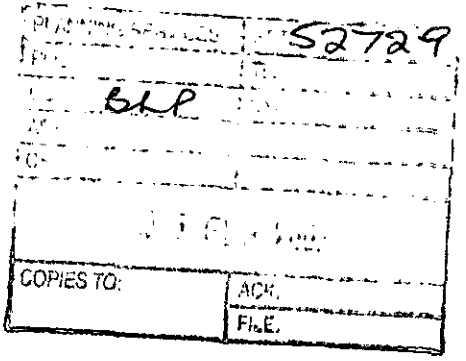
Rainwater and grey water recycling is becoming increasingly popular. It can reduce household water use by up to 30%. A number of systems are available which collect, treat and store rain- or grey water for WC flushing or garden/outside watering.

The Environment Agency would be happy to provide further information on these ideas, and be happy to discuss the use of these techniques at the application site. Please contact us.

Yours faithfully

JO MARSHALL
Planning Liaison Officer

Direct dial: 01276 454323
Direct fax: 01276 454352
Email: joanna.marshall@environment-agency.gov.uk



WITH COMPLIMENTS

Mrs B Polnik
Wokingham District Council

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

PROJECT
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Quantity Surveyors

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	FILE:

Our Ref: 3467/D11/MB/LS

Your Ref:

Date: 23rd January 2002

Environment Agency
Frimley Office
Swift House
Frimley Business Park
Camberley
Surrey GU16 7SQ

For the attention of Ms Sarah Paxman

Dear Sirs

Re: Molly Millars Lane – Wokingham
Land west of Molly Millars Close – Ref: SU86NW/11/4

Further to our telephone conversation dated 4th February 2002 with Sarah Paxman, please find enclosed, as requested, a copy of our drawing no. 3467/P/32 to indicate our proposals for the above, which are subject of our planning application reference BP/O/2001/5282.

As we discussed, there is a minor overlap with the recorded 48.37 flood level and we would welcome the opportunity to meet with yourselves to consider any implications.

In the meantime, if you require any further information, please let us know.

Yours faithfully

Malcolm Bender
e-mail: malcolm.bender@pdp.co.uk

cc M McPhail Esq Lamron Estates Ltd
Mrs B Polnik Wokingham District Council
C M Gopal Esq Project Design Partnership

3467 D11 002 MB

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Barry R. K. Brown ARICS
Doug Dabell atp (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

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Quantity Surveyors

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26 SEP 2002

Our Ref: 3467/D1/CMG/KC
Your Ref:

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FILE:

25th September 2002

Mrs B Polnik
Senior Planning Officer
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 - Ref: 0/2001/5282

I refer to our telephone conversation this morning and am disappointed to have been informed that you are still awaiting response to your consultations with the Recreation Department, and that unless the level of contribution with this department is agreed by the applicant you will not be able to present the application to the Planning Committee. I am particularly concerned that you have not advised me of this issue before bearing in mind that the application was lodged over ten months ago since when the scope of the proposals has not altered.

At our meeting on the 13th of this month I also handed you a copy each of our drawings nos. 3467/F/45 and 46 showing our proposals for creating a development of small unit office space and I understand that you are waiting to discuss this with your Mrs Gibbons of the policy section who is currently indisposed.

I understand that the Environment Agency, Highways Department and your Landscape Department have no objections to our proposals. I believe that all the information you have asked for has been provided, the amended drawings under cover of my letter of the 13th August 2002 and the report prepared by GVA Grimley supporting this application under cover of my letter of the 16th August 2002. I will therefore be most obliged to be informed the date you wish to present the above application to the Planning Committee, which I trust will have your support.

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

3467 D1 015 CMG

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Barry R. K. Brown ARICS
Doug Dabell atp (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

PROJECT
DESIGN
PARTNERSHIP
Architects and
Quantity Surveyors

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60939
PLANNING SERVICES DEPT
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12 SEP 2002
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FILE:

Our Ref: 3467/D1/CMG/KC
Your Ref:
Date: 11th September 2002

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

By Fax

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham Ref: 0/2001/5282 in support of our above Application

Your secretary has kindly arranged an appointment for me to meet you this Friday the 13th at 2.30pm to discuss our above application. It is also my intention to discuss with you in greater detail the use of the proposed buildings.

I look forward to seeing you this Friday and if you wish me to bring further information please do not hesitate to contact me.

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

3467 D1 014 CMG

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FAX

PROJECT DESIGN PARTNERSHIP

Architects and Quantity Surveyors
Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Tel: 01372 744448 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:	11.09.2002
To:	Mrs B Polnik	Wokingham District Council	0118 9774684
Cc:			

Pages: 1+ 1

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

Our Ref: 3467/D1/CMG/KC
Your Ref:
Date: 11th September 2002

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

By Fax

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham Ref: 0/2001/5282 in support of our above Application

Your secretary has kindly arranged an appointment for me to meet you this Friday the 13th at 2.30pm to discuss our above application. It is also my intention to discuss with you in greater detail the use of the proposed buildings.

I look forward to seeing you this Friday and if you wish me to bring further information please do not hesitate to contact me.

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

3467 D1 014 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

Date: 16 August 2002

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: O/2001/5282

Location: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

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

Case Officer: Mrs B Polnik

The new plans show the following: Site layout and landscaping showing reduced car parking; position of trees and additional landscaping. Drawing no: 3467/P/41 & 3467/P/42.

Comments are required by 30/08/2002.

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

(RING ONE)

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

App. No. O/2001/5282 Date Rec. 14.8.02

Location: LAND W. OF MOLLY MILLARS CLOSE

Parish: WOKINGHAM

Applicant: LAMRON DEVELOPMENTS LTD.

Description of attached plans: Revised plan showing site layout and landscaping showing reduced car parking, position of trees and additional landscaping

Drawing No's: 3467/P/41 and 3467/P/42

CONSULTEES

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

Please tick which of the following you wish consulted.

— as before —

Landscape & Trees	✓
Urb. Design & Conservation	
Highways	✓
Dinton Pastures – Andy Glencross	✓
Environmental Health Policy	✓

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

OTHER INTERNAL / EXTERNAL CONSULTEES (EXCLUDING NEIGHBOURS)

Environment Agency.
Crime Prevention Design Advisor.
Royal Berks Fire & Rescue
JSPU

NEIGHBOURS:

Date for Responses 14 days

FURTHER ACTION

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

Redate Application Y / (N) From:

New Site Notice Y / (N)

Revised Proposal Description:

CASE OFFICER BP.

Consultations Sent by Admin. on 16.08.02

Yellow - Case Officer Copy
Green - Part One Copy

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

PLANNING SERVICES | HPT 59791
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DC BLP | ENF
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14 AUG 2002
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FILE:

Our Ref: 3467/D1/CMG/KC
Your Ref:
Date: 13th August 2002

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

REVISED PLAN
5282

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham Ref: 0/2001/5282 in support of our above Application

I refer to our recent meeting when we discussed our above planning application, more specifically the site layout as described on our drawing no. 3467/P/32, and landscaping proposals as described on our drawing no. 3467/P/33.

I now enclose herewith four copies each of our drawings 3467/P/41 – site layout and 3467/P/42 – landscaping which incorporate the following amendments or further information.

Drawing No. 3467/P/41:

Car parking provision has been reduced to comply with your current standards of one car per 30m^2 gross building area (excluding plant room areas). The provision now is as follows:

Building	Gross Area	Number of Car Parking Spaces
A	1781	60
B	1522	51
C	1342	45
Total	4645m^2	156

Your requirement of a minimum width of soft landscaping area along Molly Millars Lane has been incorporated. This has resulted in the resiting of buildings A and B.

3467 D1 011 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

3467D1/CMG/KC
13th August 2002

A further survey was undertaken to plot the tree trunks of the protected lime trees on the north western boundary. This information has been copied on our site layout and landscaping drawings. You will note that the tree trunks are within the adjoining site and that our building 'A' is outside the tree canopy.

I trust you now have all the information you require to enable you to present this application to committee and I will therefore be most grateful to be advised of your programme in this respect.

Yours sincerely

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

encs:

Date: 19 July 2002

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: O/2001/5282

Location: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

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

Case Officer: Mrs B Polnik

The new plans show the following: Flood risk assessment and transport assessment.

Comments are required by 02/08/2002.

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

(RING ONE)

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

App No. O/2001/5282 (Planaps) / (Ludhouse) Date Rec. 29.5.02? *

Location: LAND WEST OF MOLLY MILLARS ~~LANE~~ CLOSE / MOLLY MILLARS LANE Parish WOKINGHAM

Applicant: LAMRON DEVELOPMENTS LTD.

Description of attached plans Flood risk assessment and transport assessment

Drawing No's:

CONSULTEES

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

Please tick which of the following you wish consulted.

OTHERS: . Environment Agency (Flood risk assessment)

Drawing No's

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

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

NEIGHBOURS:

Date for Responses 14 days

FURTHER ACTION

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

Redate Application Y / (N) From ____

New Site Notice Y / (N)

New Description

* I am currently awaiting further info. from applicant which was requested in Feb. 2002 re: landscaping etc. and ∴ have held these documents back to reconsult at the same time but as nothing has been forthcoming its probably worth consulting on these 2 documents in the meantime.

CASE OFFICER BP.

Consultations Sent by Admin. on 19.07.02

Yellow - Part One Copy
Green - Officer's Copy

PROJECT
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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: 29th May 2002

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

ADDITIONAL PLAN

5282

Dear Mrs Polnik

Proposed Office Development on Land West of Molly Millars Close, Molly Millars Lane, Wokingham
Ref: 0/2001/5282 in Support of our Above Application

I enclose herewith two copies of the Flood Risk Assessment prepared by the consulting engineers, Upton McGougan plc. I trust you will find the documents in order, should you need any clarification or further information, please do not hesitate to contact the writer.

Yours sincerely

Gopal

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

cc: M McPhail Esq - Lamron Developments (Wokingham) Ltd
R Hoskins Esq - Upton McGougan plc

Encs:

3467 D1 010 CMG

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Malcolm Bender Dip. Arch RIBA
Mac M. McGregor MBIAT
Barry R. K. Brown ARICS
Doug Dabell atp (Arch)
Colin J. Latt, BA(Hons), Dip. Arch RIBA

Please quote our ref: 094.0104/RH/33003/3

28 May 2002

Project Design Partnership
Ryebrook Studios
Woodcote Side
EPSOM
Surrey
KT18 7HD

For the attention of C Gopal Esq.

UPTON McGOUGAN
CONSULTING ENGINEERS

Upton McGougan Plc
IAC House, Moorside Road, Winchester,
Hampshire. SO23 7RX
T: 01962 834400
F: 01962 834411
E: win@uptonmcgougan.com
W: www.uptonmcgougan.com

Dear Sir

FLOOD RISK ASSESSMENT - MOLLY MILLARS LANE, WOKINGHAM

We refer to our conversation earlier today regarding the above site. We have enclosed a copy of the Flood Risk Assessment for the above site in Wokingham.

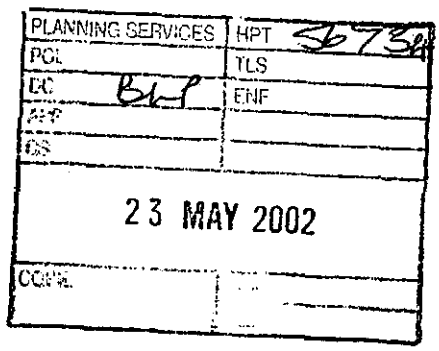
We have already copied this to the Client. If you require any further information, please contact the undersigned.

Yours faithfully

C Williams
Upton McGougan plc
Direct Line: 01962 834345
E-Mail Address: clairewilliams@win.uptonmcgougan.com

Enc

cc M McPhail Esq. Basingstoke



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/MB/KC

Your Ref:

Date: 22nd May 2002

The District Planning Officer
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

For the attention Mrs B Polnik

Dear Sir

Re: Land West of Molly Millars Close, Wokingham

Further to our planning application dated 9th November 2001 and our meeting dated 11th March 2002, we enclose for your information, a copy of the Environment Agency's letter dated 26th April 2002. This confirms that they now find our proposals acceptable with respect of flood plain and conservation issues.

As they have withdrawn their earlier objections to the development, we would be obliged if you could proceed with your determination of the application.

Yours faithfully

Malcolm Bender
e.mail: malcolm.bender@pdp.co.uk

encs:

cc: Malcolm McPhail Esq — Lamron Estates Ltd
Chandra M Gopal Esq — Project Design Partnership

3467 D1 009 MB

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Colin J. Lott, BA(Hons), Dip. Arch RIBA

3467/D11

ENVIRONMENT AGENCY

Our Ref : SP/2001/004933-3/1
Your Ref : O/2001/5282 & 3467/D11/MB/VA

Date : 26 April 2002

PDP RECEIVED
30 APR 2002
JOB No.

Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

Dear Sir/Madam

FAO: Malcolm Bender

ERECTION OF 3 BUILDINGS (B1A) WITH CAR PARKING & EXTERNAL WORKS
LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

Thank you for your letter dated 28 March 2002, received on 2 April 2002. Please quote the following reference in any correspondence: SU86NW/11/4.

The Environment Agency objected to the above proposal on flooding grounds on 31 December 2001 and had other concerns regarding conservation issues (letter dated 28 February 2002). Since then there has been correspondence with the Agency to reach agreement of how the proposal can meet the Agency's requirements.

The Environment Agency has considered revised plans you sent us and has found the current proposal acceptable, provided certain conditions are met. Therefore, if revised plans are submitted in a form as discussed with the applicant, then the Agency's objection would be withdrawn. The basis for this is outlined below.

Flooding / Land Drainage (see letter dated 28 February 2002)

This site is partially within the historic (1968) floodplain of the Emm Brook. The site is, therefore, within an area where new development is to be strictly controlled. One corner of 'Building A' extends approximtely 1m into the revised floodplain. The remaining part of Building A and the entire footprint of Building B and Building C (Drawing 32, Job 3467) is located outside the revised floodplain. It would not be reasonable maintain our objection on flooding grounds or to ask for Flood Plain Compensation for this small corner of the building.

I wish to empahise that the EA would not wish to see any development within 8 m of the Emm Brook, this distance should be measured from the top of the bank. Please note the requirement for consent for works within 8m of main rivers as set out in the first informative below.

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

Conservation

The proposed development is shown to maintain a 8m buffer zone along the water course which is the minimum buffer zone of any new development ordinarily required along a main river. The buffer zones should be measured from the top of the bank and remain undisturbed and maintained for wildlife. They should not include any built development including hardstanding, fences or formal/ornamental garden.

Planting within the buffer zone should comprise of native species only. The planting should also be appropriate to the locality and the soil type of the site. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

There must be no fires, dumping, storage of materials or tracking of machinery within the buffer zone which should be suitably marked and protected during development.

The site also provides the opportunity to restore the banks to a natural condition, with native planting which would enhance the river corridor for wildlife. The Agency can advise further on any enhancements.

Any new bridges should be constructed so as to span both banks with the abutments set back from the watercourse on the bank tops and shall allow for a margin of bank underneath. This will maintain a continuous buffer strip and corridor which is available for wildlife passage and habitat and to reduce the risk of pollution from run-off. Details should be submitted to and agreed with the Agency.

The following conditions and advice would be added to the conditions recommended by my letter to Project Design Partnership dated 28 February 2002.

CONDITION: A Buffer Zone of at least 8m metres wide alongside the stream shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.
REASON: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: No development approved by this permission shall be commenced until a planting scheme for buffer zone, has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.
REASON: To protect, restore or replace the natural features of importance within or adjoining the watercourse.
(The Environment Agency asks to be consulted on any details submitted in compliance with this condition. Both the common and scientific names of any plants should be included. This condition would only apply if the applicant wants to plant within the buffer zone. Planting should comprise of native species only. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance

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

of flora. It will aso help to prevent the spread of invasive, alien species within the region.)

If Wokingham Borough Council were minded to approve this development we would expect that they would consult us with the most recent amended plans. We would then provide them with a full response that would include all conditions and advice set out in this and our previous letters to you.

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

Yours faithfully

JO MARSHALL
Planning Liaison Officer

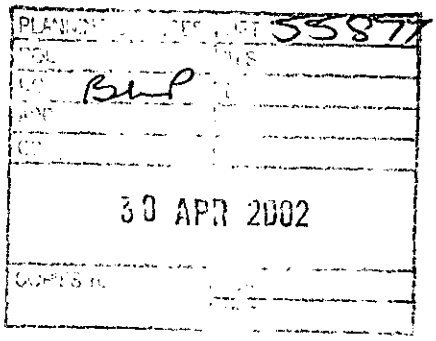
Direct dial: 01276 454323
Direct fax: 01276 454352
Email: joanna.marshall@environment-agency.gov.uk

CC: Wokingham District Council

Our Ref : SP/2001/004933-3/1
Your Ref : O/2001/5282 & 3467/D11/MB/VA

ENVIRONMENT AGENCY

Date : 26 April 2002



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

Dear Sir/Madam

FAO: Malcolm Bender (Project Design Partnership).

ERECTION OF 3 BUILDINGS (B1A) WITH CAR PARKING & EXTERNAL WORKS
LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM
(Project Design Partnership)

This is a copy of the Environment Agency's response to ~~the Local Planning Authority~~ with respect to the planning application which you submitted for the above site.

Thank you for your letter dated 28 March 2002, received on 2 April 2002. Please quote the following reference in any correspondence: SU86NW/11/4.

The Environment Agency objected to the above proposal on flooding grounds on 31 December 2001 and had other concerns regarding conservation issues (letter dated 28 February 2002). Since then there has been correspondence with the Agency to reach agreement of how the proposal can meet the Agency's requirements.

The Environment Agency has considered revised plans you sent us and has found the current proposal acceptable, provided certain conditions are met. Therefore, if revised plans are submitted in a form as discussed with the applicant, then the Agency's objection would be withdrawn. The basis for this is outlined below.

Flooding / Land Drainage (see letter dated 28 February 2002)

This site is partially within the historic (1968) floodplain of the Emm Brook. The site is, therefore, within an area where new development is to be strictly controlled. One corner of 'Building A' extends approximtely 1m into the revised floodplain. The remaining part of Building A and the entire footprint of Building B and Building C (Drawing 32, Job 3467) is located outside the revised floodplain. It would not be reasonable maintain our objection on flooding grounds or to ask for Flood Plain Compensation for this small corner of the building.

I wish to empahise that the EA would not wish to see any development within 8 m of the Emm Brook, this distance should be measured from the top of the bank. Please note the

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

requirement for consent for works within 8m of main rivers as set out in the first informative below.

Conservation

The proposed development is shown to maintain a 8m buffer zone along the water course which is the minimum buffer zone of any new development ordinarily required along a main river. The buffer zones should be measured from the top of the bank and remain undisturbed and maintained for wildlife. They should not include any built development including hardstanding, fences or formal/ornamental garden.

Planting within the buffer zone should comprise of native species only. The planting should also be appropriate to the locality and the soil type of the site. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

There must be no fires, dumping, storage of materials or tracking of machinery within the buffer zone which should be suitably marked and protected during development.

The site also provides the opportunity to restore the banks to a natural condition, with native planting which would enhance the river corridor for wildlife. The Agency can advise further on any enhancements.

Any new bridges should be constructed so as to span both banks with the abutments set back from the watercourse on the bank tops and shall allow for a margin of bank underneath. This will maintain a continuous buffer strip and corridor which is available for wildlife passage and habitat and to reduce the risk of pollution from run-off. Details should be submitted to and agreed with the Agency.

The following conditions and advice would be added to the conditions recommended by my letter to Project Design Partnership dated 28 February 2002.

CONDITION: A Buffer Zone of at least 8m metres wide alongside the stream shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.
REASON: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

CONDITION: No development approved by this permission shall be commenced until a planting scheme for buffer zone, has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.
REASON: To protect, restore or replace the natural features of importance within or adjoining the watercourse.
(The Environment Agency asks to be consulted on any details submitted in compliance with this condition. Both the common and scientific names of any plants should be included. This

condition would only apply if the applicant wants to plant within the buffer zone. Planting should comprise of native species only. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will aso help to prevent the spread of invasive, alien species within the region.)

If Wokingham Borough Council were minded to approve this development we would expect that they would consult us with the most recent amended plans. We would then provide them with a full response that would include all conditions and advice set out in this and our previous letters to you.

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

Yours faithfully

JO MARSHALL
Planning Liaison Officer

Direct dial: 01276 454323
Direct fax: 01276 454352
Email: joanna.marshall@environment-agency.gov.uk

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date February 5, 2002
My ref. BP/O/2001/5282
Your ref. 3467/D1/CMG/KC

Mr C 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: PROPOSED OFFICE DEVELOPMENT ON LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

Further to your planning application for the above-mentioned development, the Landscape Architect has commented as follows:

" Many of the existing trees are shown to be retained, however it is not clear from the landscape plan (drawing no. 3467/P33) if there are any trees to be removed within the site. If a tree survey was undertaken as part of the survey, this should be submitted as part of the application in order to provide further information. The line of protected limes on the north western boundary of the site have been identified on the drawing, however the actual location of each individual tree including the canopy spread will need to be shown so that the impact of Building A can be assessed in relation to the trees.

The site layout does not provide enough space for planting at the front of the site. There should be a minimum of 3 metres between the back of the footpath and the parking spaces to allow for sufficient planting along Molly Millars Lane. The landscape scheme will need to be amended to allow for this. "

As you may be aware, part of the site falls within the general industrial area suitable for B2/B8 uses, as defined by the South East Area Local Plan (policy SE3), and the whole site falls within an area suitable for employment uses causing detriment, as defined by the Wokingham District Local Plan (policy WEM9) and for general industrial and storage uses (policy WEM9). In view of this, I would be grateful if you could inform me whether the client has considered use of the site for B2 (general industrial), B8 (storage and distribution) or B1(c) (light industrial) uses and what the justification is for B1(a) office use.

I look forward to receiving a reply in the near future.

Yours sincerely

MRS B POLNIK
Senior Planning Officer

HIGHWAYS CONSULTATION SHEET

From: Mrs B Polnik **Date:** 23 November 2001

Application Number: O/2001/5282

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking & external works.

Parish: WOKINGHAM TOWN

Site Address:
Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.

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

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

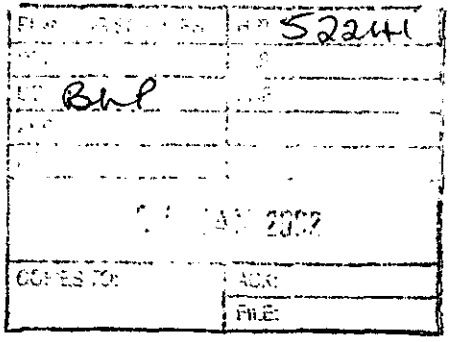
✓ below as applicable;

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

This application should not have been registered as it required a Traffic Assessment as part of it.

The Highway officers have had a meeting today with the applicant's agent and it appears that a Traffic Assessment may not be ready for the next few weeks.

Signed: _____ **Print name:** AE 23/11/01

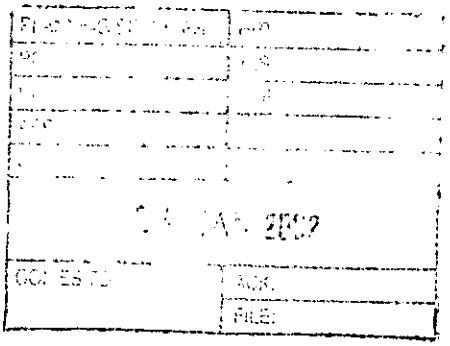


Mrs B Polnik
Wokingham District Council

WITH COMPLIMENTS

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



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

Environment Agency
Frimley Office
Swift House
Frimley Business Park
Camberley
Surrey GU16 7SQ

Our Ref: 3467/D11/MB/LS

Your Ref:

Date: 23rd January 2002

For the attention of Matthew Rose Esq

Dear Sir

Re: Molly Millars Lane – Wokingham
Land west of Molly Millars Close – Ref: SU86NW/11/4

We are in receipt of your letter dated 31st December 2001 and would comment as follows.

We enclose a copy of the Environment Agency's letter dated 21st March 2000 in confirmation that the proposed development would not be affected by a repeat of the 1968 flood levels.

We also enclose a copy of Messrs. Upton McGougan's topographical survey no. 094.0104-01, which was related to the Ordnance Survey Bench Mark on the Finchamstead Road railway bridge. This indicates that the existing site levels in the areas proposed for development are at least 500mm above flood level.

We would also confirm that we would proposed to design the development in accordance with the Environment Agency's Design Guidance with respect of groundwater protection, surface water run-off and foul drainage and provision of buffer zones and landscaping to Emm Brook.

We would, therefore, be obliged if you could withdraw your objection to the proposed development.

If you require further information or have further comments, please let us know.

Yours faithfully

Malcolm Bender
e-mail: malcolm.bender@pdp.co.uk

cc M McPhail Esq Lamron Estates Ltd
Mrs B Polnik Wokingham District Council
A Turcan Esq Upton McGougan Plc
C M Gopal Esq Project Design Partnership

3467 D11 001 MB

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

3467/D1

Our ref: SU86NW/11/4
Your ref: 3467/D1/MB/jb

Date: 21 March 2000

ENVIRONMENT AGENCY

JOB No.
24 MAR 2000
PDP RECEIVED

Malcolm Bender
Project Design Partnership
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

011? 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..

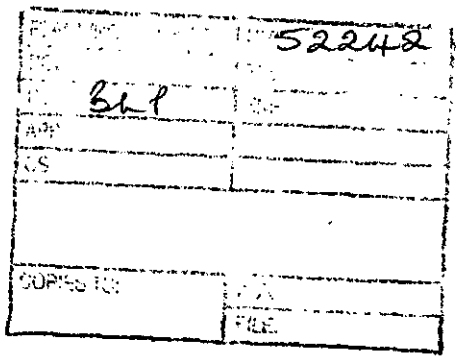
Environment Agency
Frimley Office, Swift House, Frimley Business Park, Camberley, Surrey, GU16 5SQ
Tel: 01276 454300 Fax: 01276 454301

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



PROJECT
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Architects and
Quantity Surveyors

PDP

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: 23rd January 2002

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

BY FAX AND POST

Dear Mrs Polnik

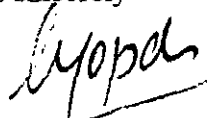
Re: Wokingham, Molly Millars Lane,
Land West of Molly Millars Close - Application Ref: 0/2001/5282

I note from copy correspondence from the Environment Agency that response from consultees is being received by you. We would therefore be obliged to have an opportunity of a meeting with yourself and the Environment Agency so that this important issue can be discussed between all of us. Can you please confirm if you are able to accommodate such a meeting on one of the following dates:

Friday 1st February
Tuesday 5th February
Wednesday 6th February

I look forward to hearing from you at your earliest convenience.

Yours sincerely



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

cc: M McPhail Esq - Lamron Developments (Wokingham) Ltd
M Bender Esq - PDP

Spoke to Mr Gopal by phone 28/2.
Green SN expires 13.2.02
SAI panel meeting 4.2.02
Suggested that agent negotiates directly with EA to resolve objection although there still maybe an obj. re: amount of office floorspace and impact on infrastructure, housing etc. due to amount of additional floorspace proposed.

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

p.t.o.

Following EA meeting applicant may need to revise apply. and ∴ LPA would need to re-advertise if revisions are acceptable.

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PROJECT DESIGN PARTNERSHIP
Architects and Quantity Surveyors
PDP
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: 23rd January 2002

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

BY FAX AND POST

Dear Mrs Polnik

Re: Wokingham, Molly Millars Lane,
Land West of Molly Millars Close - Application Ref: 0/2001/5282

I note from copy correspondence from the Environment Agency that response from consultees is being received by you. We would therefore be obliged to have an opportunity of a meeting with yourself and the Environment Agency so that this important issue can be discussed between all of us. Can you please confirm if you are able to accommodate such a meeting on one of the following dates:

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Tuesday 5th February
Wednesday 6th February

I look forward to hearing from you at your earliest convenience.

Yours sincerely

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

cc: M McPhail Esq - Lamron Developments (Wokingham) Ltd
M Bender Esq - PDP

3467 D1 005 CMG

Partners
Chandra M. Gopal dip Arch RIBA
Malcolm Bender Dip. Arch RIBA
Mac M. McGregor MBIAT
Barry R. K. Brown ARICS
Doug Daball dip (Arch)
Colin J. Lott, BA(Hons), Dip. Arch RIBA

FACSIMILE TRANSMISSION

Date 23 January 2002

Job Title Wokingham, Molly Millars Lane

Job no 3467/CMG

From Chandra M Gopal

PROJECT DESIGN PARTNERSHIP

Architects and Surveyors

Ryebrook Studios
Woodcote Side
Epsom, Surrey KT18 7HD
Tel: 01372 744446 Fax: 01372 745597
E Mail: Kaye.OConnor@pdp.co.uk

TO	FAX NO
Wokingham District Council	0118 974 6484

FAO	PAGES
Mrs Polnik	1+1

URGENT

Please see attached letter.

Many thanks

WOKINGHAM DISTRICT COUNCIL
ENVIRONMENTAL PROTECTION AND HOUSING

MEMORANDUM

To: Mrs B Polnik
Development Control

From: John Mullaney
Environmental Heath

Your Ref: O/2001/5282

My Ref:

Date. November 27, 2001

28 NOV 2001
COPIES TO: ACK: FILE:

PROPOSED: ERECTION OF 3 BUILDINGS FOR B1A OFFICE USE AND ASSOCIATED CAR PARKING.

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

According to our records, there are two landfill sites within 30 metres of the proposed development. The first is known as Mulberry Park, Eastheath Brickworks. (SU 805 677) and is believed to be filled in the 1960's with mixed waste. The second is known as Molly Millars Lane and is located at SU 802 678 . Therefore, I recommend that the following conditions be imposed should the application be granted planning consent:

1. No development approved by this permission shall be commenced until a landfill gas risk assessment has been submitted to and approved in writing by the local Planning Authority. Where a risk from migrating gas is identified, appropriate works to mitigate the effects of gas shall be incorporated in detailed plans to be approved by the Local Planning Authority.

2. The ground conditions on the site must be subject to a detailed investigation to establish their suitability for the proposed end use. A historical investigation, sampling and analysis of current soils, site assessment and method statement to remedy any contamination 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 on the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.

3. 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.

JOHN MULLANEY
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION AND HOUSING

51416

ENVIRONMENT AGENCY

PLANNING SERVICES	HPT
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0 4 JAN 2002	
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	FILE:

Our Ref : SP/2001/004933-1/1
Your Ref : O/2001/5282

Date : 31 December 2001

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

Dear Mrs Polnik

ERECTION OF 3 BUILDINGS (B1a) WITH CAR PARKING AND EXTERNAL WORKS ON LAND WEST OF MOLLY MILLARS CLOSE, MOLLY MILLARS LANE, WOKINGHAM

Thank you for your letter dated 23rd November 2001, received on 26th November 2001. Please quote the following reference in any correspondence: **SU86NW/11/4**. The Environment Agency **OBJECTS** to the proposed development for the following reasons:

REASON: The proposed development lies within an area of land liable to flood as shown on maps held by the Environment Agency. The development will be at direct risk of flooding, and will increase the risk of flooding elsewhere.

Flood Risk

This site is partially within the historic (1968) floodplain of the Emm Brook. The site is, therefore, within an area where new development is to be strictly controlled. The Agency objects in principle to any development within the floodplain.

In accordance with the guidance in PPG25, 'Development and Flood Risk' (specifically paragraph 30, table 1), the Environment Agency recommends that the applicant undertakes a flood risk assessment (FRA), in order to determine the feasibility of development at this site. Detailed guidance on the requirements for undertaking a FRA are contained in Appendix F of PPG25. The applicant should be aware that site surveys to Ordnance Datum (Newlyn), showing ground levels pre- and post-development, are fundamental requirements of any such risk assessment.

There are also a number of other issues of concern to the Agency at this site, for example groundwater protection, treatment of surface water run-off and effluent, the provision of buffer zones to watercourses and landscaping. If development were to go ahead at this site, the Agency would also wish to see appropriate Sustainable Drainage Systems used. Additonal comments on those issues mentioned above will be forwarded if/when the issue relating to flooding at the site is resolved.

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

Further Information

A copy of this letter has been sent to the agent. If you have any further queries, please contact me, quoting the reference at the beginning of this letter.

Yours sincerely

MATTHEW ROSE
Development Planning Officer

Direct dial: 01276 454349
Direct fax: 01276 454352
Email: matthew.rose@environment-agency.gov.uk
CC: Project Design Partnership

Tel. 0118 974 6450

Date: 23 November 2001

Your Ref:

My Ref: Mrs B Polnik / O/2001/5282

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

Royal Berks Fire & Rescue
Operations Support
Fao. Michael Cox
The Fire Station, Caversham House
Caversham Road
Reading
Berks
RG1 8AA

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: O/2001/5282

Site Address: Land West Of Molly Millars Close, Molly Millars Lane, , Wokingham.

Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking & external works..

I enclose details of the above application and would be grateful to receive your observation within **21 days** of the date of this letter. I cannot guarantee that comments received after this date will be taken into account in determining the application.

Please quote reference number **O/2001/5282** in all communications and any response should be addressed to **Mrs B Polnik** the case officer dealing with this application at the above address.

I look forward to hearing from you.

Yours faithfully,

Mrs B Polnik

Development Control Officer

NO REQUIREMENT FOR FURTHER HYDRANTS.

ADRIAN NEWELL

RBFRS WATER OFFICER.

30/11/01

TO: **DEVELOPMENT CONTROL**
Mrs B Polnik

FROM: Environmental Design

DATE: 14 December 2001

Location:	Land west of Molly Millars Close, Molly Millars Lane, Wokingham
Proposal:	Outline application for the proposed erection of three buildings for B1a office use with associated car parking and external works.
Application Number:	O/2001/5282

In response to your consultation dated 23 November 2001 for the above application, the landscape comments are as follows:

I have no objection to the principle of development within the site.

Many of the existing trees are shown to be retained, however it is not clear form the landscape plan (drawing no. 3467/P33) if there are any trees to be removed within the site. If a tree survey was undertaken as part of the survey, this should be submitted as part of the application in order to provide further information. The line of protected limes on the north western boundary of the site have been identified on the drawing, however the actual location of each individual tree including the canopy spread will need to be shown so that the impact of Building A can be assessed in relation to the trees.

The site layout does not provide enough space for planting at the front of the site. There should be a minimum of 3m between the back of the footpath and the parking spaces to allow for sufficient planting along Molly Millars Lane. The landscape scheme will need to be amended to allow for this.

Catherine Brimble

Catherine Brimble
Landscape Architect

Basia Polnik

From: Andy Glencross
Sent: 30 November 2001 11:36
To: Basia Polnik
Subject: Planning Application O/2001/5282 Land West of Molly Millars Close Molly Millars Lane Wokingham

Hi Basia

Approximately half the site lies within the flood zone of the Emmbrook and consequently we will have to consult the Environment Agency prior to determining this application.

I have not visited the site.

Cheers

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

Basia Polnik

To: Andy Glencross
Subject: RE: PA O/2001/5282 Land west of Molly Millars Lane Wokingham

-----Original Message-----
From: Andy Glencross
Sent: 29 August 2002 17:19
To: Basia Polnik
Subject: PA O/2001/5282 Land west of Molly Millars Lane Wokingham

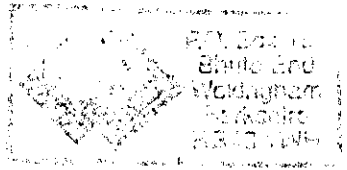
Hi Basia

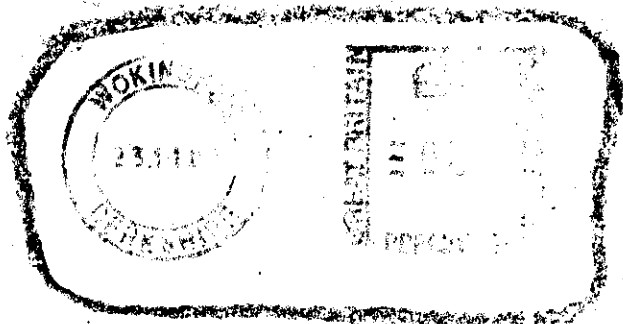
I am assuming that all the buildings within the floodplain are floodable structures, that the criossing of the Emmbrook is a clear spanning bridge and that we can sort out the detailed landscaping for the 8metre Emmbrook buffer zone at the detailed application stage?

Aside from this there appear to be no ecological grounds on which to object to this planning application.

Cheers

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

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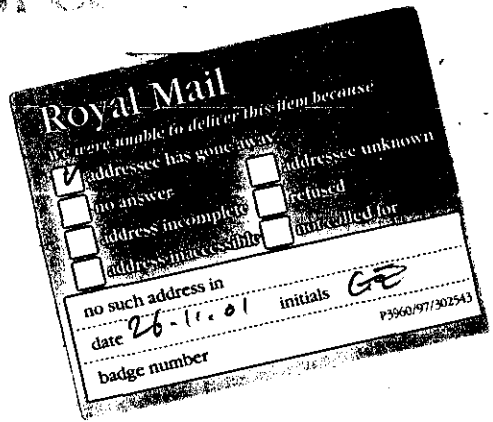
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badge number
P3960/97/302543

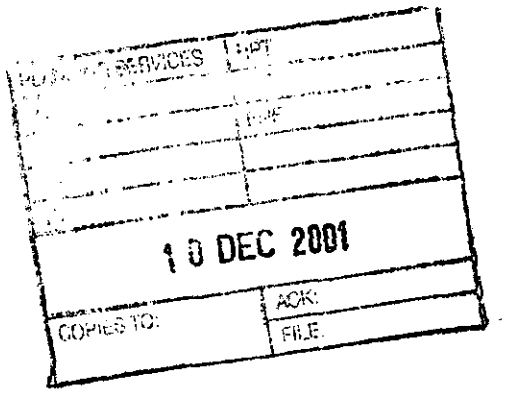
Tel. 0118 974 6450

Date: 23 November 2001

Your Ref:

My Ref: Mrs B Polnik
O/2001/5282

The Owner / Occupier
TRINITY COURT
ABBEY NATIONAL PLC
MOLLY MILLARS LANE
WOKINGHAM
BERKSHIRE
RG412PY



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

Dear Sir/Madam
Application Number: O/2001/5282
Site Address: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham.
Proposal: Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking & external works..

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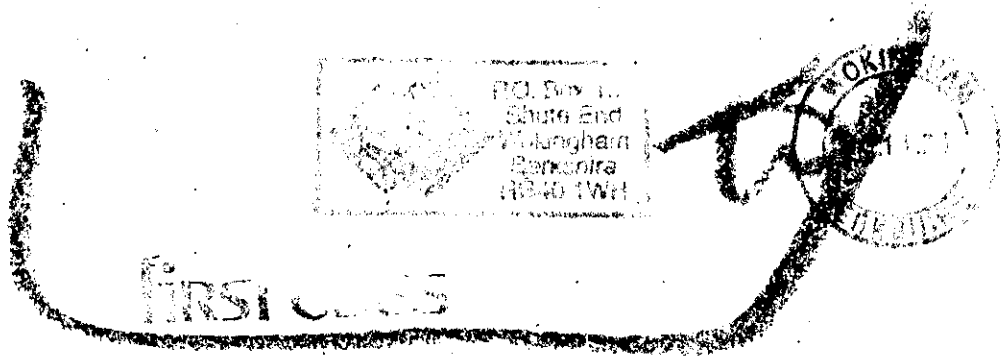
Please note that all comments made will be open to public inspection and should you have any queries regarding this application please contact the planning officer, **Mrs B Polnik**, on **0118 974 6450**.

Yours faithfully,

Mrs B Polnik

Development Control Officer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Berkshire
RG40 1WH
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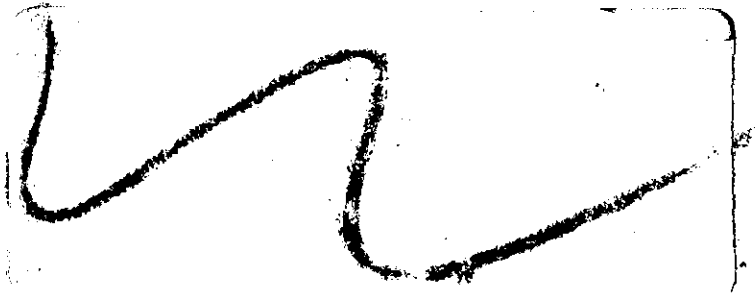

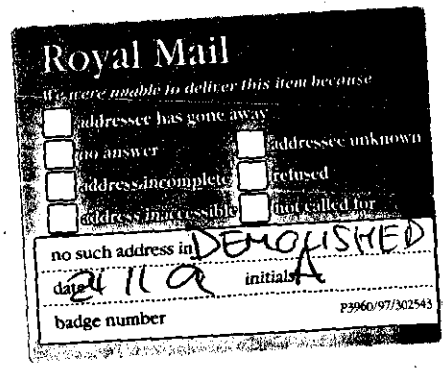
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P3960/97/302543

Tel. 0118 974 6450

Date: 23 November 2001

Your Ref:

My Ref: Mrs B Polnik
O/2001/5282

The Owner / Occupier

Oak Tree Works
Molly Millars Lane
Wokingham

PLANNING SERVICES	HPT
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CS	

0 5 DEC 2001

COPIES TO:	ACK:
	FILE:

WOKINGHAM DISTRICT COUNCIL

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

Dear Sir/Madam
Application Number: O/2001/5282
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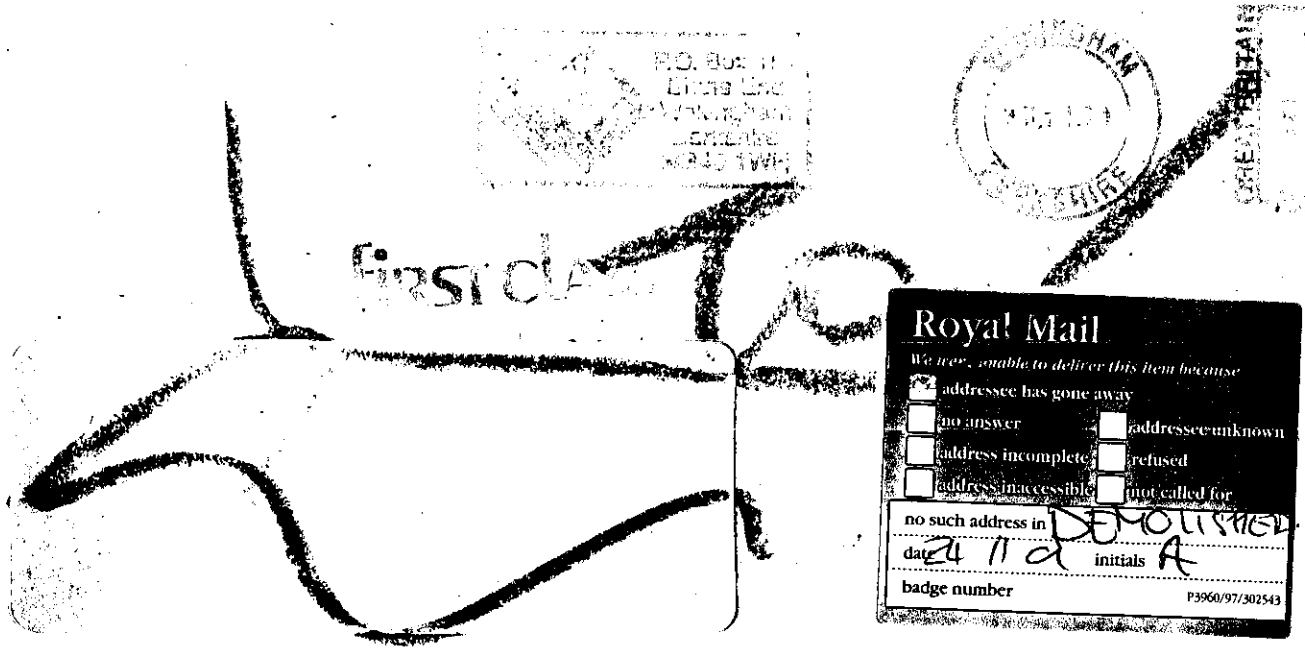
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Tel. 0118 974 6450

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Your Ref:

My Ref: Mrs B Polnik
O/2001/5282

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0 5 DEC 2001	
COPIES TO:	

The Owner / Occupier

C F TAYLOR (B/E) UK LTD
MOLLY MILLARS LANE
WOKINGHAM
BERKSHIRE
RG412RR

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

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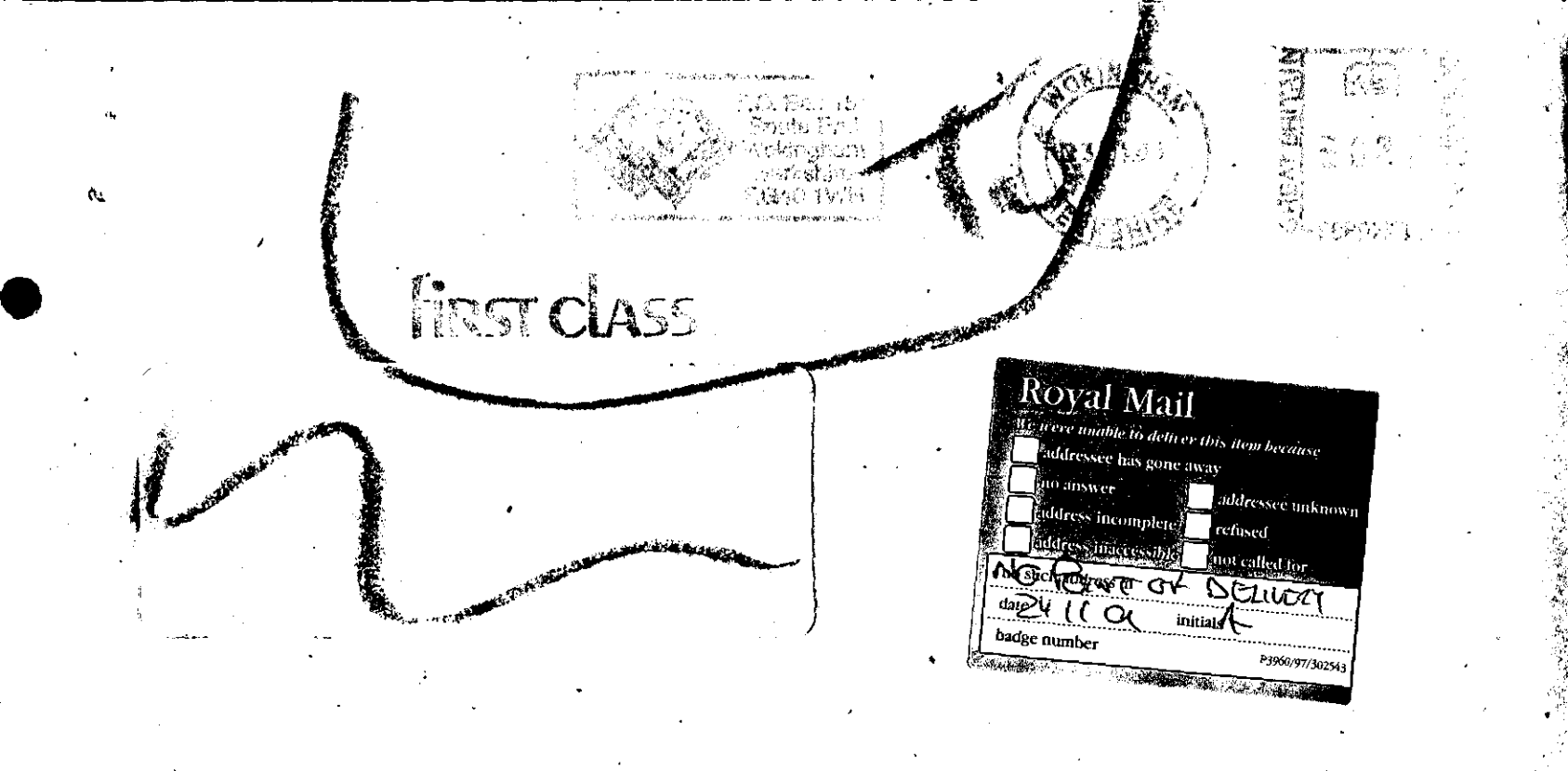
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Tel. 0118 974 6450

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O/2001/5282

PLANNING SERVICES	HPT
POL	TLS
	ENF
0 5 DEC 2001	

The Owner / Occupier
9 UNIT 300
ASHVILLE WAY
WOKINGHAM
WOKINGHAM
BERKSHIRE

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

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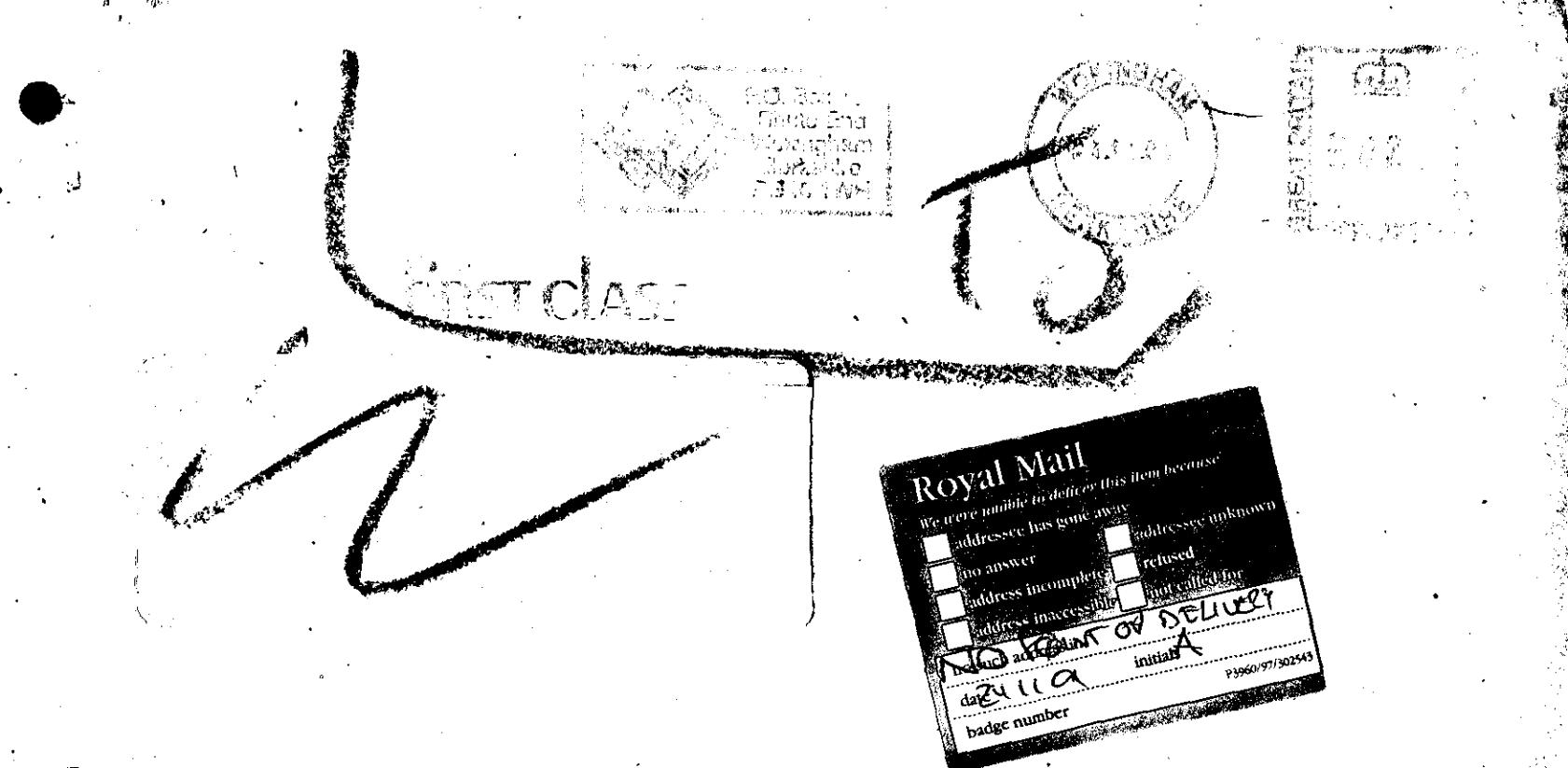
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Tel. 0118 974 6450

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My Ref: Mrs B Polnik
O/2001/5282

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The Owner / Occupier
8
S C M MICROSYSTEMS LTD
ASHVILLE WAY
WOKINGHAM
BERKSHIRE
RG412PL

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
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Development Control Officer

ADDITIONAL NEIGHBOUR CONSULTATION SHEET

APPLICATION NUMBER: O/2001/5282
CASE OFFICER: Mrs B Polnik

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

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: 2001/5282

Proposal:
Outline application for the proposed erection of 3 buildings for b1a 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 Wokingham Times newspaper on the 23/01/2002 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT AND AFFECTS THE SETTING OF A LISTED BUILDING

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 **13/02/2002**. Written comments submitted will become available for public inspection.

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

Date: 23/01/2002

S/N put up on gate
25.1.02

Received by Wokingham District Council

Application No: O/2001/5282

Proposal:
Outline application for the proposed erection of 3 buildings for b1a office use with associated car parking and external works.

Location:
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Head Planning and Transportation

02 January 2002

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Head Planning and Transportation

23 November 2001

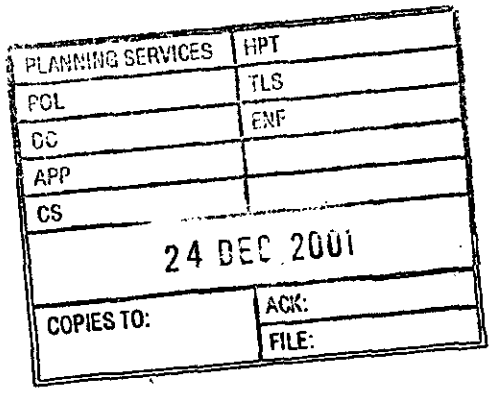
MAYER BROWN

TRANSPORTATION, TRAFFIC & HIGHWAYS CONSULTANTS

Our reference: JG/WOKINGHAM.1

21st December 2001

The District Planning Officer
Wokingham District Council
Planning Department
P.O. Box 157
Council Offices
Shute End
Wokingham
Berkshire
RG40 1WL



Dear Sir,

Re: Molly Millar's Lane, Wokingham

Please find enclosed 6 copies of our Transport Assessment for the above site.

If you require additional copies or have any queries then please do not hesitate to contact me.

Yours sincerely,

JGraham

James Graham

Enclosures

cc. Chandra M Gopal — Project Design Partnership
Malcolm McPhail — Lamron Developments (Wokingham) Limited

Mayer Brown Limited
Mayer Brown House, 77-79 Maybury Road
Woking, Surrey, GU21 5JH
Tel 01483 750508 Fax 01483 750437
email wokingoffice@mayerbrown.co.uk

Registered in England Registered No. 3531997
Registered Office: 77-79 Maybury Road, Woking, Surrey, GU21 5JH

Directors: William N Mayer B.Sc., M.Sc., C.Eng., M.I.C.E.
Anthony M Brown B.A., M C.I.T., M.I.H.T.
Timothy P Moore B.Sc(Eng), C.Eng., M.I.C.E., M.I.H.T
Philip L Stanton B.A(Eng), C.Eng., M.I.C.E., D.I P.T.P.

Technical Directors: Nicholas P Bradshaw M.C.I.T.
Paul Stocker M.C.I.T., M.I.H.T.
Steven Gosling I.Eng., F.I.H.I.E., M.I.H.T.

Associates: Martin R Knowles BEng (Hons)
Philip A Bell BEng (Hons), M.I.H.T.
Colin B White BEng (Hons), M.C.I.T., M.I.H.T.

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POL | TLS
DC | FILE
APP
CS
07 DEC 2001
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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: 6th December 2001

Ms Teresa Brown
Planning Department
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

Dear Ms Brown

Re: Wokingham, Molly Millars Lane,
Land West of Molly Millars Close - Application Ref: 0/2001/5282

Further to my letter of 22nd November 2001 I now enclose herewith a cheque for the sum of £190 being the additional fees for the Planning Application. I am also able to advise you that in the next couple of days you should be receiving a Transport Assessment prepared by Mayer Brown, the Consulting Engineers appointed by the applicant.

I will be obliged to be notified when the application has been passed onto your Planning Officer Ms B Polnik, as we are keen to progress this application at an early date. 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

Encs:

cc: Malcolm McPhail Esq - Lamron Developments (Wokingham) Ltd

3467 D1 003 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

WOKINGHAM D.C. DEVELOPMENT CONTROL

(*) PRE-APP ATTACHED (*)

Start date:	12 NOV 2001
Officer: BP	Application No. O/2001/5282

Map No. 83. Site 1.04
Easting: ..... Flood Pln .....
Northing: ..... Mineral .....

Level: ☑ Sub Committee ☐ Delegated ☐ Sec. State
☐ Incorrect Fee ☐ Invalid ☐ PD

Description:
(O) OUTLINE APPLICATION FOR THE PROPOSED ERECTION OF 3 BUILDINGS FOR B1a OFFICE USE WITH ASSOCIATED CAR PARKING & EXTERNAL WORKS

Location: LAND WEST OF MOLLY MILLARS CLOSE) MOLLY MILLARS LANE

Parish: WOKINGHAM Ward: Evendons 23.11.01 B.

Applicant: LAMRON DEVELOPMENTS (WOKINGHAM) Ltd

(5)
Fee Received 1900-00 Required 2090.00 Additional 190.00 Refund .....

Enforcement Section to be notified ☐ tick if required

Requested 22-11.

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red			
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate	Who have they served notice on? Form Comings 22.11.		
5	Elevation plans			
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ..... Major Dev. .....

Date Site Notice Sent :23.11.01 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....
Landscape .....
Trees TPOs on site .....
Conservation Officer .....
Environmental Health Landfill site .....
Housing .....
Leisure & Cultural services .....
Public Rights of Way .....
Property .....
District Secretary (only if called in by SOS) .....
Policy & Plans .....
Strategic Planning (JSPU) .....
Minerals (INTERNAL) .....
Archaeological Site (BABTIE) : .....
Education .....
Social Services .....
Highways .....
Royal Berks Fire & Rescue Service
1) Inlon Pastures — A. Glencross } Major development.

EXTERNAL CONSULTATIONS

Adjacent D P A : .....
Adjacent Parish : .....
Southern Electricity Board .....
British Gas .....
PSA Oil Pipeline .....
Transco : .....
Environment Agency - Landfill Site - Flood Zone - Car Parking .....
Rail Track .....
Police Arch. Liaison Officer .....

HERITAGE BODIES

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

OTHERS:

.....
Pre-app attached.
.....

NEIGHBOURS:

.....
2 x SIN + see map
.....
.....
.....
.....
.....
.....
.....
.....

PLANNING SERVICES | PDT
23 NOV 2001
COPIES TO | ACK | FILE:

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: 22nd November 2001

Ms Teresa Brown
Planning Department
Wokingham District Council
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

12.NOV.2001 5282
12.NOV.2001 5282

Dear Ms Brown

Re: Wokingham, Molly Millars Lane,
Land West of Molly Millars Close - Application Ref: 0/2001/5282

Please find enclosed Section 66 Certificate. My apologies that the certificate which accompanied our application of the 9th November was incomplete.

I also understand that your measurement of the site area requires an additional fee of £190:00. I have asked the applicant for a further cheque which will be forwarded to you in the next few days. In the meantime I am obliged that you have registered the application and will contact Ms B Polnik the case planning officer to discuss the project further.

Yours sincerely

C Gopal

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

Encs:

cc: Malcolm McPhail Esq - Lamron Developments (Wokingham) Ltd

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

PROJECT
DESIGN
PARTNERSHIP
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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: 9th November 2001

The District Planning Officer
Wokingham District Council
Planning Department
PO Box No. 157
Council Offices
Shute End
Wokingham, Berkshire RG40 1WR

12 NOV 2001 C_02

Dear Sir

Re: Wokingham, Molly Millars Lane,
Land West of Molly Millars Close

On behalf of Lamron Developments (Wokingham) Ltd, we enclose herewith our Outline Planning Application for a B1(a) Office Development on the above site. 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 drawings:

3467/P/31	Location Plan
3467/P/32	Site Layout
3467/P/33	Landscaping Proposals

A cheque for the sum of £1,900.00 being the planning application fee

A transportation statement will be sent to you directly by Mayer Brown, the consulting engineer appointed by the applicant.

The layout has been carefully considered in its relationship with the river and its aspect to Molly Millars Lane. We believe that our proposals will greatly enhance the site and its surroundings.

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:

3467 D1 001 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

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

ON FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

swer **ALL QUESTIONS** in **BLOCK LETTERS.** If a question is cable, answer **N/A** in space. Please submit **SIX** copies of this id plans to:-

DISTRICT PLANNING OFFICER
INGHAM DISTRICT COUNCIL
NNING DEPARTMENT
O Box No. 157
OUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE, RG40 1WR

FOR OFFICE USE ONLY

12.NOV.2001* 5282

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 B1(a) Offices together with Associated Car Parking and External Works
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.999 ha (2.47 acres)
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	Radyne (Overseas) Limited Molly Millars Lane, Wokingham, Berks RG41 2PX
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	3467/P/31, 3467/P/32 and 3467/P/33

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the boxes(x)

CHANGE OF USE	☐	REDEVELOPMENT	☐
ERECTION OF NEW BUILDING	☑	ALTERATION or EXTENSION	☐

9. WHAT TYPE OF APPLICATION IS THIS ?
Tick one box only

OUTLINE PERMISSION	☑	See question 10
FULL PERMISSION	☐	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

SITING	☑		
EXTERNAL APPEARANCE	☐	DESIGN	☐
MEANS OF ACCESS	☑	LANDSCAPING	☑

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.

Vacant Site used as overflow Car Parking

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.

£1,900.00

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED C M Gopal ON BEHALF OF Lamron Developments (Wokingham) Ltd DATE 9th November 2001

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	186	-

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
NOT APPLICABLE			

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.'

1789/a

SECTION 66 CERTIFICATE

Application No.

Please fill in both Certificate A, B, C or D and the Agricultural Holdings Certificate. Delete sections not relevant.

(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

12.NOV.2001* 5282

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	9th November 2001

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 . . . . . C M Gopal . . . . .

On behalf of . Lamron Developments (Wokingham) Ltd . . . . . .

Date . 9th November 2001 . . . . . .

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

1789/a

SECTION 66 CERTIFICATE

WOKINGHAM DISTRICT COUNCIL

Application No.

12.NOV.2001 - 5282

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

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 . . . Gopal . . . . . C M Gopal . . . . . .

On behalf of . . Lamron Developments (Wokingham) Ltd . . . .

Date . . 9th November 2001 . . . . . .

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

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.	16.7.69	APP	APP
TP242		EXTENSION OF FACTORY	20.11.50	APP	APP
TP217 3016		"	14.9.50	APP	APP
TP704 8627		H BAY EXTENSION	11.3.54	APP	APP
TP764 3701		BOILERHOUSE & FUEL STORE	12.8.54	APP	APP
TP1183 40068		1ST STAGE - NEW WORKSHOP	14.6.56	APP	APP
TP1382 43085		2ND " "	29.8.57	APP	APP
F/1/61 5734		3/S. RESEARCH BLDG.	16.3.61		
F/19/64 6035		"CRANE BAY"	24.10.64	APP	C/A
F/10/65 ~~6140~~ 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	
BR33 F/6/73 9463M		BOILERHOUSE / BOILER	12.7.73	APP	C/A
F/11/73 / 05747/14605		STORAGE EXT.	12.7.73		TP.
06042		GR FLOOR RES'D OFFICES	4.4.77		C/A
08168		EXTENSION	13.4.78		C/A
BR 8338		MEZZ. FLOOR	10.4.78	APP	
BR 8222		EXT. OF CRANE BAY	9.5.78	REF	
28995		EXTEND ROAD	27.11.87		C/A
39262 INVALID N/P					
EP/92/0743A	RADYNE	WAREHOUSE TO OFFICES	8.10.92	REF APP	
EP95/4091	"	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
EP99/8917	"	New spiral stair & asso. ext. alts.	23.7.99	APP	

SPECIAL ORDERS TP 1005 LETTER APPROVING IN PRINCIPLE

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/S310	RADYNE LTD.	RAISED STORAGE AREA & OFFICE	10-5-96	APP
FP97/6050 A	"	ENTRANCE / CAR-PORT	22.8.97 07.03.97	CLOSED REF
98/67775/F	IONICA PLC	Antennae, Microwave dishes & Equipment Cabin	14.7.98	C/A
98/68110/A	Radyne Ltd.	Int. Jcn. 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 9 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.	Relocating & reconfiguring of car park + addition of light poles	29/11/00	APP

MINISTRY DECISION

SPECIAL ORDERS Unit on Radyne Site - ClearComm Centre

1933

LAND ADJ.

ADDRESS RADYNE CAR PARK PARISH WOKINGHAM

PLOT No. MOLLY MILLARS LANE ORD. SHEET No.

BUILDER No Previous History

Plan No.	Applicant	Description of Development	Date of Decision	Decision
41564	MR. L. GRANDIN	C/U/SE WORKSHOP TO GYMNASS CENTRE/GYM.	23.9.93	S/S

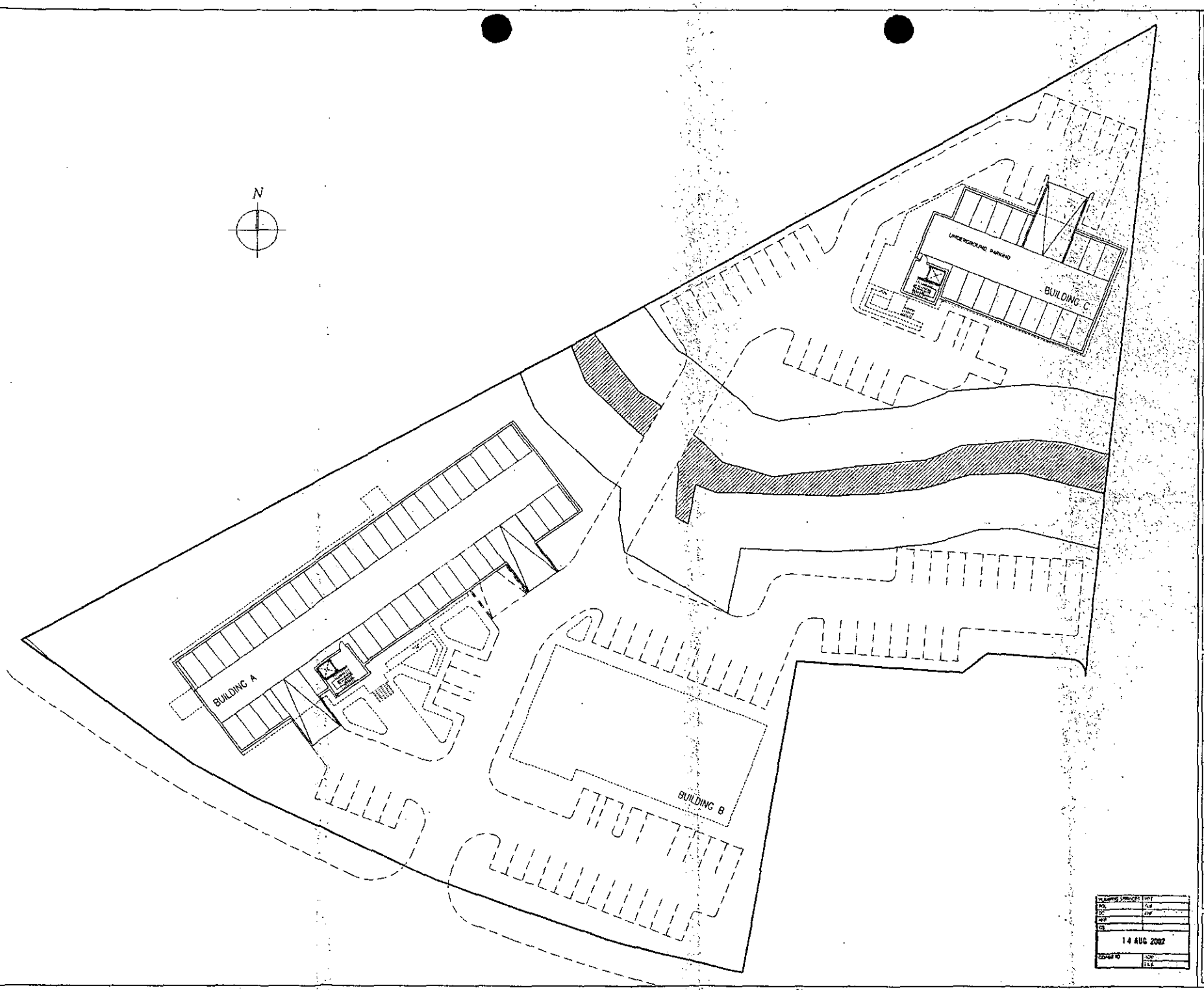
MINISTRY DECISION

SPECIAL ORDERS

CONDITION MONITORING RECORD SHEET

APPLICATION NO: **O/2001/5282**
CASE OFFICER: **Mrs B Polnik**
SECTION 106 AGREEMENT Yes ☐ No ☐

STAGE OF DEVELOPMENT	CONDITION NUMBER	DATE CONDITION DISCHARGED	DATE COMPLIANCE OBSERVED	DATE BREACH OBSERVED
PRIOR TO COMMENCEMENT				
COMMENCEMENT				
DURING CONSTRUCTION				
COMPLETION				



PDP PROJECT DESIGN PARTNERSHIP

NOTES

No.	DESCRIPTION
1	No dimensions to be scaled from this drawing
2	All dimensions to be checked on site
3	Where discrepancy occurs between specification and drawings the architect must be notified
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REVISIONS

No.	DESCRIPTION	DATE	BY
	REVISED PLAN 5202-1		

SITE

MOLLY MILLARS LANE
WOKINGHAM

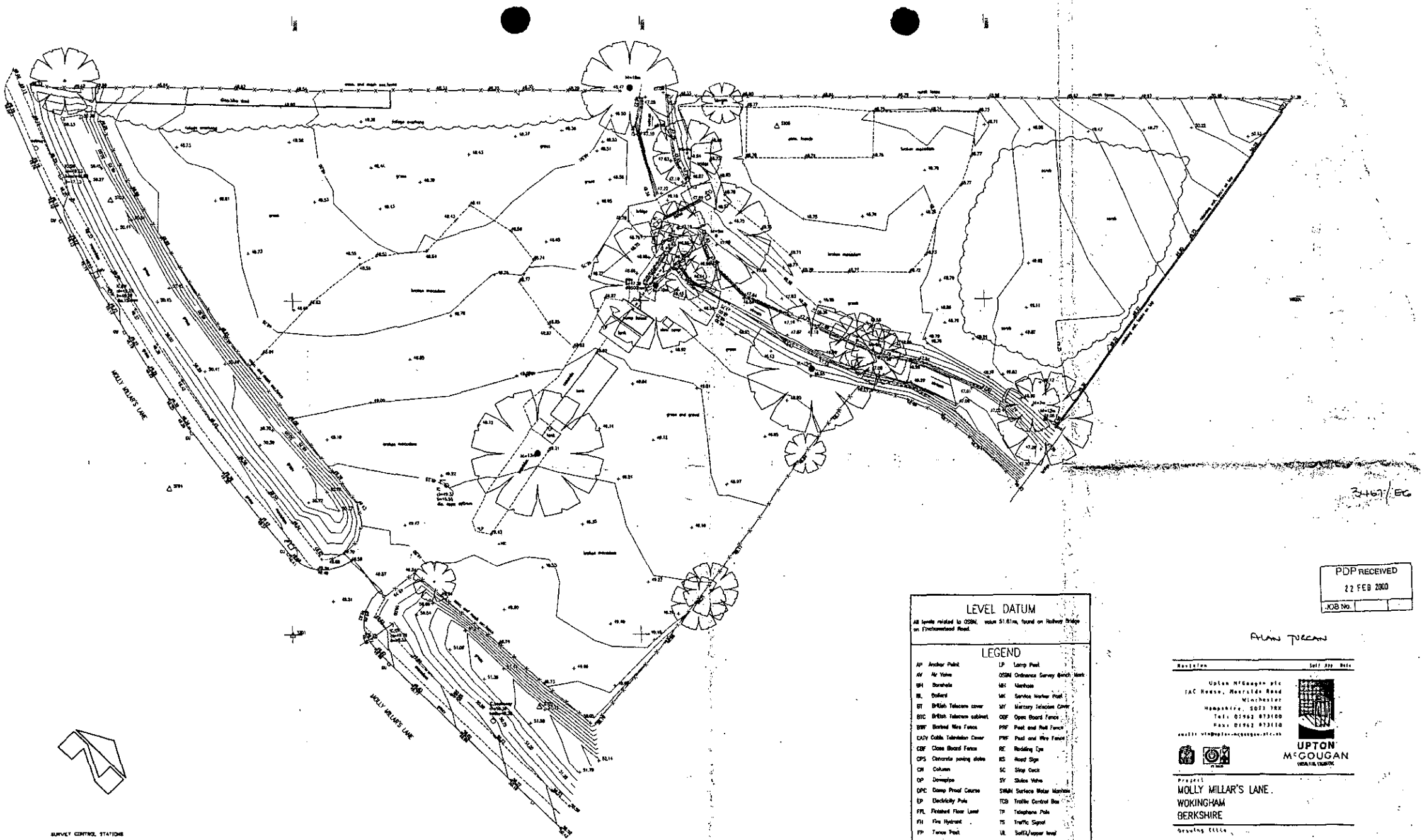
DRAWING

PROPOSED SITE LAYOUT
LOWER GROUND

SCALE 1:250		DRAWN BY JOS	
DATE 01.08.2002		CHECKED BY	
JOB No.		DRG No.	REV
3467	P	42	

14 AUG 2002

PROJECT DESIGN PARTNERSHIP
Architects and Surveyors
RYEBROOK STUDIOS
WOODCOTE SIDE EPSOM SURREY KT18 7HD
Fax 01372-745597 Tel 01372-744446



3467/EG

PDP RECEIVED
22 FEB 2000
JOB No.

LEVEL DATUM

All levels related to OSBM, value 51.61m, found on Railway Bridge on Finchampstead Road.

LEGEND

AP	Anchor Point	LP	Lamp Post
AV	Air Valve	OSBM	Ordnance Survey Bench Mark
BH	Borehole	MH	Manhole
BL	Bollard	MK	Service Marker Post
BT	British Telecom cover	MV	Mercury Telecom Cover
BTC	British Telecom cabinet	OBF	Open Board Fence
BWF	Barbed Wire Fence	PBF	Post and Rail Fence
CATV	Cable Television Cover	PWF	Post and Wire Fence
CBF	Close Board Fence	RE	Rodding Eye
CPS	Concrete paving slabs	RS	Road Sign
CN	Column	SC	Stop Cock
DP	Downpipe	SV	Sluice Valve
DPC	Damp Proof Course	SWMH	Surface Water Manhole
EP	Electricity Pole	TCB	Traffic Control Box
FFL	Finished Floor Level	TP	Telephone Pole
FH	Fire Hydrant	TS	Traffic Signal
FP	Fence Post	UL	Soffit/upper level
FWMH	Foul Water Manhole	UTL	Unable to St
GP	Gate Post	VP	Vent Pipe
GU	Gully	WO	Weak Out
KO	Kerb Outlet	WM	Water Meter
LB	Letter Box	WMF	Wire Mesh Fence

NOTE.

1. This is a topographic survey and as such the physical features shown are not necessarily legal boundaries.
2. Drainage information is by surface inspection only and cannot be guaranteed.
3. Site grid (Eastings,Northings) is arbitrary.

SURVEY CONTROL STATIONS

TYPE	E	N	LEVEL	STN
FIVAL	480,000	1200.000	49.873	5139
SCU	1629.334	1659.257	50.809	5788
PCC	972.795	1761.155	50.787	5763
FIVAL	748.430	1582.823	49.74	5101

ALAN DUGAN

Revision	Init	App	Date

Upton McGougan plc
TAC House, Moorlands Road
Winchester
Hampshire, SO23 7RX
Tel: 01962 873100
Fax: 01962 873110
email: win@upton-mcgougan.ntr.co.uk

UPTON McGOUGAN

Project
MOLLY MILLAR'S LANE.
WOKINGHAM
BERKSHIRE

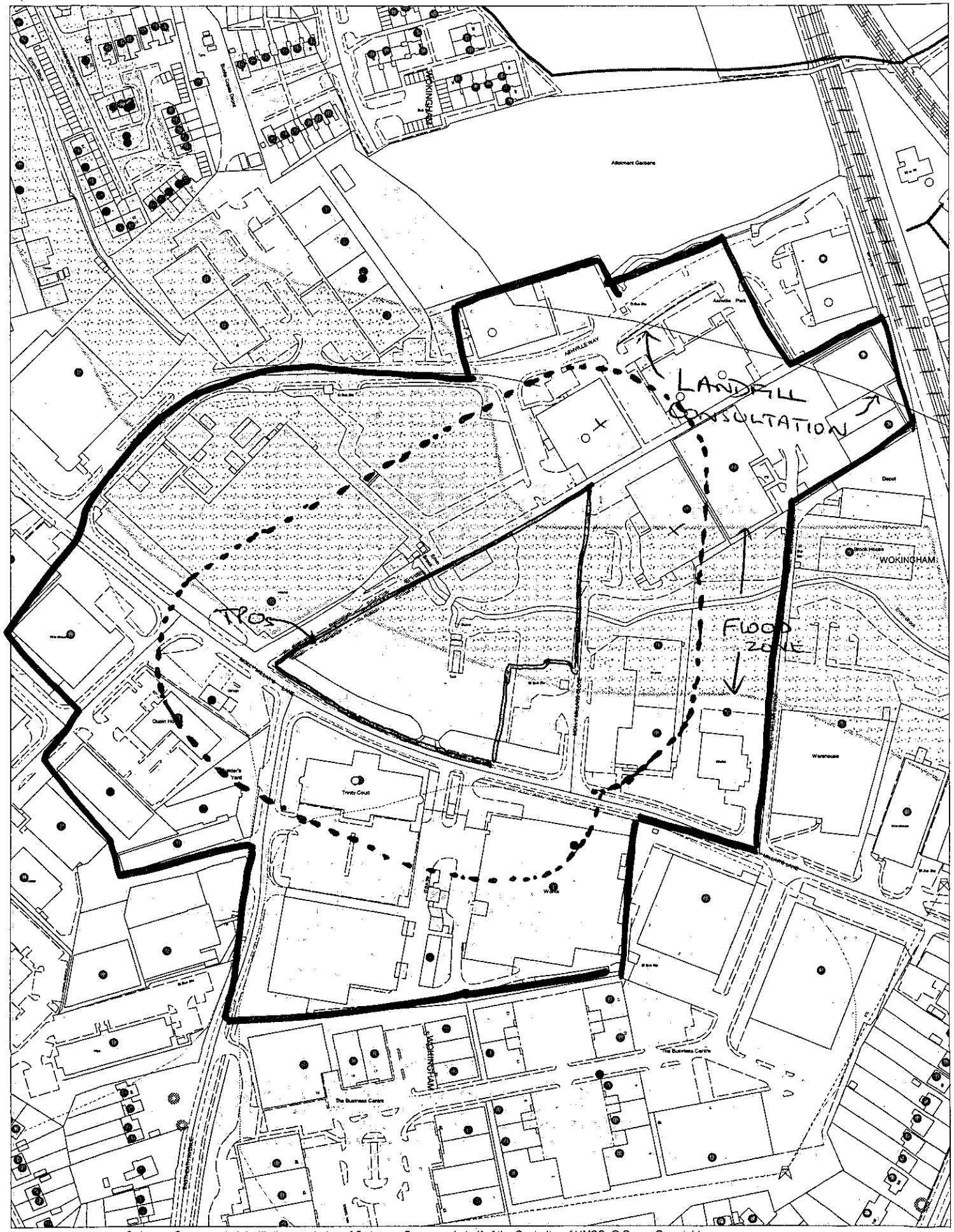
Drawing Title
SITE SURVEY

Drawn	Date	Checked	Date
AT	FEB'00		

Scale
1:250 (AT A1 SIZE)

Drawing Number
094.0104-01

12.NOV.2001 5_82



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Development Control Section, Environmental Services, Wokingham District Council.
21 November 2001 Scale: 1 : 2500

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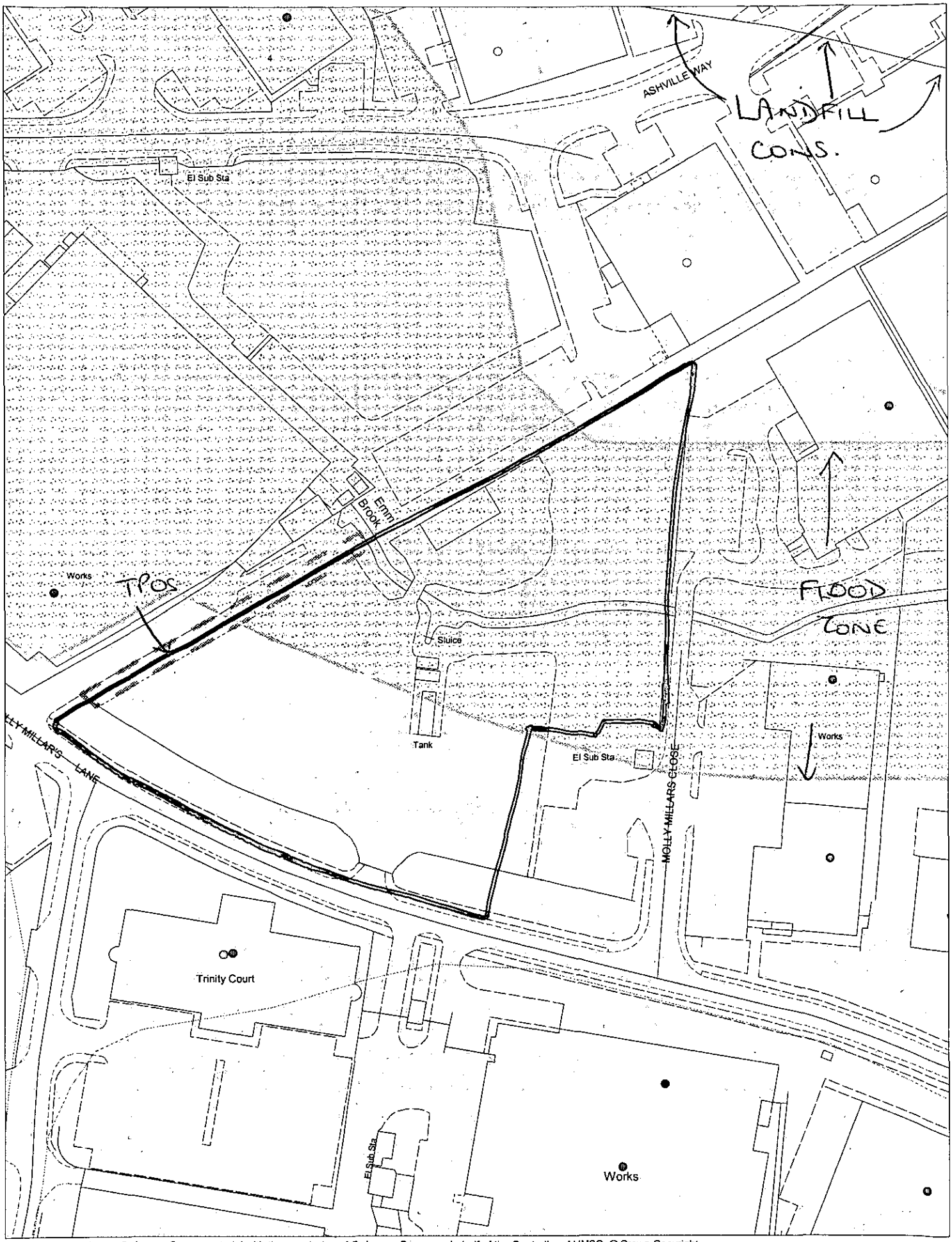

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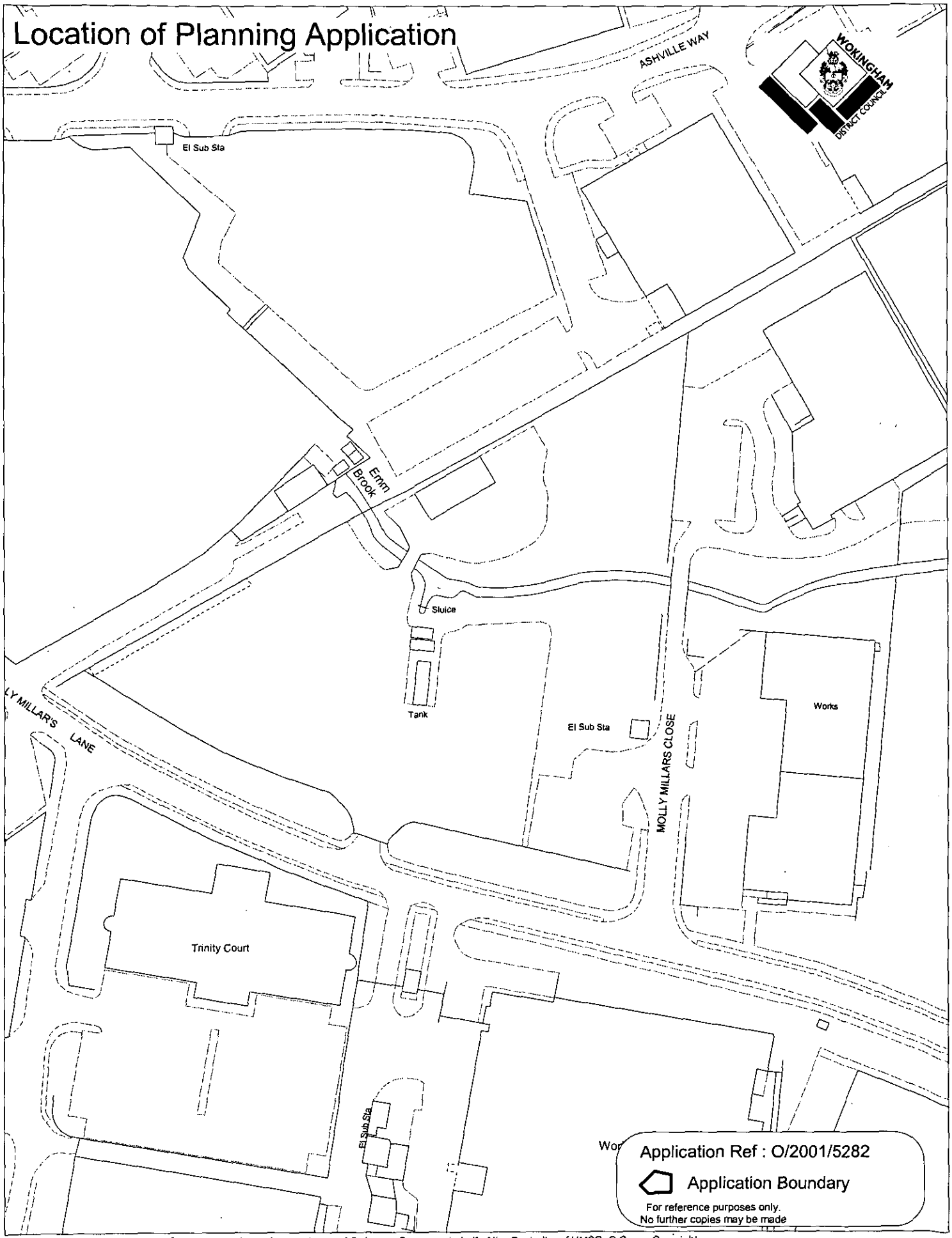
21 November 2001

Scale: 1 : 1250

N W E S

Location of Planning Application



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Development Control Section, Environmental Services, Wokingham District Council.

21 January 2002

Scale: 1 : 1250

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PROJECT DESIGN PARTNERSHIP
Architects and Surveyors
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WOODCOTE SIDE EPSOM SURREY KT18 7HD
Fax 01372-745597 Tel 01372-744446

site: MOLLY MILLARS LANE WOKINGHAM	scale 1:1250 @ A3	Job No.		Drawing	Rev.	PDP
drawing: LOCATION PLAN	date NOV 2001	3467	P	31		
	drawn					