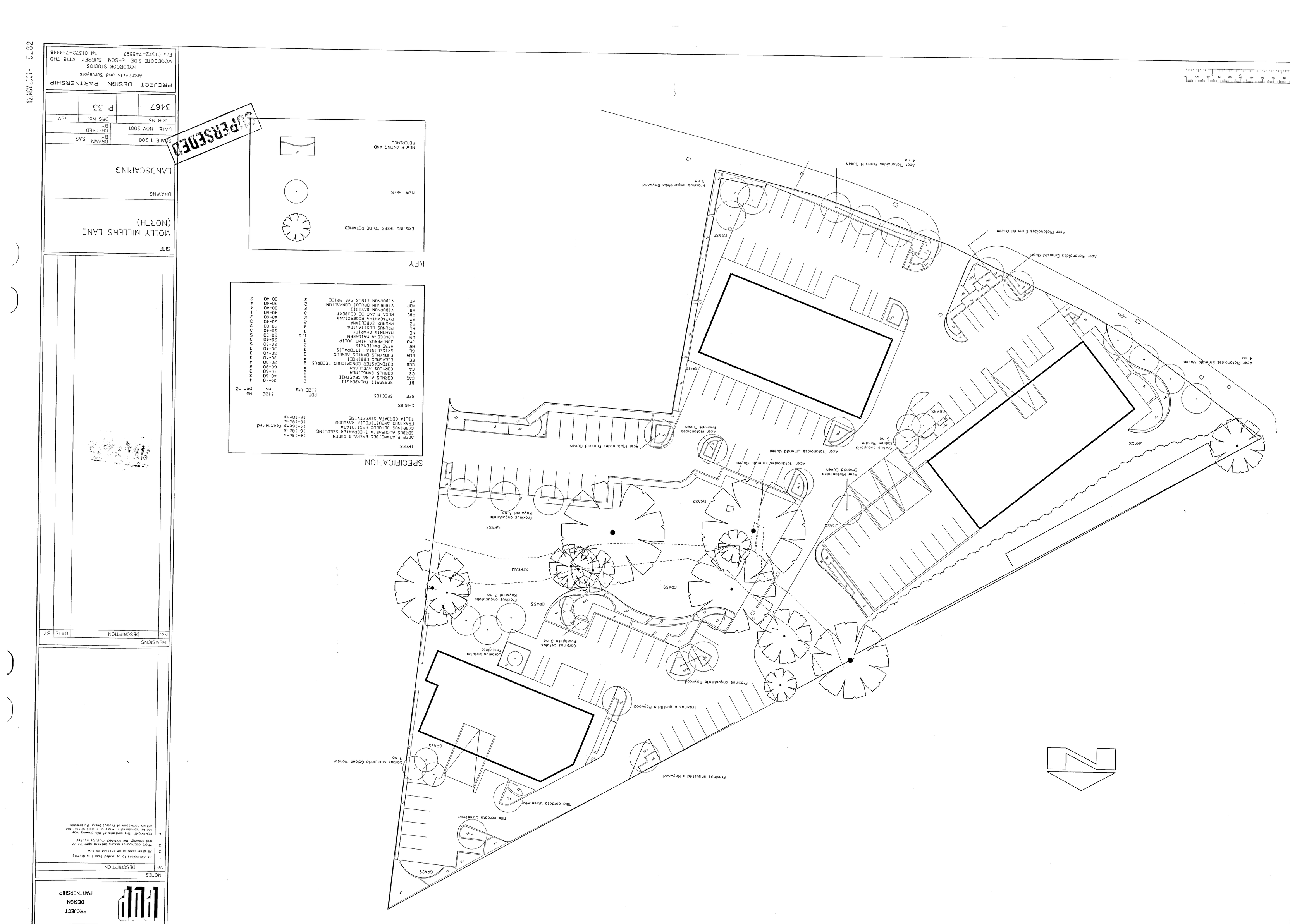

KEY

EXISTING TREES TO BE RETAINED

NEW TREES

NEW PLANTING AND REFERENCE

SPECIFICATION

REF	SPECIES	POT SIZE LTR	SIZE cms	No per M2
BT	BERBERIS THUNBERGII	2	30-40	4
CS	CORNUS SANGUINEA	2	40-60	3
CAS	CORNUS ALBA SPAETHII	2	40-60	3
CA	CORYLUS AVELLANA	2	60-80	2
EE	ELAEAGNUS EBBINGEI	2	20-30	4
CCD	COTONEASTER CONSPICUUS DECORUS	2	60-80	2
HR	HEBE RAKIENSIS	3	20-30	4
GL	GRISELINIA LITTORALIS	3	30-40	3
EOA	EUONYMUS OVATUS AUREUS	3	30-40	3
JMJ	JUNIPERUS MINT JULIP	3	30-40	3
LM	LONICERA MAIOREEN	1.5	20-30	5
MC	MAHONIA CHARITY	3	30-40	3
PZ	PRUNUS ZABELIANA	2	60-80	3
PL	PRUNUS LUSITANICA	2	40-60	3
PY	PYRACANTHA ROGERSIANA	2	30-40	3
RBC	ROSA BLANC DE COUBERT	2	40-60	1
VD	VIBURNUM DAVIDII	2	30-40	4
VOP	VIBURNUM OPULUS COMPACTUM	2	30-40	4
VT	VIBURNUM TINUS EVE PRICE	3	30-40	3

TREES

ACER PLATANOIDES EMERALD QUEEN	16-18cms
SORBUS AUCUPARIA SHEERWATER SEEDLING	16-18cms
FRAXINUS ANGUSTIFOLIA RAYWOOD	14-16cms Feathered
CARPINUS BETULUS FASTIGIATA	16-18cms
TILIA CORDATA STREETWISE	16-18cms

SHRUBS

NEW PLANTING AND REFERENCE

NEW TREES

EXISTING TREES TO BE RETAINED

SUPERSEDED

SITE

MOLLY MILLERS LANE
(NORTH)

DRAWING

LANDSCAPING

SCALE 1:200	DRAWN SAS
DATE NOV 2001	CHECKED BY
JOB No.	DRG No. REV
3467	P 33

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

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NOTES

No.	DESCRIPTION	DATE	BY

REVISIONS

PROJECT
DESIGN
PARTNERSHIP

UNIT A 1782 SQ.M. 19182 SQ.FT. 71 CARS

UNIT B 1509 SQ.M. 16243 SQ.FT. 60 CARS

UNIT C 1354 SQ.M. 14575 SQ.FT. 54 CARS

TOTAL 4645 SQ.M. 50000 SQ.FT. . 185 CARS

SITE AREA – 2.47 ACRES 0.999 HECTARES

EXISTING TREES

PROPOSED NEW TREES

TPO

DECKED PARKING

PROPOSED NEW BRIDGE

Up/Down

Building C

Building A

Up Down

Down

Building B

stream

MOLLY MILLARS LANE

EASTHEATH AVENUE

Trinity Court

MOLLY MILLARS CLOSE

der's Yard

SUPERSEDED

PDP PROJECT DESIGN PARTNERSHIP

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REVISIONS

No.	DESCRIPTION	DATE	BY

SITE

MOLLY MILLARS LANE
WOKINGHAM

DRAWING

PROPOSED LAYOUT

TZNOV2001 5282

SCALE 1:200@A0		DRAWN BY	
DATE NOV 01		CHECKED BY	
JOB No.		DRG No.	REV
3467	P	32	

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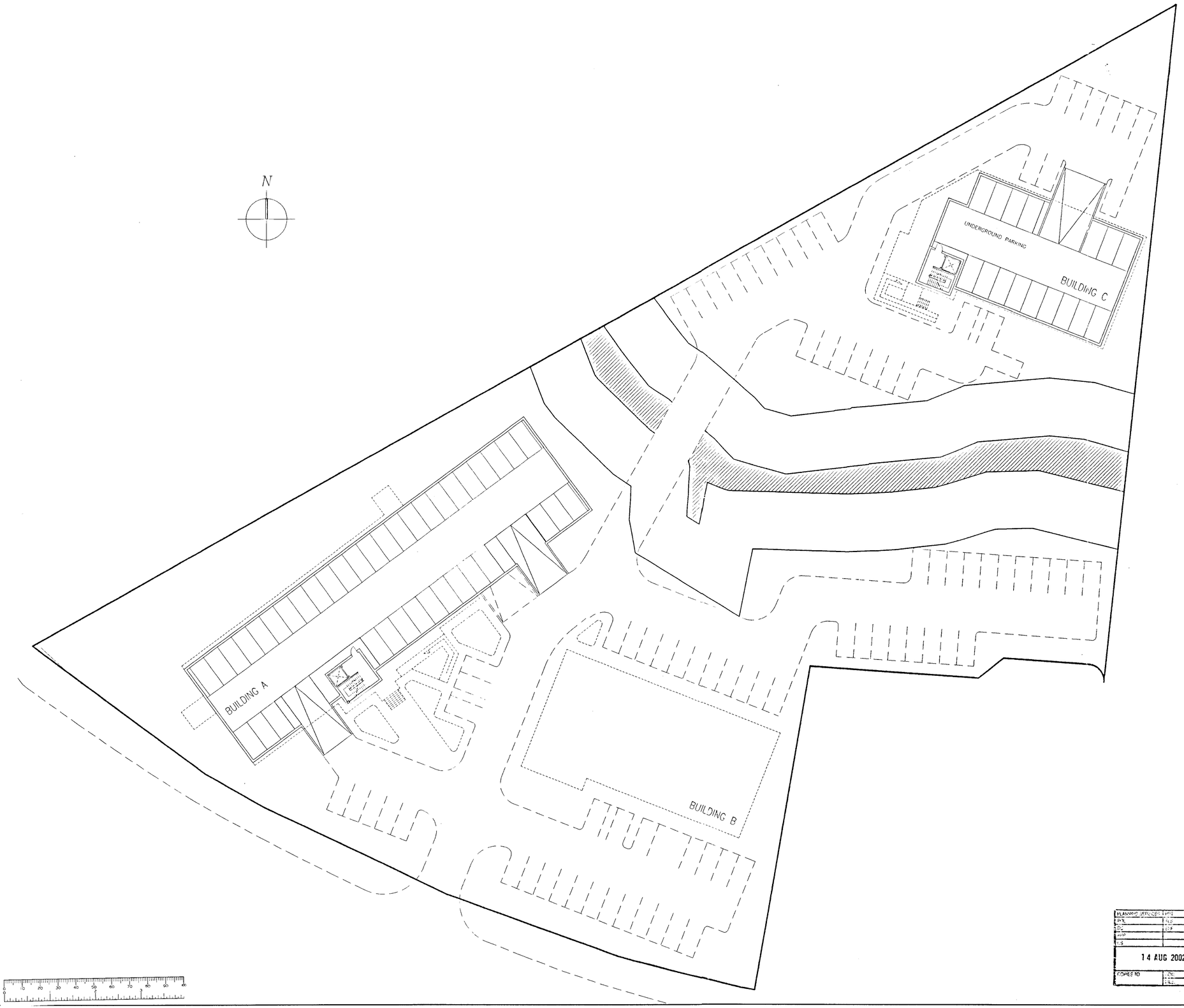

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REVISIONS

No.	DESCRIPTION	DATE	BY
	REVISED PLAN 5282-1		

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	

PLANNING SERVICES UNIT
14 AUG 2002
COMES TO

PROJECT DESIGN PARTNERSHIP
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WOODCOTE SIDE EPSOM SURREY KT18 7HD
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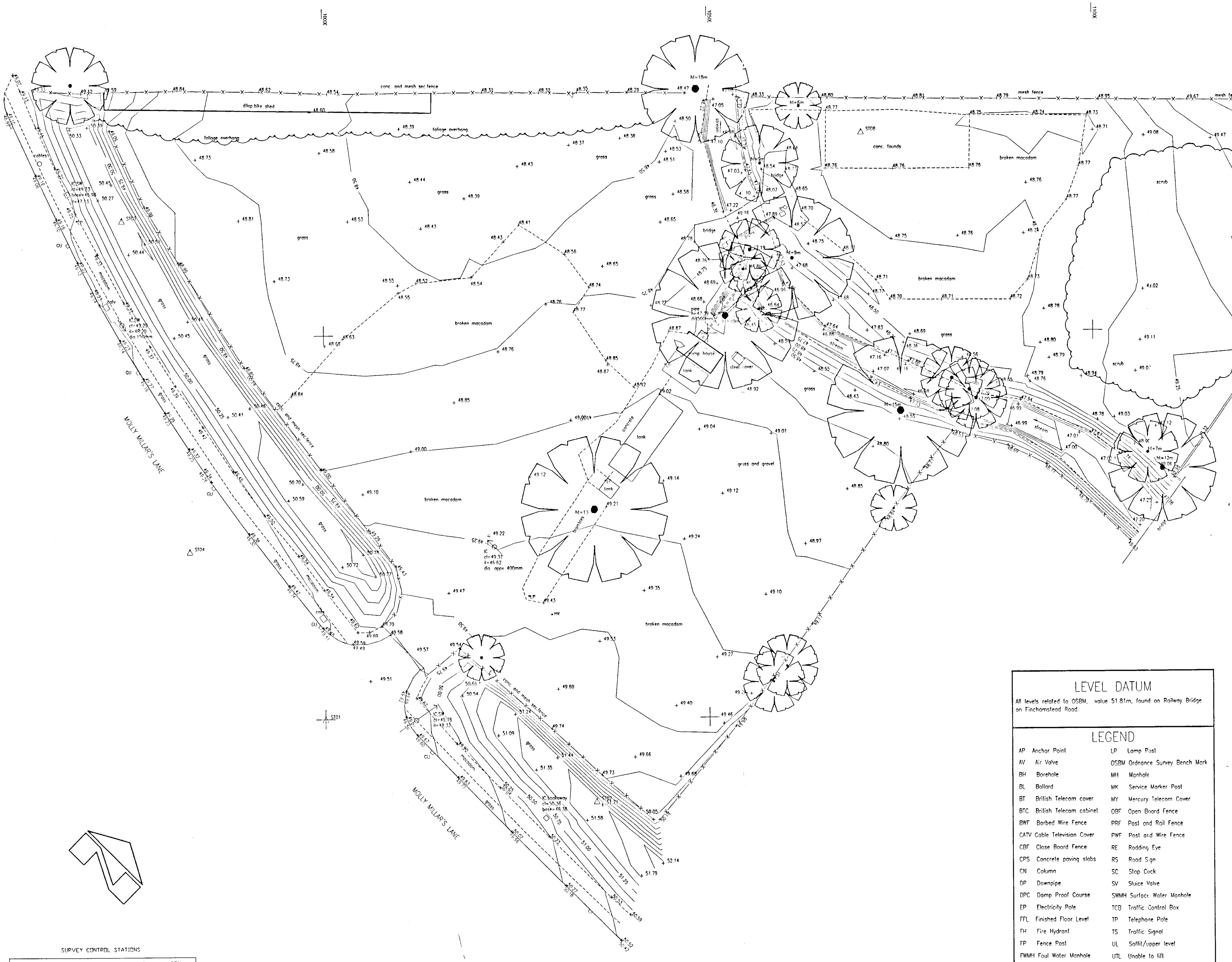
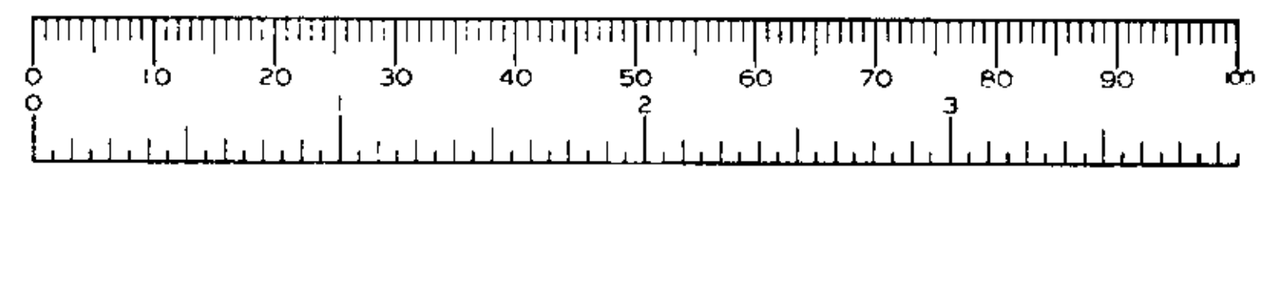


ADDITIONAL PLAN
5282

PLANNING SERVICES	
POL	
DC	
APP	
CS	
COPIES TO:	ACK:
	FILE:

SURVEY CONTROL STATIONS

TYPE	E	N	LEVEL	STN.
P.NAIL	1000.000	1000.000	49.873	ST01
PEG	1035.236	989.227	52.026	ST02
PEG	973.795	1065.165	50.787	ST03
P.NAIL	982.435	1022.035	49.74	ST04



LEVEL DATUM

All levels related to OSBM, value 51.81m, found on Railway Bridge on Finchamstead 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	MY	Mercury Telecom Cover
BTC	British Telecom cabinet	OBF	Open Board Fence
BWF	Barbed Wire Fence	PRF	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 lift
GP	Gate Post	VP	Vent Pipe
GU	Gully	WO	Wash 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

Revision | Suff App Date

Upton McGougan plc
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Winchester
Hampshire, SO23 7RX
Tel: 01962 873100
Fax: 01962 873110
email: win@upton-mcgougan.plc.uk

UPTON McGOUGAN
CONSULTING ENGINEERS

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 | Rev
094.0104-01



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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	

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APPLICATION NO.5282

Name of appellant:
Lamron Developments (Wokingham) Ltd

Site address:
Land west of Molly Millars Close, Molly Millars Lane

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

Case Officer:BP

Allowed
14/08/03

394

DO

Appeal Decision

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

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

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
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

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.

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.

The Planning Inspectorate

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POL
DC DG
APP
CS
14 AUG 2003
COPIES TO
FILE

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 13 August 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

I enclose a copy of our Inspector's decision on the above appeal together with a copy of the decision on an application for an award of costs.

If you have any queries relating to the decision please send them to:

Quality Assurance Unit
The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6PN

Phone No. 0117 372 8252

Fax No. 0117 372 8139

E-mail: Complaints@pins.gsi.gov.uk

Yours faithfully

MPP

Mrs Margaret Pocock

COVERDL2

68729

The Planning Inspectorate

3/23 Hawk Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3728901
Switchboard 0117-3728000
Fax No 0117-3728804
GTN 1371-8901

02 MAY 2003

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 29 April 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

NOTIFICATION OF INSPECTOR

I am writing to inform you that the Inspector appointed to hold the hearing into the above appeal will now be:

Mr Pete Drew BSc(Hons) DipTP(Dist) MRTPI.

You have already been given notice of the arrangements for this hearing.

Yours faithfully

Mr Sean Robbins

NB: All further correspondence should be addressed to the case officer mentioned in the initial letter.

206C

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: Land west of Molly Millars Close, Molly Millars Lane, Wokingham
APPLICATION NO.: 5282
PROPOSAL: Outline application for the proposed erection of 3 buildings for B1a office use with associated car parking & external works

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillor(s) for Evendons

Mrs T Marinos

Mrs D King

Mr D Morgan

Clerk(s) of Parish / Town Council of Wokingham

Mr K Abnett, Town Hall, Market Place, Wokingham, RG40 1AS

Environmental Services Department, Engineering Services, Wokingham District Council, PO Box 157, Council Offices, Shute End, WOKINGHAM, Berkshire, RG40 1WR

Biodiversity Officer, WDC

Environmental Design, WDC

Environment Agency, Swift House, Frimley Business Park, Camberley GU16 7SQ
-fao Matthew Rose ref SU86NW/11/4

Environmental Health, WDC-fao John Mullaney

Policy & Plans, WDC – fao Farah Humayun

The Owner / Occupier
RADYNE LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PX

The Owner / Occupier
ESSENTIAL HOUSE
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PX

The Owner / Occupier
GROUND FLOOR TRINITY
XEROX ENGINEERING
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412XF

The Owner / Occupier
UNIT 2
SERVICETEC
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

The Owner / Occupier
ARMAGARD LTD
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

The Owner / Occupier
10 UNIT 400
ASHVILLE WAY
WOKINGHAM
WOKINGHAM
BERKSHIRE

The Owner / Occupier
11 UNIT 500
ASHVILLE WAY
WOKINGHAM
WOKINGHAM
BERKSHIRE

The Owner / Occupier
STRAYFIELD LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PX

The Owner / Occupier
TRINITY COURT
CHARTERED TRUST PL

WOKINGHAM
BERKSHIRE
RG413AT

The Owner / Occupier
MOLLY MILLAR AUTOS
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PT

The Owner / Occupier
12 UNIT 600
ASHVILLE WAY
WOKINGHAM
WOKINGHAM
BERKSHIRE

The Owner / Occupier
MICHAEL BOWYER & CO LTD
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

The Owner / Occupier
UNIT 1
BAYNTON THOMPSON NETWORKS LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412QB

The Owner / Occupier
CLEARCOMM CENTRE
CLEARCOMM SOLUTIONS LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PY

The Owner / Occupier
FIRST FLOOR TRINITY COURT
FIRST LEISURE HEALTH & FITNESS LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PY

The Owner / Occupier
A J MOTORS (WOKINGHAM) LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PT

The Owner / Occupier
QUOIN HOUSE
CITIZEN WATCH UK LTD
FISHPONDS ESTATE FISHPONDS ROAD

WOKINGHAM
BERKSHIRE
RG412QJ

The Owner / Occupier
ZENITH BATHROOM PLUMBING & HEATIN
FISHPONDS ESTATE FISHPONDS ROAD

WOKINGHAM
BERKSHIRE
RG412QJ

The Owner / Occupier
RYGOR COMMERCIALS LTD
MOLLY MILLARS CLOSE

WOKINGHAM
BERKSHIRE
RG412RX

The Owner / Occupier
UNIT 4
ADVANCED TECHNOLOGY MA(
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

The Owner / Occupier
UNIT 1
GLENTWORTH FABRICS
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

The Owner / Occupier
CEDAR HOUSE
LUFF CONSTRUCTION LTD
EASTHEATH AVENUE

WOKINGHAM
BERKSHIRE
RG412PR

The Owner / Occupier
GENERAL DATACOMM
MOLLY MILLARS CLOSE

WOKINGHAM
BERKSHIRE
RG412QF

The Owner / Occupier
37
PERKS FURNISHERS
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412RU

The Owner / Occupier
TRUSEAL LTD
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412RQ

The Planning Inspectorate

3/23 Hawk Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804
GTN 1371-8775

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DC D9
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TLS
ENF

17 DEC 2002

COPIES TO
ACK
FILE

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 16 December 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

- done 18/12/02

I am writing to advise you that the hearing into this appeal will start at 10:00 on Tuesday 3 June 2003 at the Council Offices, Shute End, Wokingham. Please arrange a car-parking space for the Inspector. Could you send the details, together with a location plan of the venue, to the case officer quoting our appeal reference number.

The name of the Inspector will be confirmed to you at a later date.

Please write to all those other than the appellant, with an interest in the land, and all those who made representations at the planning application stage i.e. including any interested third parties, telling them about the hearing details at least 2 weeks before the hearing date. Your letter should cover:

- DIARIED 15/5/03

- An Inspector has been appointed by the Secretary of State to determine this appeal;
- The location of the site and a description of the development;
- Where your, and the appellant's, statements and future comments can be inspected;
- that they may attend the hearing, and at the Inspector's discretion, give their views;
- that we will send a copy of the decision letter only to those who ask for one in writing;
- what facilities are available for people with disabilities e.g. parking spaces, access and seating arrangements etc.

If you have not already done so, please send 2 copies of your written statement to the case officer and one copy to any statutory party. We must receive it within 6 weeks of the starting date.

If you consider it appropriate, please notify the press of the hearing. Please also note that people with disabilities who may be concerned about facilities at the hearing venue have been advised to write to, or contact your Council to confirm that proper provisions are in place.

We aim to issue decisions within 7 weeks of the close of the hearing. If there is likely to be significant delay, we will let you know.

Yours faithfully



Miss Kate Hallett

206J(BPR)

Tel: (0118) 974 6448 (Direct Line)

Fax: (0118) 974 6484

Date: December 18, 2002

My ref: O/2001/5282

Your ref: APP/X0360/A/02/1103394

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Lamron Developments Ltd

SITE: Land West of Molly Millars Lane, Wokingham

HEARING DATE: 03/06/03

Enclosed with this letter is a leaflet showing the venue for the Hearing & the car park recommended for the Inspector's use. Both are circled in red.

Please forward this letter & the leaflet to the Inspector concerned.

I hope this is helpful, and that the Inspector finds a parking space without a problem.

Yours sincerely

Denise Gumbrell

Appeals Assistant
Enc.

Tel. (0118) 974 6448 (Direct Line)
Date. May 15, 2003
My ref: O/2001/5282
Your ref:

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

WOKINGHAM
BERKSHIRE
RG412PL

WOKINGHAM UNITARY
Aiming for Excellence

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

Dear Sir/Madam

NOTICE OF INFORMAL HEARING

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: 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.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham commencing at 10.00 on **03/06/2003**

If you wish, you may attend the Hearing and, at the Inspector's discretion, take part in the discussion.

Documents relating to the appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (8:30 –17:00 Mondays to Thursdays & 8:30 – 16:00 on Fridays).

Anyone with a disability who wishes to attend the Hearing is advised to contact the Council to check that suitable provisions are available.

If you wish to be notified of the decision, you should write to Mrs M Pocock, The Planning Inspectorate, Room 3/03 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Please quote reference number **APP/X0360/A/02/1103394 .**

Yours faithfully

Denise Gumbrell

Appeals Assistant

Tel. (0118) 974 6448 (Direct Line)
Date. May 15, 2003
My ref: O/2001/5282
Your ref:

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

WOKINGHAM
BERKSHIRE
RG412PY

PLANNING SERVICES	HPT
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APP	
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2 1 MAY 2003	
RESPOND TO	ACK
	FILE

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

Dear Sir/Madam

NOTICE OF INFORMAL HEARING

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: 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.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham commencing at 10.00 on **03/06/2003**

If you wish, you may attend the Hearing and, at the Inspector's discretion, take part in the discussion.

Documents relating to the appeal may be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (8:30 –17:00 Mondays to Thursdays & 8:30 – 16:00 on Fridays).

Anyone with a disability who wishes to attend the Hearing is advised to contact the Council to check that suitable provisions are available.

If you wish to be notified of the decision, you should write to Mrs M Pocock, The Planning Inspectorate, Room 3/03 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Please quote reference number **APP/X0360/A/02/1103394 .**

Yours faithfully

Denise Gumbrell

Appeals Assistant

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http:\\www.planning-inspectorate.gov.uk

Direct Line 0117-3728708
Switchboard 0117-3728000
Fax No 0117-3728624
GTN 1371-8708

63731

29 NOV 2002

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 27 November 2002

Dear Madam

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999 (SI 1999/293)
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

I refer to the appeal against your Council's failure to decide the application for planning permission dated 9 November 2001, made to you by Lamron Developments (Wokingham) Ltd. The First Secretary of State has considered the application in accordance with regulation 9(1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) ("the 1999 Regulations").

The development proposed, namely ERECTION OF 3 BUILDINGS B1 (A) OFFICES, TOGETHER WITH ASSOCIATED CAR PARKING AND EXTERNAL WORKS falls within the description at paragraph 10b of Schedule 2 to the 1999 Regulations, and exceeds the threshold in column 2 of the table in that schedule, but in opinion of the First Secretary of State, having taken into account the criteria in Schedule 3 to the 1999 Regulations, would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Accordingly, in exercise of the powers conferred on him by regulations 9(1) and 6(4) of the 1999 Regulations, the First Secretary of State hereby directs that the development for which planning permission is sought by application reference number O/2001/5282 is not EIA development.

Under regulation 20(1) of the 1999 Regulations, you should take steps to secure that this screening direction is placed on the part of the Planning Register, which relates to the application in question. I should be grateful if you would do so to ensure that the First Secretary of State's view is publicly available.

Yours faithfully

Miss Clare Richardson
(Signed with the authority of the First Secretary of State)
MODELN

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

MEMORANDUM

From: Den Gumbrell
Appeals Assistant

Ref 5282

Ext: 6448

To: Iain Root
Leisure Officer

Date: 09 December 2002

APPEAL BY: Lamron Developments
SITE: Molly Millars Close, Molly Millars Lane

Notification has been received of this Appeal which will be considered by means of an **INFORMAL HEARING** on **03/06/03**.

In view of the issues involved, it is felt that this is a matter where supporting evidence will be required from you. I have attached a copy of the Grounds of Appeal. The Planning Officer dealing with the case is **Basia Polnik**. Her extension is 6450.

The statement of case is due at the Planning Inspectorate by **23/12/02** & she will need your input in time to incorporate it into the statement. You should also be represented at the Hearing.

Copy

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT

MEMORANDUM

From: Den Gumbrell
Appeals Assistant

Ref 5282

Ext: 6448

To: Keith Rogers
Engineering Services

Date:09 December 2002

APPEAL BY:Lamron Developments
SITE: Molly Millars Close, Molly Millars Lane

Notification has been received of this Appeal which will be considered by means of an **INFORMAL HEARING** on **03/06/03**.

In view of the issues involved, it is felt that this is a matter where supporting evidence will be required from you. I have already sent you a copy of the Grounds of Appeal and the Application Decision Notice.

Copy

The Planning Inspectorate

3/23 Hawk Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3728775
Switchboard 0117-3728000
Fax No 0117-3728804

GTN 1371-8775

63835
59
DC
APP
4002

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 28 November 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

I am writing to tell you that we propose to hold a hearing into this appeal at 10:00 on Tuesday 3 June 2003 at a venue to be arranged. — CR3

It is now our policy to allow only one refusal of a hearing date, before we fix a date, time and place for a hearing. If you refuse the date offered you should give a good reason for doing so.

If you cannot accept the date offered you may agree a reasonable alternative with the other party. The availability of the Inspector is a crucial factor in this process. We will let you know whether we can supply an Inspector for any date you agree between yourselves, but it must meet with our general aim of deciding appeals quickly.

You can reply to me by telephone or letter. If I do not hear from you by Monday 9 December 2002, I will assume that the proposed hearing date is acceptable, and that you are not intending to negotiate an alternative hearing date with the other party.

You should not assume that the hearing date offered here is the one that will eventually go ahead. We will write to you again to confirm final arrangements.

Yours faithfully

Miss Kate Hallett

NB: Only correspondence concerning the hearing date (and venue) should be addressed to the above room. All other correspondence should be addressed to the case officer mentioned in the initial letter.

WOKINGHAM UNITARY
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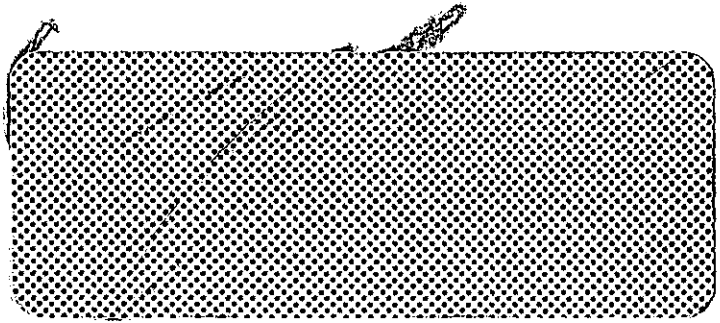
WOKINGHAM
21.11.02
DEBY

GREAT BRITAIN
POSTAGE PAID
019
PBP81173

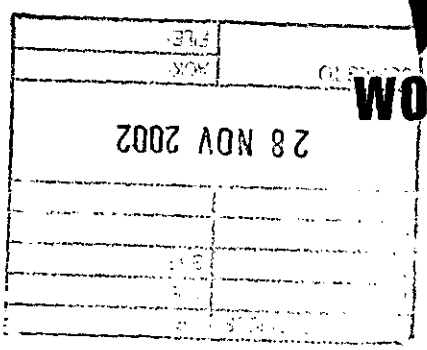
Royal Mail
the addressee is not known at this address
addressee gone away
addressee unknown
no such number
refused
address incomplete
not called for
address inaccessible
no such address in
initials
date 22/11
badge number
P3960/97/302545



Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: November 21, 2002
My ref: **O/2001/5282**

The Owner / Occupier
ESSENTIAL HOUSE
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PX



WOKINGHAM UNITARY
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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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: O/2001/5282
APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: 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.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised. The appeal has been lodged because the Council failed to determine the application within the statutory eight week period.

Comments already made, following the original application for planning permission, will be forwarded to The Planning Inspectorate .

If you wish to make further representations, you should, if possible, send three copies to Mrs M Pocock, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference **APP/X0360/A/02/1103394**. Comments received after **27/12/2002** will not normally be seen by the Inspector & will be returned.

Documents relating to the appeal can be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (08.30 to 17.00 Mondays to Thursdays, & 08.30 to 16.00 Fridays).

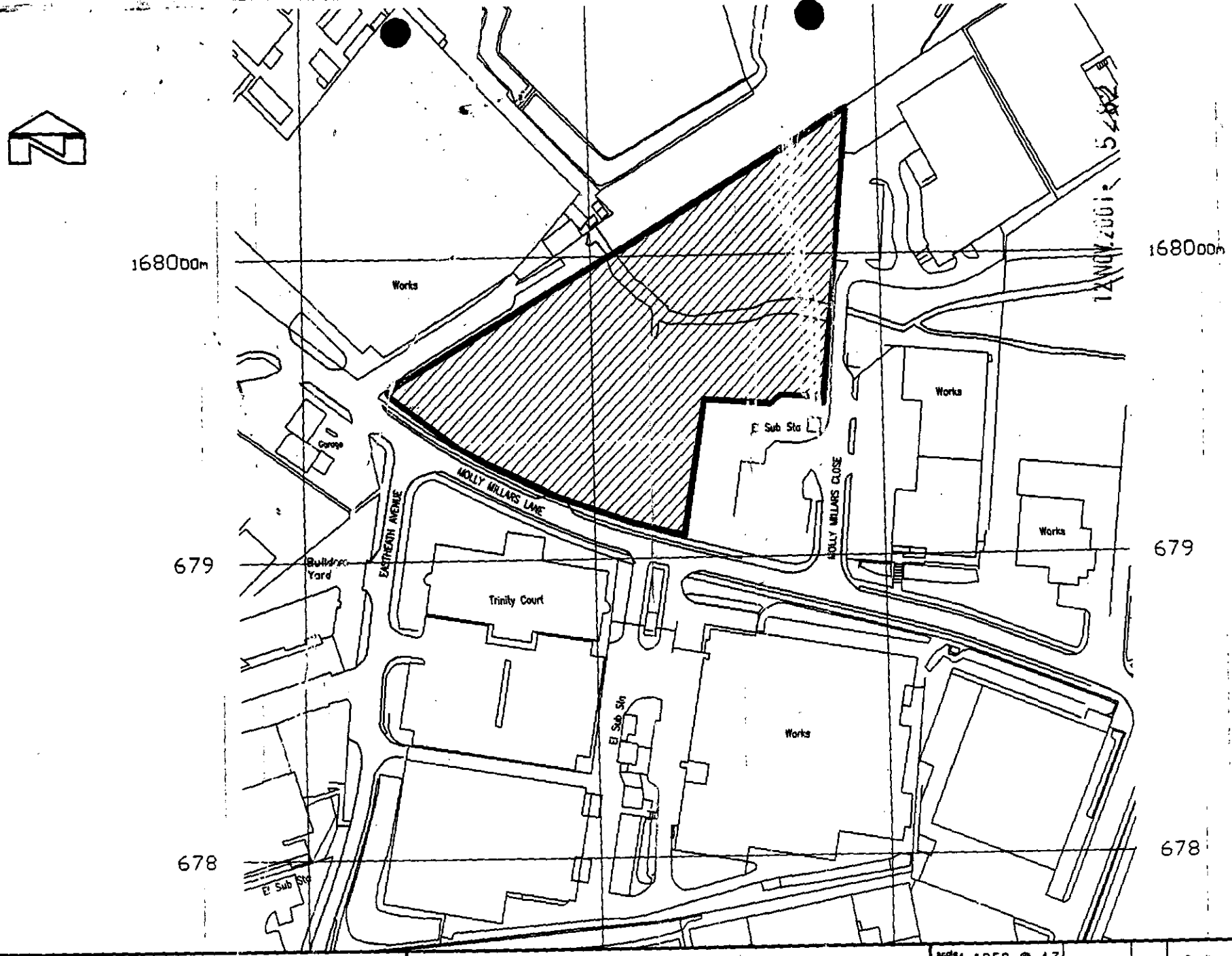
A free booklet, "Guide to taking part in planning appeals" is available from this office.

If you would like a copy of the decision on this Appeal, you should write to Mrs Pocock & ask for one.

Yours faithfully

Denise Gumbrell

Appeals Assistant



PROJECT DESIGN PARTNERSHIP Architects and Surveyors RYEBROOK STUDIOS WOODCOTE SIDE EPSOM SURREY KT18 7HD Fax 01372-745597 Tel 01372-744446	site: MOLLY MILLARS LANE WOKINGHAM drawing: LOCATION PLAN	scale 1:1250 @ A3 date NOV 2001 drawn	Job No. 3467	P	Drawing 31	Rev.	PD

WOKINGHAM UNITARY
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WOKINGHAM
21.11.02
BERKSHIRE

GREAT BRITAIN
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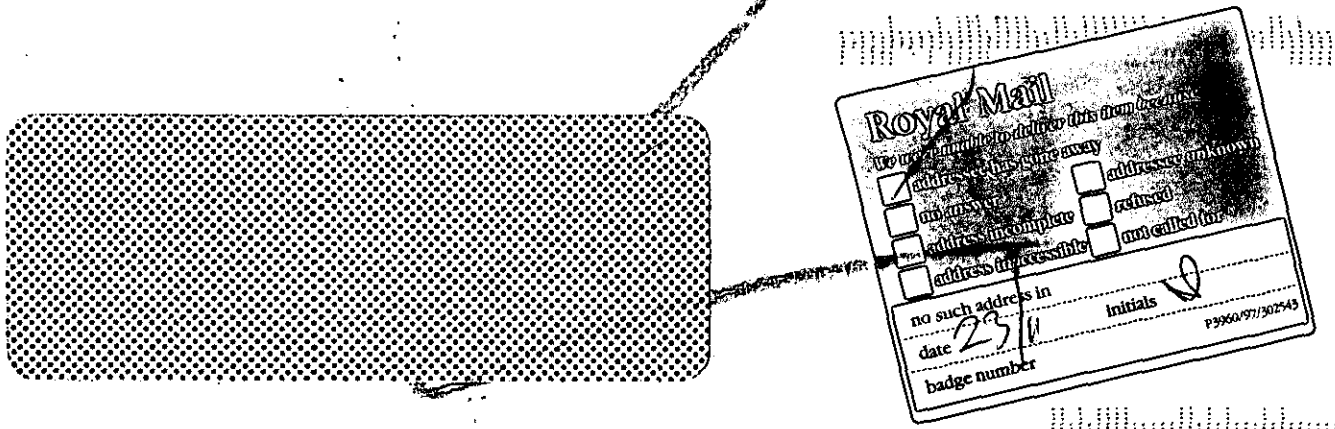
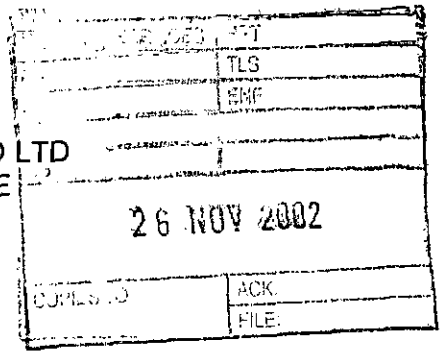


Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: November 21, 2002
My ref: **O/2001/5282**



The Owner / Occupier
MICHAEL BOWYER & CO LTD
MOLLY MILLARS BRIDGE

WOKINGHAM
BERKSHIRE
RG412WY

WOKINGHAM UNITARY
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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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: O/2001/5282
APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: 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.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised. The appeal has been lodged because the Council failed to determine the application within the statutory eight week period.

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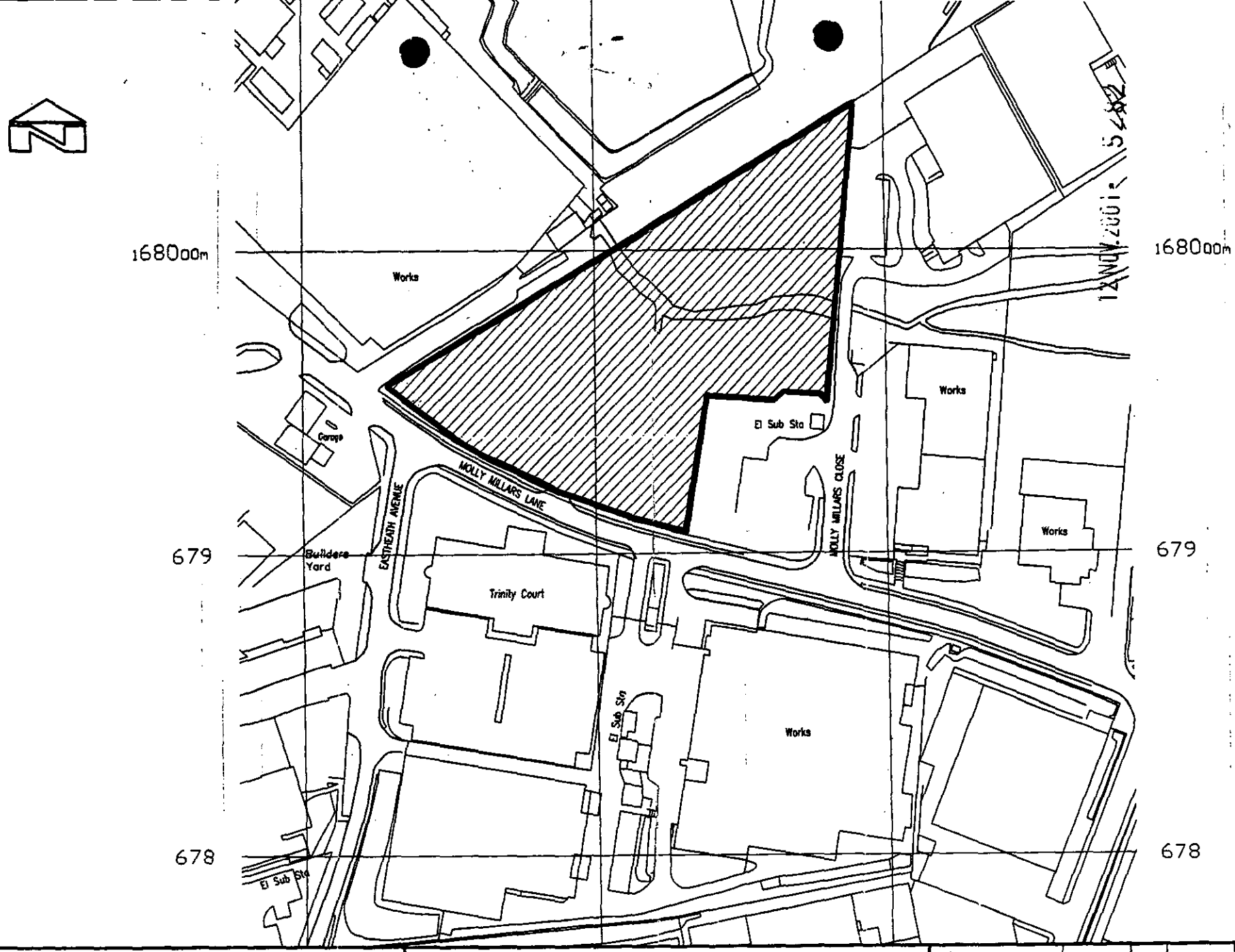
If you would like a copy of the decision on this Appeal, you should write to Mrs Pocock & ask for one.

Yours faithfully

Denise Gumbrell

Appeals Assistant



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

site MOLLY MILLARS LANE WOKINGHAM

drawing LOCATION PLAN

scale	Job No.		Drawing	Rev.
1:1250 @ A3	3467	P	31	

date NOV 2001

drawn

PDP

Tel. (0118) 974 6448 (Direct Line)
Date: May 15, 2003
My ref: O/2001/5282
Your ref: APP/X0360/A/02/1103394

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Amron Developments (Wokingham) Ltd
SITE: Land west of Molly Millars Close, Molly Millars Lane, Wokingham

With reference to this appeal, I enclose 2 copies of the hearing notification letter.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728624

GTN 1371-6079

PLANNING SERVICES 65227
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DC
ARB
CS
22 JAN 2003
COPIES TO Keith Rogers

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 21 January 2003

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

I enclose for your information a copy of the appellant's final comments on the above appeal. Normally, no further comments, from any party, will now be taken into consideration.

Yours faithfully

Mrs M Pocock

217L(BPR)

Please pass a copy to Keith Roger

Thanks

Basia.



THE
BELL
CORNWELL
PARTNERSHIP

CHARTERED TOWN PLANNERS

Oakview House
Station Road
Hook
Hampshire
RG27 9TP
Tel: (01256) 766673
Fax: (01256) 768490
E-mail: bcp@bell-cornwell.co.uk

With Compliments

THE BELL CORNWELL PARTNERSHIP

CHARTERED TOWN PLANNERS

Oakview House
Station Road
Hook
Hampshire
RG27 9TP
Tel: (01256) 766673
Fax: (01256) 768490
E-mail: bcp@bell-cornwell.co.uk

IS/3673/Jan.reb

Mrs M Pocock,
The Planning Inspectorate,
3/03 Kite Wing,
Temple Quay House,
2 The Square
Temple Quay
BRISTOL
BS1 6PN

COPY

17th December 2002

Dear Mrs Pocock,

Re: Town & Country Planning Act, 1990 - Section 78
Appeal by: Lamron Estates (Wokingham) Limited
Site at: Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire RG41 2PX.
PINS Ref: APP/X0360/A/02/1103394

We confirm receipt of the Statements of Case by Wokingham District Council and the Highway Authority in connection with the above appeal.

At this stage in the appeal process, we wish to make several brief comments, in advance of the informal hearing, as a rebuttal of some of the points raised in those Statements. Those observations are attached hereto.

Whilst writing, we note that the Statement of Case by Martin Knowles of Mayer Brown Ltd. contained a number of minor typographical errors, which do not affect the substance of their case. An errata sheet will be submitted at the hearing, for the sake of clarity; however, please advise the writer if you would prefer this matter to be resolved prior to the hearing.

Yours sincerely,

Ian Sowerby

IAN SOWERBY

cc: Environmental Services Department, Wokingham District Council

cc: Malcolm McPhail - Lamron Estates Ltd
cc: Chandra Gopal - PDP
cc: Martin Knowles - Mayer Brown Ltd.
cc: Richard Hoskins - Upton McGougan
cc: Justin Cummings - Cummings Commercial

Appeal by: **Lamron Estates (Wokingham) Limited**
Site at: **Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire RG41 2PX.**
PINS Ref: **APP/X0360/A/02/1103394**

REBUTTAL STATEMENT
Re:
Wokingham DC's Statement of Case

---oooOOOooo---

Para *Comments*

2.02 The plans submitted on 13th August 2002, related only to:
- protection of the TPO trees;
- retention of a 3 metre deep landscaping strip on the frontage; and
- reduction in car parking to 1:30m^2.

The Environment Agency actually wrote to Wokingham DC on 26th April 2002, confirming that they had no outstanding objections to the application. Although the EA was re-consulted in respect of the 13th August revised plans, no objections were received.

2.03 The appellant's written offer of a financial contribution of £14,000 toward off-site recreation facilities was clearly marked 'without prejudice', and was made in the light of adverse comments contained in the Planning Committee report. That letter was not intended to confirm that the appellant is satisfied with the District Council's specific demands in this regard. *(See also 4.04, below)*

2.05 For the Inspector's information, the revised application was complete except for the submission of Mayer Brown's Transportation Assessment, which has now been submitted. It was not technically invalid.

4.01 No estimate of staff numbers was given in the Part II application forms. Furthermore, the Council has not taken into account the authorised use of the appeal site as a car park for up to 345 cars.

4.02 We note that the principle of 4645m^2 Class B1 office development has been accepted.

4.03 We agree that any financial contributions must meet the relevant tests set out in Circular 1/97. However, we do not consider that either the District Council or the Highway Authority have yet successfully demonstrated that the amounts sought are fairly and reasonably related to the development to be permitted, hence the appellant's ongoing negotiations in the context of this appeal and the revised planning application.

4.04 The District Council is still unable to provide a reasoned justification for the sums sought toward recreation facilities. A criteria-based formula does not appears to have been used and no specific information has been provided regarding the location of the playing fields or the intended improvements to its facilities. Nevertheless, we can confirm that the appellant will include an appropriate financial contribution in the unilateral obligation to be submitted prior to the hearing.

Proposed Conditions

In general, we consider that the number of conditions proposed by the District Council is excessive, and several do not meet the relevant tests set out in Circular 11/95. Also, the informatives are superfluous. Our specific comments are:

Condition(s)	*Comments*
#1	Siting, means of access and landscaping were not reserved as part of this outline application.
#2	There are no residential properties in the immediate vicinity of the site; therefore, we suggest that the condition is over-restrictive.
#9 -14	As indicated above, landscaping is not a reserved matter. In any event, we consider that the various elements in conditions #9 - #14, inclusive, could be amalgamated into one or two conditions. Condition #12 is too onerous.
#16/17	These investigations were completed in January 2002. There is no evidence of landfill gases on the site.
#18	A travel plan will be an integral part of a s.106 agreement with the Highway Authority.
#19-21	These conditions are imprecise and are rendered otiose by other suggested conditions, permitted development limitations and the details shown on the application drawings. A flood risk assessment has already been completed and submitted to the Council on 29th May 2002.
#23-25	An 8 metre buffer zone has been agreed with the EA and is already reflected in the siting of the buildings and the overall site layout.
#26	Additional planning permission would be required for any bridge construction works. This condition is therefore unnecessary.

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Appeal by: **Lamron Estates (Wokingham) Limited**
Site at: **Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire RG41 2PX.**
PINS Ref: **APP/X0360/A/02/1103394**

REBUTTAL STATEMENT
Re:
The Highway Authority's Statement of Case

[Comments by Mayer Brown Ltd]

---oooOOOooo---

1.1 The accidents have not been put into context of the recent improvements in the area. It is unclear how many of these accidents were at locations which have been improved, negating the potential for any further accidents of a particular type. More detail is necessary to substantiate the Highway Authority's case.

1.2 Mayer Brown's Transport Assessment made reference to the pedestrian and cycle improvements on Molly Millars Lane, Barkham Road and Finchampstead Road junctions which were not in place at the time of publication of the report. These improvements are now in place.

3.1 c) The fax referred to does not use the words "at this stage", it only states that a Travel Plan is required.

d) The recent survey undertaken identified that current traffic flows are within approximately 10% of what was used in the assessment. We therefore consider that the junctions have been modelled adequately.

3.2 Further discussions on the subject were exploratory, by telephone, not in writing.

c) This statement is not consistent with their comment in Para 3.1 c) above. It was agreed that a Heads of Terms would be appropriate. Although the Highway Authority has expressed concerns regarding parking and traffic impact, the contribution sought would not be directly spent on overcoming these perceived problems, but on pedestrian and cycle links.

This raises a question regarding the appropriateness of the proposed financial contribution in the context of the tests set out in Circular 1/97 - i.e. is it fairly and reasonably related to the development? It is on this basis that Mayer Brown's discussions with the Highway Authority are ongoing.

4.1 Parking was not cited by the District Council as a reason for refusal.

4.2 The level of cycle facilities has not previously been raised as a concern. The appellant is actually willing to increasing the on-site provision.

4.3 The Travel Plan obligations can be reinforced, but the Highway Authority has previously accepted that only a Heads of Terms is needed, *(see para 3.2 (c), above)*. This has been provided.

With regard to accessibility of the site, the Highway Authority stated at Para 1.0 that the site is reasonably well served by public transport. In addition, it is located in a defined employment area. By its very nature, the Council must be confident that the site is accessible.

4.5 The proposed link would not reduce travel distance from our site, which is a key factor in determining modal shift. The Highway Authority has not identified the whether the scheme would reduce the number of personal injury accidents. Also, there is the issue of how attractive the link may be to pedestrians and cyclists, particularly during the winter months.

It is considered that the existing (recently improved) pedestrian infrastructure may be favoured over the new link as it is likely to be more open and busy, providing better personal security. Therefore the effect of the proposed link is likely to be minimal with regard to the appeal site.

4.5.1 Mayer Brown actually requested details of all recent contributions in the area, not just the Fluidrive site. No information has been supplied by the Highways Authority or the District Council in this respect. *(See also 4.5.2)*

4.5.2 Firstly, the trip rates did not take account of the later reduced parking provision and therefore relate to a parking provision of 1:25. It is also inappropriate to base a contribution calculation solely on that achieved on one other site.

The £75,000 referred to in 4.5.1 was actually spent on improvements directly adjacent to the appeal site, which are now in place and which the site benefits from. The benefits of the proposed town centre link to the appeal site have not been demonstrated by the Highway Authority. In addition, if the contribution is to be calculated in this manner then account needs to be taken of the site's existing authorised use as a cap park.

5.1 In subsequent negotiations with the Highway Authority - which are still ongoing - a contribution of £50,000 was offered, but only on a 'without prejudice' basis.

---oooOOOooo---

Town & Country Planning Act, 1990 - Section 78

Appeal by: Lamron Developments (Wokingham) Ltd.

Site at: Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire

GROUNDS OF APPEAL

---oooOOOooo---

Preamble

1. This appeal is made on behalf of Lamron Developments (Wokingham) Ltd., the prospective developers of the appeal site. It is against the failure of Wokingham District Council to determine within the statutory period an outline planning application for the erection of three Class B1(a) office buildings, totalling 4645m^2 (50,000 ft^2), together with associated car parking and external works.

The Appeal Site and Its Surroundings.

2. The appeal site is a broadly triangular parcel of land, with a gross area of 0.99 hectares (2.47 acres), situated on the north side of Molly Millar's Lane, within an identified employment area. Wokingham railway station lies 500 metres to the north, whilst the town centre is a similar distance to the north-east, as shown on our drawing BCP.1, attached hereto.

3. The site was last used as a private car park in connection with factory and office premises located on the opposite side of Molly Millar's Lane. However, it is presently disused and overgrown, having been last used for that purpose in the late 1990's. The site is mainly laid to hardstanding, with dilapidated open storage buildings, raised platforms and several lighting columns indicating its use as a car park.

4. A rough earth embankment runs for the entire length of the site frontage, except for the vehicular access, which has recently been resurfaced in connection with the creation of a cycleway along Molly Millar's Lane. To the north-west, a disused private pedestrian walkway bounded by mature trees runs between the site and an adjacent (vacant) office redevelopment site. This walkway lies outside the appellant's control. To the east, the site adjoins Molly Millar's Close - a private commercial access road - from which it is separated by a chain link fence. A rectangular parcel of land at the junction of the two roads, which is occupied by an electricity sub-station and a private car park, lies outside the appeal site.

5. A stream, bordered by mature trees and shrubs, runs across the site from west to east, effectively dividing it into two parts. The larger front part is generally level, whilst the rear part, beyond the stream, rises up gently to the north.

6. The vacant re-development site immediately to the west, (formerly occupied by C F Taylor factory premises), has a current planning permission, granted in 2000, for the erection of four Class B1(a) office buildings of 6971 m^2 on the frontage, plus two Class B1(c)/B2/B8 factory/warehouse buildings of 2229m^2 at the rear, together with on-site parking for 340 cars.

7. Opposite the site is a 5-storey office building and a 2-storey office building, with factory premises to the rear. To the north and east are single storey workshops and production units, with two-storey ancillary offices, whilst further to the east are new (vacant) storage and distribution warehouses. The surrounding area is, therefore, typical of an established mixed use employment area.

Relevant Planning History.

8. In 1981, planning permission was refused for the expansion of the car park by 32 spaces, on the grounds that it would be harmful to visual amenities and detrimental to highway safety. *[Application ref. 15676]*. Nevertheless, in 1986 an application to extend the car park's capacity from 300 to 345 spaces was granted. *[Application ref. 26932]*. In November 2000, an application to re-surface the easternmost part of the car park and install new lighting columns was approved, although this has not been implemented. *[Application ref. 2000/2532]*.

9. In 1987, an outline application for the re-development of the site by the erection of three hi-tech units totalling 3900m^2 was refused permission; however, the reasons for refusal were each on highway grounds alone, resulting from a lack of technical information supplied with the application, rather than any planning policy objections by the District Council. *[Application ref. 27067]*. *NB: At that time, the line of a proposed town centre ring road, since abandoned, ran adjacent to the north-west boundary of the site.*

The Appeal Application.

10. The application is made in outline form, with external appearance and design reserved for future approval. The application forms and layout drawings indicated that the proposed gross floor area of the three Class B1 buildings would be 4645m^2 (50,000ft^2).

11. The application was submitted to Wokingham District Council on 9th November 2001, but was not registered until 21st December 2001, following the submission of additional application fees and the Transportation Assessment prepared by Mayer Brown Ltd. As registered, the application comprised the following documents:
    - application forms (parts 1 & 2);
    - Article 7 Certificate B;
    - location plan *(3467/P/31)*;
    - proposed layout plan *(3467/P/32)*;
    - landscaping plan *(3467/P/33)*;
    - agent's supporting letter, dated 9th November 2001; and
    - the Transportation Assessment, by Mayer Brown Ltd.

12. A Flood Risk Assessment, prepared by Upton McGougan, was submitted on 29th May 2002. On 13th August 2002, (following a meeting with the Case Officer at Wokingham DC), the following amended drawings were submitted:
    - proposed layout *(3467/P/41)*, superseding 3467/P/31; and
    - landscaping plan *(3467/P/42)*, superseding 3467/P/32.

13. On 16th August 2002, a report on the office and industrial market in Wokingham, in support of the application, prepared by GVA Grimley, was submitted at the Planning Officer's request.

14. Despite lengthy correspondence and telephone calls between the appellant's architects and the Planning Officer - *see attached copies of relevant letters and file notes* - at the time of writing there still appears to be no realistic prospect of the application being determined by the local planning authority in the immediate future. Furthermore, some eleven months after the application was first submitted, the local planning authority is still not in a position to agree the details of off-site infrastructure contributions.

15. It is in that light that the appellant has reluctantly decided to submit this appeal, although it is intended that a 'duplicate' application will be submitted once the appeal is registered, to enable negotiations with the local planning authority to continue.

The Development Plan

16. The adopted development plan for the Wokingham area comprises the Berkshire Structure Plan (1995) and the South East Area Local Plan (1994).

17. Following the dissolution of Berkshire County Council in 1999, the Berkshire Unitary Authorities' Joint Strategic Planning Unit has produced a draft replacement Structure Plan, which was placed on deposit in March 2002. The draft Wokingham District Local Plan was subject to a public inquiry in 2000/01, with the Inspector's Report being received in October 2001. Modifications to the Local Plan are due to be published for public consultation later this year.

18. Given the relative age of the adopted development plan - i.e. 1994/5 - we consider that an increasing amount of weight should be attributed to the emerging district-wide Local Plan, including the LPI Inspector's recommendations for changes to it, as these more closely reflect the current national planning policy guidance and strategic employment policies.

19. We understand from the information contained on the case file that the District Council has no outstanding planning policy objections to the proposed use of this car park for office purposes, subject to the resolution of the issues surrounding the level and nature of off-site infrastructure payments.

The Berkshire Structure Plan (1991-2006)

20. Policy LD1 promotes the principle of sustainable development in Berkshire, whilst Policy LD5 takes the same approach with regard to traffic generation, stating that major development proposals should be located in areas which are well served by public transport. The appeal site satisfies that criterion.

21. Policy BU1 provides support for the business development schemes that meet the employment needs of the local population whilst aiding urban regeneration, without creating either transport problems or additional pressures for housing development. The appeal proposal does not conflict with those principles.

22. The 2nd deposit draft replacement Structure Plan is not due to be published for public consultation until Spring 2003; consequently, we consider that its policies should be attributed limited weight at this time. Nevertheless, we note that draft Policy E1 indicates that Wokingham town centre is one of only six locations within the county where major office development will be acceptable and that other employment areas within settlements will be acceptable as locations for such development. Molly Millar's Lane is an identified employment area.

***The South East Area Local Plan** [SEALP]*

23. The adopted SEALP confirms that the appeal site lies within the settlement area of Wokingham. It is also identified as a 'Recognised Employment Area' and as a 'General Industrial Area'. The central part of the site, adjacent to the stream, is shown as an 'Area Liable to Flooding', whilst a strip along its north-west boundary was shown as the reserved for the line of a new link road. This road scheme has since been abandoned.

24. Policy SE1 seeks to limit new employment development to extensions to existing premises and small-scale schemes of up to 300m^2. However, that restrictive policy is firmly rooted in the particular circumstances that applied in the early 1990's, due to the 'overheating' of the economy in the Thames Valley at that time. Those particular economic circumstances have now changed, hence the more relaxed approach to employment development in the draft replacement Structure Plan. *[see above]*

25. Policy SE3 contains a presumption in favour of Class B2 and B8 uses in General Industrial Areas. Again, that restriction has since been relaxed in the context of the emerging District-wide Local Plan, in the light of present-day employment market conditions. *[see below]*

***The Wokingham District Local Plan** [WDLP]*

26. The version of the WDLP that was discussed at the Local Plan Inquiry in 2000/01 was the deposit version published in October 1997, as amended by changes published in April 1999, September 1999 & February 2000. The LPI Inspector's Report into objections to the deposit Plan was received in October 2001.

27. WDLP identifies Molly Millar's Lane as an 'Existing Core Employment Area' *[ECEA]*, within which Policy WEM2 applies. As now recommended to be revised by the LPI Inspector, this policy supports development for the full range of business, industrial, distribution or storage uses in the ECEAs.

28. Policy WEM12, as originally drafted, sought to promote the use of land identified as 'General Industrial, Storage & Distribution' *[GISD]* areas, (including land on the north side of Molly Millar's Lane) for Class B2 or B8 use. However, the LPI Inspector has recommended that the policy is deleted and replaced with one which merely states that Classes B2 and B8 will be acceptable in those locations, within the context of Policy WEM2. Similarly, draft Policy WEM9, which is concerned with 'bad neighbour' uses, is to be deleted and replaced with a policy which merely confirms that such uses may be acceptable in the GISD areas.

29. The Inspector's recommendations are intended to bring the District Council's employment policies up to date, by encouraging greater flexibility within the Use Classes Order, in the interest of ensuring an adequate supply of employment land to meet local needs. The appeal proposal does not conflict with those objectives.

Supplementary Planning Guidance

30. Wokingham District Council has recently produced Supplementary Planning Guidance entitled: 'Planning Obligations - Principles and Practice', which was the subject of public consultation in 2001. In the context of employment development, the provisions of the SPG are intended to apply to those applications involving a net increase of at least 500m^2 floor space.

31. The Planning Officers at Wokingham District Council have indicated that in the context of the SPG, off-site contributions will be required toward two specific infrastructure matters - i.e. (a) transport and movement; and (b) sport, recreation and leisure. However, at the time of writing, the appellant has not been provided with a detailed justification for the level of financial contribution sought under item (a) and no contribution figure has been suggested under item (b). Consequently, the appellant is not in a position to reach agreement on those sums with the Council Officers.

Grounds of Appeal

32. The appeal is made against the failure of Wokingham District Council to issue a decision on the application within the statutory period. Indeed, recent discussions with the Council Officers have indicated that the application is still some weeks from being placed before the Planning Committee.

33. It is clear from the consultation responses viewed on the Council's application file that the District Council's Planning Policy Manager has no 'in principle' objections to the proposed development, subject to the resolution of the appropriate level of infrastructure contributions. This position accords with our analysis of the relevant development plan policies, as set out above.

34. No objections have been raised by Wokingham Town Council, or other interested parties. On technical matters, there are no outstanding objections from The Environment Agency, (subject to conditions), or from the local Fire Officer. There are also no objections from Wokingham District Council's internal consultees, including: the Environmental Health Officer, Environmental Design Officer and Countryside Officer.

35. As indicated above, the District Council's position regarding the appropriate level of off-site financial contributions to highways and recreation/sport/leisure infrastructure is still under discussion with the appellant. Subject to the District Council providing a detailed and reasoned justification for the amounts sought, the appellant is willing to enter into a s.106 obligation to make the appropriate and agreed financial payments. However, to date, such justification has not been provided.

36. Accordingly, we firmly believe that there are no planning policy or technical reasons why outline planning permission should not be granted for the proposed development and can find no justification for the reluctance of the Planning Officers to place the application before the relevant Planning Committee for determination.

Concluding Remarks

37. On the above basis we ask that our client's appeal is allowed.

38. We reserve the right to expand upon these Grounds of Appeal in due course, in accordance with the current Appeals Regulations, in response to any submissions made by Wokingham District Council, statutory consultees, or other interested parties.

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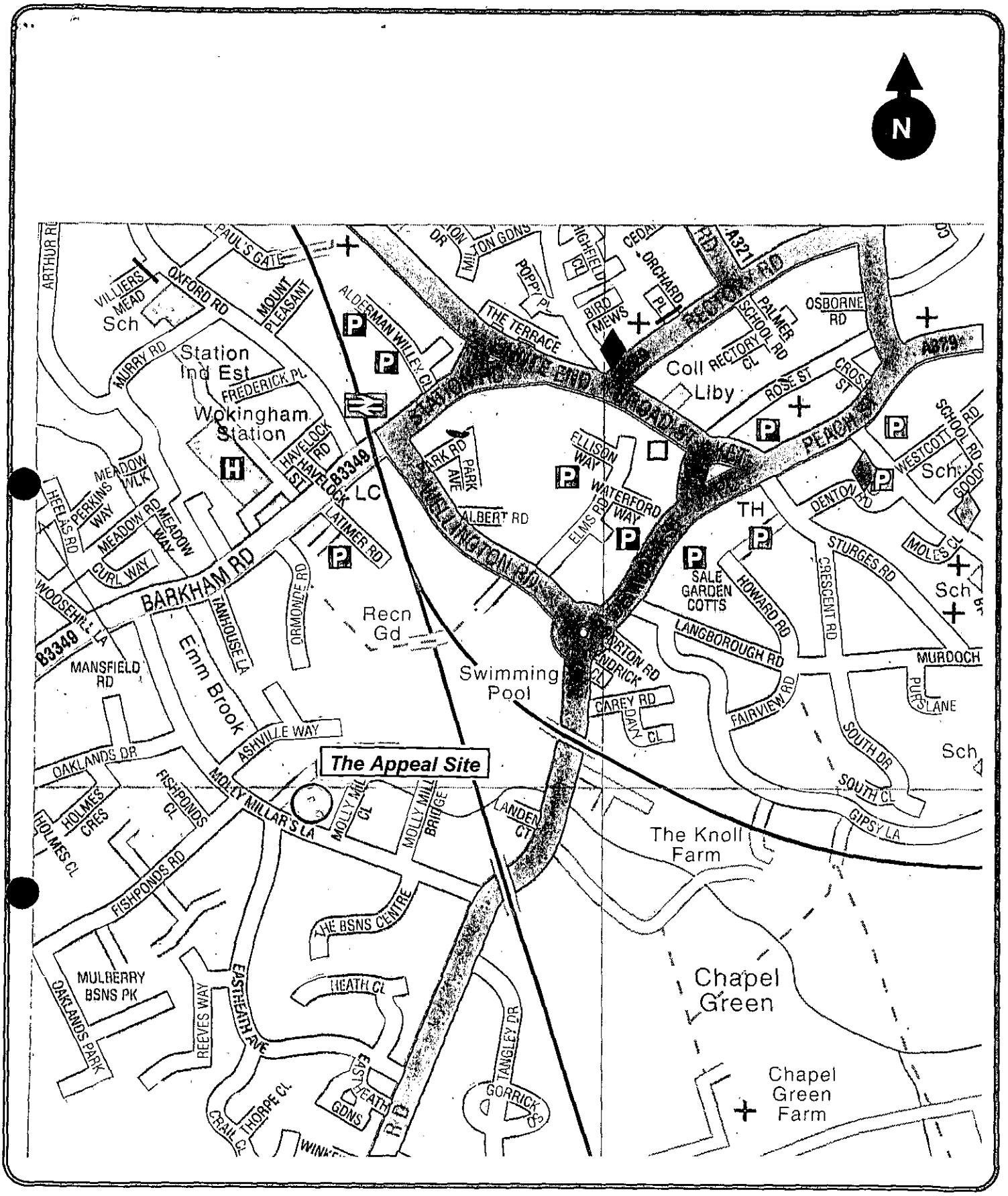
is/3673nov07.goa
7th November 2002



Title: Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire. **Site Location Plan.**	**THE BELL CORNWELL PARTNERSHIP** CHARTERED TOWN PLANNERS OAKVIEW HOUSE STATION ROAD HOOK HAMPSHIRE RG27 9TP TEL:(01256)766673 FAX:(01256)768490 bcp@bell-cornwell.co.uk		
	Scale: 1: 10000	**Job:** 3673	**Plan No:** BC.P.1
Drawn: SC	**Date:** November 2002	**Checked:** IS	**Date:** 07.11.02

The Planning Inspectorate

Further information about us and the planning appeal system is available on our website www.planning-inspectorate.gov.uk

For official use only
Date received

PLANNING APPEAL FORM

If you need this document in large print, on audio tape, in Braille or in another language, please contact our helpline on 0117 372 6372.

Please use a separate form for each appeal

Your appeal and essential supporting documents must reach the Inspectorate within 6 months of the date shown on the Local Planning Authority's decision notice (or, for 'failure' appeals, within 6 months of the date by which they should have decided the application).

Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 6 month period, the appeal will not be accepted.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must be the same as on the planning application form.

Name Lamron Developments (Wokingham) Ltd

Address Brinkletts House, 15 Winchester Road,

Basingstoke, Hampshire

Postcode RG21 8UE

Daytime phone no 01256 473080

Fax no 01256 473081

E-mail address malcolm@lamron.co.uk

B. AGENT DETAILS FOR THE APPEAL (if any)

Name The Bell Cornwell Partnership

Address Oakview House, Station Road,

Hook, Hampshire

Postcode RG27 9TP

Your reference is/3673

Daytime phone no 01256 766673

Fax no 01256 768490

E-mail address isowerby@bell-cornwell.co.uk

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA Wokingham District Council

Date of the planning application 09.11.01

LPA's application reference no O/2001/5282

Date of LPA's decision notice (if issued) n/a

D. APPEAL SITE ADDRESS

Address Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire

Postcode RG41 2PX

If the whole site can be seen from a road or other public land and there is no need for the Inspector to enter the site e.g. to take measurements or to enter a building, please tick the box. ☐

E. DESCRIPTION OF THE DEVELOPMENT

(This must be the same as on the application sent to the LPA, unless minor amendments were agreed with the LPA)

Erection of 3 Buildings B1(a) Offices, together with associated car parking and external works.

Size of the whole appeal site (in hectares): 0.99 ha.

Area of floor space of proposed development (in square metres): 4645 sq m

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:

*Please tick **one** box only* ✔

1. Refuse planning permission for the development described in Section E. ☐
2. Grant planning permission for the development subject to conditions to which you object. ☐
3. Refuse approval of details required by a previous outline planning permission. ☐
4. Grant approval of details required by a previous outline planning permission subject to conditions to which you object. ☐
5. Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above). ☐

or

6. The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) of an application for permission or approval. ☑

G. CHOICE OF PROCEDURE

CHOOSE ONE PROCEDURE ONLY

Appeals dealt with by written representations are usually decided more quickly than by the hearing or inquiry methods. It is important that you read our booklet 'Making your planning appeal' about the various procedures used to determine planning appeals.

Please note that when we decide how the appeal will proceed, we take into account the LPA's views

*Please tick **one** box only* ✔

1. WRITTEN REPRESENTATIONS ☐

The written procedure involves an exchange of written statements followed by a site visit by the Inspector. The grounds of appeal should make up your full case.

2. HEARING ☑

A hearing is a discussion of the appeal proposals. The Inspector leads the discussion. Hearings give everyone concerned the chance to give their views in a more relaxed and informal atmosphere than at a public inquiry. Hearings have many advantages, but they are not suitable for appeals that:

- are complicated or controversial;
- have caused a lot of local interest;
- involve cross-examination (questioning) of witnesses.

Although you may prefer a hearing, the Inspectorate must consider your appeal suitable for this procedure. Hearings are open to the public.

3. INQUIRY ☐

This is the most formal of the procedures, because it usually involves larger or more complicated appeals. These are often cases where expert evidence is presented, and witnesses are cross-examined. An inquiry may last for several days, or even weeks. It is not a court of law, but the proceedings will often seem to be quite similar and the appellant and LPA usually have legal representatives. Inquiries are open to members of the public.

An inquiry is held if you or the LPA decide that you cannot rely on the written procedure and a site visit, and we have decided that a hearing is unsuitable. Sometimes we decide that an inquiry is necessary. If we do, you will be given reasons for our decision.

H. GROUNDS OF APPEAL

If you have requested the written procedure, your **FULL** grounds of appeal must be made, otherwise we will return the appeal form.

If you have requested a hearing or an inquiry, please provide a brief outline of your grounds.

Refer to our booklet 'Making your planning appeal' for help.

Please continue on a separate sheet if necessary.

Please refer to attached Grounds of Appeal

H. GROUNDS OF APPEAL (continued)

Please turn over

I. APPEAL SITE OWNERSHIP DETAILS

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s). We also need to be sure that any other owner knows that you have made an appeal. YOU MUST TICK WHICH OF THE CERTIFICATES APPLIES. Please read the enclosed *Guidance Notes* if in doubt.

If you are the sole owner of the whole appeal site, Certificate A will apply: *Please tick **one** box only* ✔

CERTIFICATE A ☐

I certify that, on the day 21 days before the date of this appeal, nobody, except the appellant, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates;

OR

CERTIFICATE B ☑

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner (see Note (i) of the *Guidance Notes* for a definition) of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which the notice was served	Date the notice was served
Radyne (Overseas) Ltd	c/o Cummings Commercial	7th November 2002
	54 Conduit Street	
	London W1S 2YY	

CERTIFICATES C and D ☐

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D enclosed with the accompanying *Guidance Notes* and attach it to the appeal form.

AGRICULTURAL HOLDINGS CERTIFICATE (This has to be completed for all appeals)

We also need to know whether the appeal site forms part of an agricultural holding. Please tick either (a) or (b) **If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under 'Tenant's name'.**

✔

(a) None of the land to which the appeal relates is, or is part of, an agricultural holding; ☑

OR

(b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person (other than the appellant) who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates, as listed below: ☐

Tenant's name	Address at which the notice was served	Date the notice was served

J. ESSENTIAL SUPPORTING DOCUMENTS

The documents listed in 1–6 below, must be sent with your appeal form; 7–10 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 6 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

		✔
1.	A copy of the original **planning application** sent to the LPA.	☑
2.	A copy of the **site ownership certificate and ownership details** submitted to the LPA at application stage (this is usually part of the LPA's planning application form).	☑
3.	A copy of the **LPA's decision notice** (if issued).	☐
4.	A **plan showing the site outlined in red**, including two roads clearly named (preferably on a copy of a 1:10,000 Ordnance Survey map).	☑
5.	A list and copies of all **plans, drawings and documents** sent to the LPA as part of the application.	☑
6.	A list and copies of any **additional plans, drawings and documents** sent to the LPA but which did not form part of the original application (eg drawings for illustrative purposes).	☑

Copies of the following must also be sent, if appropriate:

7.	**Additional plans or drawings** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here:	☑

Location Plan - BCP.1

8.	Any relevant **correspondence** with the LPA.	☑
9.	If the appeal is against the LPA's refusal or failure to grant permission for 'details' imposed on a grant of outline permission, please enclose:	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission.	☐
10.	If the appeal is against the LPA's refusal or failure to decide an application which relates to a **condition**, we must have a copy of the original permission with the condition attached.	☐
11.	A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA).	☐
12.	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.	☐

PLEASE TURN OVER AND SIGN THE FORM – UNSIGNED FORMS WILL BE RETURNED

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents must be received by us within the 6 month time limit)

1. I confirm that I have sent a copy of this appeal form and relevant documents to the LPA *(if you do not, your appeal will not normally be accepted).*
2. I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature I Sweby (on behalf of) Lamron Devs (W'Ham)

Name (in capitals) The Bell Cornwell Partnership Date 7th November 2002

The gathering and subsequent processing of the personal data supplied by you in this form, is in accordance with the terms of our registration (Reg No: E311018) under the Data Protection Act 1998. Further information about our Data Protection policy can be found on our Website under "Privacy Statement" and in the booklet accompanying this appeal form.

NOW SEND:

- **1 COPY to us at:**
  The Planning Inspectorate
  Customer Support Unit
  Temple Quay House
  2 The Square
  Temple Quay
  BRISTOL
  BS1 6PN

  We do not currently accept appeals by e-mail or fax.

- **1 COPY to the LPA**
  Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again, send them any supporting documents not previously sent as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

- **1 COPY for you to keep**

When we receive your appeal form, we will:

1) Tell you if it is valid and who is dealing with it.
2) Tell you and the LPA the procedure for your appeal.
3) Tell you the timetable for sending further information or representations.

   YOU MUST KEEP TO THE TIMETABLE
   If information or representations are sent late we may disregard them. They will not be seen by the Inspector but will be sent back to you.
4) Tell you about the arrangements for the site visit, hearing or inquiry.

At the end of the appeal process, the Inspector will give the decision, and the reasons for it, in writing.

Published by the Planning Inspectorate April 2002

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TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

NOTICE UNDER ARTICLES 6 AND 9 (1)

To be published in a newspaper or to be served on an owner (see (a) below) or a tenant (see (b) below)

Proposed development at (see (c) below) Land west of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire

I give notice that (see (d) below) Lamron Developments (Wokingham) Ltd.

having applied to the (see (e) below) Wokingham District Council

to (see (f) below) Erect 3 Class B1(a) offices, together with associated car parking and external works

is appealing to the Secretary of State for Transport, Local Government and the Regions.

* on the failure of the council to give notice of a decision

Any owner of the land or tenant who wishes to make representations about this appeal should write to the Planning Inspectorate at Temple Quay House, 2 The Square, Bristol BS1 6PN by (see (g) below) 28TH NOVEMBER 2002

Signed Bell Cornwell Partnership * on behalf of Lamron Developments(Wokingham) Ltd.

Date 7TH NOVEMBER 2002

*Delete where inappropriate

Statement of owners' rights

The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or in a lease.

Statement of agricultural tenants' rights

The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

NOTES FOR COMPLETION OF NOTICE UNDER ARTICLES 6 AND 9(1)

(a) 'Owner' means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than 7 years, or, in the case of development consisting of the winning and working of minerals, a person entitled to an interest in a mineral in the land (other than oil, gas, coal, gold or silver).

(b) 'Tenant' means a tenant of an agricultural holding any part of which is comprised in the land.

(c) Insert address or location of the proposed development.

(d) Insert the appellant's name.

(e) Insert the name of the Council.

(f) Insert description of the proposed development.

(g) The date giving a period of 21 days beginning with the date of service or 14 days beginning with the date of publication of the notice (as the case may be).

Tel. (0118) 974 6448 (Direct Line)
Date: November 25, 2002
My ref: O/2001/5282
Your ref: APP/X0360/A/02/1103394

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: Land West Of Molly Millars Close, Molly Millars Lane, Wokingham

Further to my telephone call last week, I can confirm that the subject of this application would not have affected the setting of a listed building & therefore the advertisement should have read "Proposal is a Major Development" only.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant
CC: The Bell Cornwell Partnership

Tel. (0118) 974 6448 (Direct Line)
Date: November 21, 2002
My ref: O/2001/5282
Your ref: APP/X0360/A/02/1103394

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: Land west of Molly Millars Close Molly Millars Lane Wokingham

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.
I have also sent copies to the appellant's agent.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. November 21, 2002
My ref: O/2001/5282
Your ref: is/3673

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

The Bell Cornwell Partnership
Oakview House
Station Rd
Hook
RG27 9TP

Dear Sirs

APPEAL BY: **Lamron Developments (Wokingham) Ltd**
SITE: **Land west of Molly Millars Close, Molly Millars Lane, Wokingham**

With reference to this appeal, I enclose a copy of the questionnaire & associated documents.

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Den

Lamron, Molly Millars —

Can't appeal against non-determination
as its out of time (by my calculation)
8 wk. period exp. 18.2.02
+ 6 months

18.8.02

Basia

Inspectorate say if revised plans are rec'd - negotiations continue, the 6 month period can be taken from the end of those negotiations.

Den.
19/11/02.

The Planning Inspectorate

3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
http://www.planning-inspectorate.gov.uk

Direct Line 0117-3726079
Switchboard 0117-3728000
Fax No 0117-3728624

GTN 1371-6079

63326

18 NOV 2002

Ms D Gumbrell (Planning Department)
Wokingham District Council
Po Box 157
Wokingham
Berkshire
RG41 1BN

Your Ref: O/2001/5282

Our Ref: APP/X0360/A/02/1103394

Date: 15 November 2002

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY LAMRON DEVELOPMENTS (WOKINGHAM) LTD
SITE AT MOLLY MILLARS LANE, (LAND WEST OF MOLLY MILLARS CLOSE), WOKINGHAM, BERKSHIRE, RG41 2PX

We have decided that a hearing will be held into this appeal and we will now arrange a date.

I am the case officer and, if you have any questions please contact me. Apart from the questionnaire, please always send **2 copies** of all further correspondence, giving the full appeal reference number which is shown at the top of this letter.

I have checked the papers and confirm that the appeal is valid. If it appears at a later stage, following further information, that this may not be the case, I will write to you again.

The date of this letter is the **starting date** for the appeal.

The following documents must be **submitted** within this timetable:

Within 2 weeks from the starting date -

You must notify any statutory parties and any other interested persons who made representations to you about the application, that the appeal has been made. You should tell them that:-

i) any comments they made at application stage will be sent to me and if they want to make any additional comments, wherever possible, they must submit 3 copies within **6 weeks of the starting date.** If representations are submitted after the deadline, they will not normally be seen by the Inspector and they will be returned.
ii) they can get a copy of our booklet 'Guide to taking part in planning appeals' free of charge from you, and
iii) if they want to receive a copy of the appeal decision they must write to me asking for one.

You must submit a copy of a completed appeal questionnaire and supporting documents, including relevant development plan policies to the appellant and me.

Within 6 weeks from the starting date -

You and the appellant must submit 2 copies of your hearing statement to me. I will send a copy of your hearing statement to the appellant and send you a copy of their hearing statement. You and the appellant must send a copy of your hearing statements to any statutory parties. I will send you and the appellant a copy of any comments submitted by interested parties.

Within 9 weeks from the starting date -

You and the appellant must submit 2 copies of any final comments on each other's statement and on any comments on any representations from interested parties to me. Your final comments must not be submitted in place of, or to add to, your 6 week statement and no new evidence is allowed. I will forward the appellant's final comments to you at the appropriate time.

You **must keep to the timetable** set out above and ensure that your representations are submitted within the deadlines. If not, your representations will not normally be seen by the Inspector and they will be returned to you. As I have given details of the timetable, I will not send you reminders.

Withdrawing the appeal

If you hear that the appeal is to be withdrawn, please telephone me immediately. If I receive written confirmation of this from the appellant, I will write to you.

Further information about the terms we use in this letter and appeal procedures is on the attached sheet.

Yours faithfully

Mrs Margaret Pocock

H4B(BPR)

Questionnaire

The appeal questionnaire must be sent complete with copies of all necessary documents referred to in it. It is particularly essential to us that details of all relevant development plan policies are included with the questionnaire at this early stage.

Hearing Statement

In your hearing statement you will need to give full details of the case which you will put forward at the hearing. You must include copies of any documents, including copies of maps and plans, to which you intend to refer. Please also include a list of any conditions or limitations you would agree to, if the appeal were to be allowed. The format of a statement for hearing cases is in Annex 2(i) of DETR Circular 05/2000.

Statutory parties

'Statutory parties' are owners or tenants of the appeal site who made comments within the time limit on the application or appeal. You must give details of any statutory parties at application stage in reply to question 15e of the questionnaire. I will tell you about any statutory parties at appeal stage, before your hearing statement is due.

Late Representations

Comments or representations received after any of the time limits will normally be disregarded and we will send them back. Late representations will only be considered in extraordinary circumstances.

Costs

Costs can be awarded in hearing cases. If a hearing is subsequently adjourned because of the submission of late evidence, there is the possibility of a successful claim of costs. DOE Circular 8/93 gives more advice.

Planning obligations - Section 106 agreements

A planning obligation, often referred to as a 'section 106 agreement', is either a legal agreement made between the LPA and a person 'interested in the land', or a legally binding undertaking signed unilaterally by a person 'interested in the land'.

If you intend to rely on an obligation, a final draft must be submitted at least 10 working days before the date of a hearing. Obligations should be completed by the close of a hearing. An Inspector will not normally delay the issue of a decision to wait for the completion of an obligation.

MOLLY MILLAR'S LANE, WOKINGHAM

PROPOSED B1(a) OFFICE DEVELOPMENT

Scoping Report for
Lamron Developments (Wokingham) Limited
December 2001

Job Code:	LEWOKINGHAM
Prepared By:	AP
Approved By:	MRK
Status:	**Final**
Issue Date:	6th December 2001

MAYER BROWN

TRANSPORTATION, TRAFFIC & HIGHWAYS CONSULTANTS

PARKMAN WOKINGHAM

RECEIVED 07 DEC 2001

LOG No. W5610

	INITS	SIG	DATE
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PD			
PM			
COPY	SM		
COPY TO			
COPY TO			
REPLY			
FILE REF:			

Our reference: AJP/LEWOKINGHAM

6th December 2001

Mr T Callaghan
Wokingham District Council
Civic Offices
Shute End
Wokingham
Berkshire
RG40 1BN

Dear Mr Callaghan,

Re: Molly Millar's Lane, Wokingham - Proposed B1(a) Office Develoment

I write further to our meeting on the 23rd November this year attended by Steve McMillan of Parkman and my colleague Martin Knowles.

As discussed, I enclose herewith a copy of our Scoping Report for the full Transportation Assessment. I would be grateful for your comments on this document at your earliest convenience in order that the TA can be prepared.

Should you wish to discuss this matter, please do not hesitate to contact me or Martin Knowles.

I look forward to hearing from you in the near future.

Yours sincerely,

Alec Philpott
Senior Consultant

Enclosure

cc. Steve McMillan (+ enclosure) Parkman, (26-28 Market Place, Wokingham, Berks RG40 1AP)

Mayer Brown Limited
Mayer Brown House, 77-79 Maybury Road
Woking, Surrey, GU21 5JH
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Colin B Wade BEng (Hons) MCIT MIHT

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Registered Office 77-79 Maybury Road Woking Surrey GU21 5JH

1.0 INTRODUCTION

1.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

1.2 This report will form the basis of a detailed Transport Assessment, to be submitted in respect of the planning application.

4,100.

1.3 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements. → 155

1.4 The development site is located on the southern side of Wokingham town centre and is located in predominantly an office/industrial/business park sector

1.5 The issues to be demonstrated as part of the Transport Assessment include:-

- An assessment of access by a choice of modes of transport;
- Appropriate vehicular access arrangements;
- Impact on the operation or capacity of the local transport system;
- Compliance with the principles of sustainable development, with reference to the Council Local Plan and Local Transport policies;
- Adequacy of proposed car parking, with particular reference to appropriate local and central Government standards;

1.6 The detail of this scoping report and consequently the final Transport Assessment will be agreed with Wokingham District Council.

2.0 THE SITE AND ADJACENT HIGHWAY NETWORK

2.1 To allow a considered view to be drawn on the transportation issues associated with the proposed development, the Transport Assessment will initially set out details of the existing use of the site.

2.2 Details will be provided as to the existing uses on the site in addition to describing the adjacent land uses.

2.3 A description of the local highway network will be provided, including nominal road widths, junction types, footway/cycleway provision and street lighting.

2.4 Consideration will also be given to the impact of the removal of any established current use on the site.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

3.2 Vehicular access to the development proposals will be via a new priority junction onto Molly Millar's Lane. As part of the assessment process, pedestrian, cycle and vehicular access will be considered. Service access to the site will also be via this junction.

3.3 Secure and well lit cycle parking facilities will be provided close to all units at the site for use by customers and staff to encourage greener modes of transport.

3.4 In addition to the above the assessment will consider the appropriate measures that could be incorporated into a Travel Plan for the development site in order to promote sustainable modes of transport in an attempt to achieve the Governments aims of reducing car borne related trips on the adjacent highway network and subsequently reduce polluting emissions.

4.0 POLICY BACKGROUND AND SITE ACCESSIBILITY

4.1 Government planning policy stresses the importance of developments being accessible by a variety of modes of transport, including sustainable modes of transport such as walking, cycle and bus. We will consider the adequacy of the local transportation infrastructure serving the application site, and will concentrate on:

- Pedestrians
- Cyclists
- Public Transport

4.2 The accessibility assessment will include information relating to public transport service frequencies, route coverage and journey times. In addition, the assessment will also include details of pedestrian and cycle routes to the site.

4.3 Where appropriate, the assessment will highlight the potential for improvement to the pedestrian, cycle and transport network.

Travel Plan

4.4 In accordance with the Government guidance contained in Planning Policy Guidance Note 13 (PPG 13), the planning application will also be accompanied by a Heads of Terms for a Transport Plan (TP). The TP will be aimed at reducing car usage by staff and, in particular, the number of single occupancy car journeys.

5.0 TRAFFIC IMPACT

Base Traffic Data

5.1 Base flows for our Transport Assessment will be obtained from public documents relating to other developments in the area. The following junctions will be considered:-

- Site access junction
- Molly Millar's Lane/Finchampstead Road Roundabout junction
- Molly Millar's Lane/Barkham Ride Priority junction

5.2 The traffic survey results will highlight the critical peak periods on the adjacent highway network for consideration in the assessment. The assessment will consider the weekday morning and evening peak periods.

Development Traffic Data

5.3 Traffic attraction rates for the development will be estimated using rates obtained from the TRICS database.

5.4 Development traffic will be distributed on the highway network on a pro-rata basis of the recorded traffic movements adjacent to the site. Details will be agreed with the Council prior to the submission of the report.

Committed developments

5.5 Consideration will be given to the following known development proposals in the immediate vicinity:-

a) CF Taylor Site
b) Fluidrive Site

Junction modelling

5.6 Junction modelling will be undertaken using modelling software that is generally accepted throughout the transportation field and will utilise the following:-

- Roundabout — Visual ARCADY 5
- Priority Junction — Visual PICADY 4.1

5.7 Particular consideration will be given to the impact of the development proposals on Eastheath Avenue and measures will be identified to mitigate any significant impact on this road.

6.0 SUMMARY

6.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding the proposed redevelopment of land adjacent to Molly Millar's Lane, Wokingham for a B1(a) development.

6.2 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

6.3 The details of this scoping report and consequently the Transportation Assessment will be agreed with Wokingham District Council.

6.4 This Scoping Report will form an Appendix to the Transport Assessment.

0/2001/5282

MOLLY MILLAR'S LANE, WOKINGHAM

PROPOSED B1(a) OFFICE DEVELOPMENT

Transport Assessment for

Lamron Developments (Wokingham) Limited

December 2001

Job Code:	LEWOKINGHAM.1
Prepared By:	J Graham
Approved By:	
Status:	FINAL
Issue Date:	20th December 2001

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

Contents

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2.0	The Site and Adjacent Highway Network
3.0	Development Proposals
4.0	Policy Background and Site Accessibility
5.0	Traffic Impact
6.0	Summary and Conclusions

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A	Copy of Scoping Report
B	TEMPRO Output File
C	TRICS Output Files
D	Site Photographs
E	V/ARCADY Test Output Files – Molly Millar's Lane/Barkham Road
F	V/PICADY Test Output Files – Molly Millar's Lane/Site Access
G	V/ARCADY Test Output Files – Molly Millar's Lane/Finchampstead Road

Proposed B1(a) Office Development
Molly Millar's Lane, Wokingham

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Figure 5.16 2002 Base + Committed Development + Proposed Development Traffic Flows – Weekday PM Peak

1.0 INTRODUCTION

1.1 Mayer Brown Limited has been commissioned to prepare a Transport Assessment by Lamron Developments (Wokingham) Limited regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

1.2 The development proposal seeks to provide 4,645m^2 of B1(a) office development. To support the developments operational requirements it is proposed to provide 185 car parking spaces as well as measures to encourage travel by non-car modes of transport.

1.3 The site is a 'brownfield' site and lies to the south of Wokingham in a predominantly office/industrial/business use area. The site is currently derelict and in the past has served as a car park for nearby businesses. The site will be accessed for vehicular traffic via a new priority junction onto Molly Millar's Lane. The site's location in relation to the regional highway network is provided at Figure 1.1.

1.4 The scope of this assessment has been discussed and subsequently agreed with representatives of Wokingham District Council. A copy of the agreed Scoping Report is provided at Appendix A.

1.5 This report details the site and the surrounding highway network and compares the development proposals with local, regional and national transport policies. The sites accessibility by non-car modes are established as well as the likely traffic impact of the traffic attracted to the site on the local highway network. As part of our assessment we have considered the likely impact of any permitted developments in the vicinity of the site.

1.6 The remainder of this report is divided into five sections. Section two describes the site and the adjacent highway network, while Section three outlines the development proposals. Section four provides a description of the policy applicable to the site and considers the site's accessibility while Section five assesses the traffic impact. Section 6.0 provides our summary and conclusions.

2.0 THE SITE AND ADJACENT HIGHWAY NETWORK

2.1 The site lies within a predominantly office/industrial/business area. The site is bound to the north and east by business premises and open space. To the south the site is bound by Molly Millar's Lane, and to the west the site is bound by the CF Taylor office development site (awaiting construction).

2.2 The site lies approximately 1km from Wokingham town centre which provides the main shopping, leisure and public transport facilities. Due to the close proximity of the town centre, the opportunity exists to utilise non-car modes of transport.

2.3 Wokingham Rail Station lies approximately 650m north of the site and provides regular rail service links with Reading, London Waterloo and Gatwick Airport. This distance is considered to be a reasonable walk distance, although there are also regular bus services that provide links to the rail station accessible from Molly Millar's Lane and Barkham Road which are within an 8 minute walk of the site.

2.4 The site benefits from excellent links with the local highway network. From Wokingham town centre the A329 can be accessed which provides a link to the M4 motorway and therefore access with London to the east and Bristol and South Wales to the west. The A329(M) is also accessible which provides a route to Reading to the north and Bracknell to the south.

2.5 The A321 to the east of the site provides access to Wokingham Town Centre to the north and the M3 motorway to the south which also provides access to London to the north east and Southampton to the south west.

2.6 The location of the site in relation to the local highway network is shown at Figure 2.1.

2.7 Molly Millar's Lane is typically 6-8m wide with 1.5-2m wide footways on both sides of the road. A system of street lighting is present along its entire length and the road is subject to a 30mph speed restriction. There is no on-street parking allowed with car park provision being accommodated within the business units.

2.8 To the west Molly Millar's Lane is accessed via a priority junction with Barkham Road, to the east via a three arm roundabout junction with Finchampstead Road. Barkham Road is typically 6-8m wide and is subject to a 40mph speed restriction to the south that changes to 30mph approaching Molly Millar's Lane. Footways are typically 1.5-2m wide and street lighting is provided. Finchampstead Road is typically 6-7.3m wide with 1.8-3m wide footways. Again, street lighting is provided and a 30mph speed restriction is in force.

2.9 Barkham Road north of Molly Millar's Lane links to Wokingham town centre and to the south with Arborfield and routes to Shinfield and Swallowfield. Finchampstead Road links with Wokingham town centre to the north and Finchampstead to the south.

2.10 Access to the site is via Finchampstead Road and Barkham Road from the east and west. There is the possibility of using Eastheath Avenue to the south of the site which is accessed from Finchampstead Road. This has been identified as a possible 'rat-run' by the Council and the potential impact of the development on this road will be assessed later in this report.

3.0 DEVELOPMENT PROPOSALS

3.1 As set out in the introduction, the development proposal seeks to provide 4,645m² of B1(a) office development. To support the developments operational requirements it is proposed to provide 185 car parking spaces as well as measures to encourage travel by non-car modes of transport.

3.2 The development will be divided into three buildings with associated car parking. Table 3.1 below summarises the size of each unit and the amount of car parking spaces proposed:

	Gross Floor Area (m²)	Car parking Spaces
UNIT A	1,782m²	71
UNIT B	1,509m²	60
UNIT C	1,354m²	54
TOTAL	**4,645m²**	**185**

Table 3.1 Summarising the Proposed Site Layout

3.3 The proposal for 185 car parking spaces is in accordance with Wokingham District Council's Local Plan which states a parking standard of 1 space per 25m² for B1(a) office developments. At the parking level proposed there will be a requirement for a significant number of employees to travel by other modes of transport. This is dealt with in section four of this report.

3.4 Access to the site will be via a new priority junction onto Molly Millar's lane which forms part of the development proposals.

3.5 As part of the development proposals it is proposed to provide secure cycle parking facilities (the Local Plan stating 1 stand per 250m²), lockers and shower facilities. These measures are aimed at making cycling an attractive alternative to the car and reducing the number of car borne trips to the site.

3.6 A plan illustrating the proposed site layout, car parking provision and new site access arrangements is provided at Figure 3.1.

4.0 POLICY BACKGROUND AND SITE ACCESSIBILITY

National Policy

4.1 Government Planning Policy Guidance in relation to transport accessibility issues is contained in the revised PPG13, published in March 2001 and entitled 'Transport'. The key transport aims contained in PPG13 are:

i. Locate development in locations that offer a realistic choice of access by non-car modes;
ii. Encourage alternative means of travel which have less environmental impact; and hence;
iii. Reduce reliance on the private car;
iv. Reduce the growth in length and number of motorised journeys.

4.2 Paragraph 19 of PPG13 also states that:

"A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion."

4.3 The development proposals meets these objectives by providing employment facilities close to Wokingham town centre and its public transport facilities therefore making the site accessible by non-car modes.

4.4 Paragraph 32 of PPG13 also states that;

"....local authorities should adopt a positive, plan-led approach to identifying preferred areas and sites for B1 uses which are (or will be) as far as possible highly accessible by public transport, walking and cycling."

4.5 It will be demonstrated later in this section that the development site is identified as an employment site by the local authority and has been chosen because of its accessibility by non-car modes.

Regional Policy

4.6 Regional policy is contained in Regional Planning Guidance for the South East (RPG9). This document follows PPG13 in requiring development sites to locate in areas where modes of transport other than the private car can be used.

4.7 Regarding walking and cycling RPG9 states that:

"Walking and cycling should be vigorously promoted especially for shorter distances, as the healthiest and most environmentally-friendly ways to travel."

4.8 As will be proven later in this section the site accords with this policy by being highly accessible by foot to adjacent residential areas as well as the town centre and with new cycling initiatives emerging in the area, cycling to the site will become an attractive alternative.

Local Policy

4.9 The Wokingham District Draft Local Plan identifies the Molly Millar's Industrial Area as a core employment area, and being within an area already developed for business use with established links to the public transport network, sizeable populations and therefore there is the potential to reduce car travel.

4.10 The Local Plan contains strategies that aim to reduce the number of car borne trips. It proposes to achieve this by increasing the use of transport modes such as bus, cycle and walking. As has already been set out, the site benefits from an established pedestrian and public transport network which coupled with residential areas in the vicinity of the site creates the potential for staff to utilise non-car modes of transport.

4.11 The parking provision for the site has been set at a level of 1 space per 25m^2. This is in line with Wokingham District's Local Plan. PPG13 advises a level of parking provision of 1 space per 30m^2 but acknowledges that local authorities may exercise a degree of discretion if a development warrants a less restrictive standard.

Pedestrian Facilities

4.12 The pedestrian infrastructure in the vicinity of the site is good with footways typically 1.5-2m wide, well surfaced and located on both sides of the carriageway. There are systems of street lighting to modern standards on Molly Millar's Lane, Barkham Road and Finchampstead Road.

4.13 Tactile paving was evident at certain junctions to aid crossing for partially sighted pedestrians.

Cycle Facilities

4.14 There are currently no cycle facilities present in the vicinity of the site. However, there are proposals for a new cycle route which will provide access to the site as part of Wokingham Districts Council's Cycling Strategy. This strategy is set out in Wokingham District Council's Local Transport Plan (2001-2006).

4.15 The route will start in Finchampstead and follow the A321/B3016. Along this route the footways would be widened to 2.5-3.5m to accommodate cycle facilities. It is proposed that the route would then follow Molly Millar's Lane which would have cycle facilities installed, including cycle paths, and landscape enhancements will be implemented to make it an attractive route for cyclists.

4.16 As part of these proposals the Barkham Road/Molly Millar's Road and Finchamptstead Road/Molly Millar's Lane junction would be improved to accommodate cycle facilities and potentially improve traffic flow.

4.17 From Molly Millar's Lane the route will head north towards Wokingham town centre via a new cycle path from Ashville Way to Latimer Road. From here its is proposed to build a new over bridge to link Latimer Road to Wokingham town centre and railway station.

4.18 It is considered that the proposed cycle route, once installed will greatly improve the accessibility of the site by bicycle.

Accessibility by Bus

4.19 There are four bus stops in the vicinity of the site. Two are located along Molly Millar's Lane and the other two along Barkham Road, distances of approximately 280m and 550m respectively. The services that they provides access to are summarised in the table on the next page:

Service No	Route	Peak Hourly Frequency
144 (Barkham Rd only)	Reading – Shinfield – Arborfield – California Cross – Barkham - Wokingham	2 per hour
193	Reading – Winnersh – Wokingham – Crowthorne – Sandhurst - Camberley	1 per hour
SB	Free Shuttle Bus around Wokingham Town Centre	4 per hour

Table 4.1 Summarising Bus Services Accessible from Molly Millar's Lane and Barkham Road

4.20 A plan illustrating the bus services and the stops from where they can be accessed is provided at Figure 4.1.

4.21 It is considered that the bus stops and services located close to the site provide the potential for employees to conveniently travel to the site by public transport

Accessibility by Rail

4.22 Wokingham rail station is located approximately 650m to the north of the site. There are regular train services running to Reading, Gatwick Airport and London Waterloo. All of the bus services listed in Table 4.1 stop at the rail station and the site is a reasonable walk distance from the railway station. The services accessible from Wokingham rail station are summarised in Table 4.2 on the next page:

Route	Peak Hourly Frequency
Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Feltham – London Waterloo	3 per hour
London Waterloo – Feltham – Longcross – Sunningdale – Ascot – Martins Heron – Bracknell – Wokingham – Winnersh – Winnersh Triangle – Earley - Reading	3 per hour
Reading – Wokingham – Guildford – Dorking – Redhill – Gatwick Airport	3 per hour
Gatwick Airport – Redhill – Dorking – Guildford – Wokingham - Reading	3 per hour

Table 4.2 Summarising Rail Services Stopping at Wokingham Rail Station

4.23 It is therefore considered that the site can be conveniently accessed by employees wishing to use rail.

Travel Plan

4.24 In accordance with the Government guidance contained in Planning Policy Guidance Note 13 (PPG13), a document setting out the "Heads of Terms for a Transport plan " is included with the Planning Application. The Transport plan will be designed to encouraged the use of alternative travel modes other than the car and in particular, the number of single occupancy car journeys.

Summary

4.25 It has been demonstrated that the site is fully in accordance with national, regional and local policy surrounding this type of development. It is also been shown that the development site is accessible by non-car modes of transport and therefore is in line with Government policy to reduce the reliance on the private car.

5.0 TRAFFIC IMPACT

5.1 To fully assess the impact of the proposed development on the local highway network junction capacity testing has been carried out at the following junctions:

- Molly Millar's Lane / Finchampstead Road Roundabout Junction
- Molly Millar's Lane / Barkham Road Roundabout Junction
- Proposed Site Access Priority Junction

Base Traffic Data

5.2 To assess the junction's base traffic flows, it was agreed by the Council that traffic survey data was obtained from The Denis Wilson Partnership's Transport Assessment (February 2000) for the Former CF Taylor Site situated to the west of the site along Molly Millar's Lane. This data was used to maintain consistency when comparing the impact of the development proposals.

5.3 This survey identified the weekday AM and PM peak hours as being:

- Weekday AM Peak 08:00 to 09:00 hours
- Weekday PM Peak 17:00 to 18:00 hours

5.4 The observed 2000 observed traffic flows are contained in Figures 5.1 and 5.2 at the back of this report.

5.5 It is necessary to assess the impact of the proposed development in the year 2002, as this is the year when the development is likely to become operational. In order to present a robust case, we have included an element of traffic growth in our assessment by applying low growth rates derived using the Department of the Environment, Transport and the Regions' TEMPRO computer package. TEMPRO is an accepted tool for assessing the impact of local traffic growth. The program has been used to determine the low traffic growth figure for the Wokingham area. The growth rate applied is set out in Appendix B.

5.6 The 2002 base traffic flows are contained in Figures 5.3 and 5.4.

Permitted Developments

5.7 The CF Taylor Site to the west of the site has been granted planning permission for a B1(a) office development. To take into account the impact of this additional traffic on the highway network we have added the traffic attracted to the CF Taylor site to our base flows. The CF Taylor development flows are contained in Figures 5.5 and 5.6.

5.8 Further to the west along Molly Millar's Lane the former Fluidrive site has just submitted a planning application for a redevelopment to B1(a) and (b) uses. At the time of this report planning permission had not been granted but to present a robust case we have been requested by the Council to include the development traffic in our junction modelling. Due to only being able to obtain AM and PM total trips without an arrival / departure breakdown we have assumed an AM peak 80%/20% arrival/departure breakdown. This is reversed for the PM peak. The Fluidrive development flows are contained in Figures 5.7 and 5.8.

5.9 The 2002 base plus permitted development flows are contained in Figures 5.9 and 5.10.

Development Traffic Data

5.10 To assess the traffic likely to be attracted to the site we have carried out an interrogation of the TRICS (Trip Rate Information Computer System) database. This is an accepted tool in determining the likely traffic attraction to a development site. The TRICS output files are contained in Appendix C.

5.11 Due to the limited number of sites contained in the TRICS database we have used selection parameters that take into account the whole of the British Isle. Reports for the Fluidrive and CF Taylor sites have used similar selection parameters.

5.12 Many of the sites on TRICS predate current and national policies to reduce poiluting emissions and generally reduce the number and length of journeys by the private car. We subsequently consider that the surveys on the database represent the unrestrained situation and the use of the 85%ile rates is likely to unnecessarily overestimate the level of traffic generated by the proposed development. Therefore, we have used average TRICS rates to reflect this change in policy.

5.13 Table 5.1 below summarises the weekday AM and PM peak period's arrival and departure trip rates.

	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	2.38	0.29	2.67
Weekday PM Peak (17:00 – 18:00)	0.43	2.47	2.90

Table 5.1 Development Trip Rates

5.14 These rates have been used to calculate the development traffic for these peak periods. Development traffic attraction is summarised in table 5.2 below:

	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	111	14	125
Weekday PM Peak (17:00 – 18:00)	20	115	135

Table 5.2 Development Traffic Flows

5.15 The development traffic has been distributed onto the highway network on a pro-rata basis using the existing turning proportions from Figures 5.3 and 5.4. The AM and PM development traffic distributions are provided at Figures 5.11 and 5.12 and development traffic flows at Figures 5.13 and 5.14.

5.16 Figures 5.15 and 5.16 provide the total traffic flows (2002 base + 'permitted' development + development traffic).

Current Site Use

5.17 At the meeting with the Council on 23rd November 2001 we were advised that the site was being used as a car park by neighbouring companies. However, following two subsequent site visits during typical weekdays we have observed no parking and therefore drew the conclusion that the site is no longer used for this purpose. In addition, the site is overgrown and there was little evidence of recent use. The client is unable to inform us of when the use terminated.

5.18 Photographs from the site visits have been included at Appendix D to illustrate the conditions found.

Eastheath Avenue

5.19 The local authority has raised the issue of the possibility of Eastheath Avenue being used as a rat-run by development traffic and requested that the likely impact of the proposed development especially on the operation of the Eastheath Avenue / Molly Millar's lane priority junction be identified. This road links with Molly Millar's Lane to the north and Finchampstead Road to the south and provides a route that bypasses the Molly Millar's Lane / Finchampstead Road roundabout.

5.20 From Figures 5.13 and 5.14 it can be seen that 29 and 5 vehicles in the AM and PM peaks respectively arrive from Finchampstead Road south. Even if all of these vehicles chose to use Eastheath Avenue it would equate to a figure equal to or less than 1 vehicle every 2 minutes. This will clearly have a negligible impact on the operation of the Eastheath Avenue / Molly Millar's Lane junction and would not have an environmental impact on the residential properties located on Eastheath Avenue.

5.21 On this basis, we conclude that it is unnecessary to further assess this junction, as the proposed development will not have a material impact on its operation.

Junction Modelling

5.22 Modelling has been carried out at the junctions listed in paragraph 5.1 of this report with the appropriate software:

- Visual ARCADY 5.0 Roundabouts
- Visual PICADY 4.1 Priority Junctions

5.23 At the present time the Molly Millar's Lane / Barkham Road junction is a priority junction. However, we have been advised that this junction will be converted into a mini roundabout arrangement. Phase 1 of this conversion is already underway with the final phase due for completion late 2002. On this basis we consider it unnecessary to model the existing arrangements and have instead modelled the proposed mini roundabout.

5.24 The Denis Wilson Partnerships report regarding the adjacent CF Taylor site have suggested improvements to the Molly Millar's Lane/Finchampstead Road roundabout. In addition to modelling the existing site conditions we have modelled this junction with the improvements proposed.

5.25 The following conditions have been tested at each of the junctions:

- 2002 Base + 'Permitted' Development
- 2002 Total Traffic Flows

Molly Millar's Lane / Barkham Road Roundabout

5.26 Tables 5.3 and 5.4 summarise the ARCADY test output files contained at the back of this report at Appendix E.

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.194	0.2	0.441	0.8
Barkham Road (S)	0.734	2.7	0.275	0.4
Barkham Road (N)	0.406	0.7	0.284	0.4

Table 5.3 Molly Millar's Lane / Barkham Road Proposed Roundabout – 2002 Base + Permitted Development

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.196	0.2	0.465	0.9
Barkham Road (S)	0.758	3.1	0.279	0.4
Barkham Road (N)	0.429	0.7	0.287	0.4

Table 5.4 Molly Millar's Lane / Barkham Road Proposed Roundabout – Total Traffic Flows

5.27 It can be seen from the above summary tables that the development traffic flows will have a negligible impact on the operation of this junction.

Site Access / Molly Millar's Lane

5.28 As this junction forms part of the development proposals only the 2002 total traffic flow scenario has been tested. Table 5.5 below provides a summary of the PICADY tests:

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane (N)				
Site Access	0.042	0.0	0.229	0.2
Molly Millar's Lane (S)	0.286	1.1	0.033	0.0

Table 5.5 Molly Millar's Lane / Site Access – 2002 Total Traffic Flows

5.29 As can be seen the junction operates within capacity with minimal queuing. Picady test output files are contained in Appendix F.

Finchampstead Road / Molly Millar's Lane

5.30 As has been mentioned two scenarios have been tested reflecting the current state of the junction operation. The tables on the next page summarise the results of the testing taking in the current situation and with improvements with the test output files being in Appendix G:

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.649	1.8	0.853	5.6
Finchampstead Road (N)	0.847	5.4	1.030	54.0
Finchampstead Road (S)	0.833	4.8	0.526	1.1

Table 5.6 Molly Millar's Lane / Finchampstead Road – 2002 Base + Permitted Development

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.616	1.6	0.816	4.3
Finchampstead Road (N)	0.680	2.1	0.813	4.3
Finchampstead Road (S)	0.627	1.7	0.406	0.7

*Table 5.7 Molly Millar's Lane / Finchampstead Road – 2002 Base + Permitted Development **with improvements***

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.659	1.9	0.919	10.1
Finchampstead Road (N)	0.876	6.8	1.064	82.9
Finchampstead Road (S)	0.879	6.8	0.530	1.1

Table 5.8 Molly Millar's Lane / Finchampstead Road – 2002 Total Traffic Flows

Arm	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Molly Millar's Lane	0.627	1.7	0.880	6.9
Finchampstead Road (N)	0.704	2.4	0.837	5.0
Finchampstead Road (S)	0.659	1.9	0.411	0.7

*Table 5.9 Molly Millar's Lane / Finchampstead Road – 2002 Total Traffic Flows **with improvements***

5.31 As can be seen from the above table the junction with improvements operates within capacity with acceptable queue lengths.

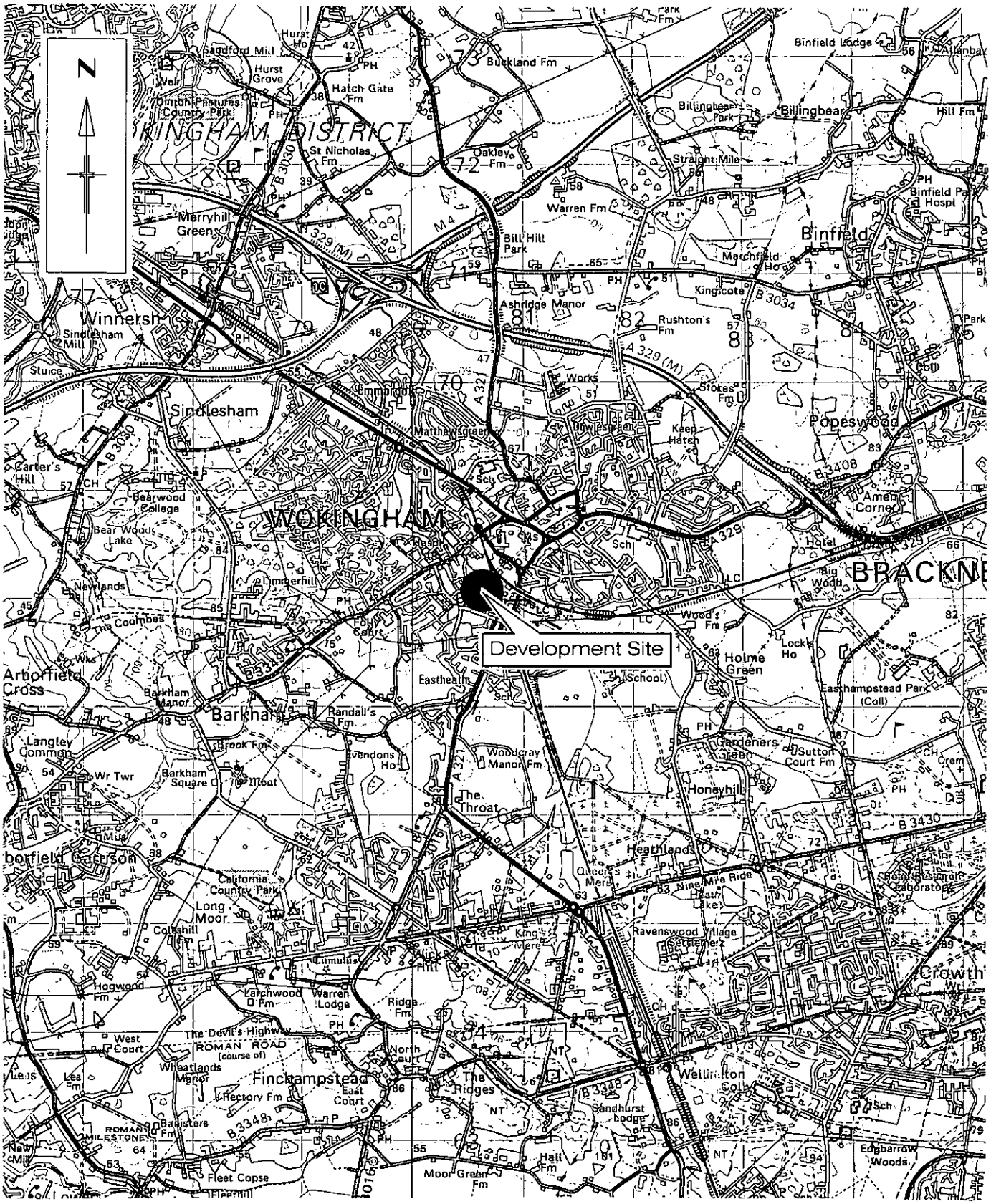
6.0 SUMMARY AND CONCLUSIONS

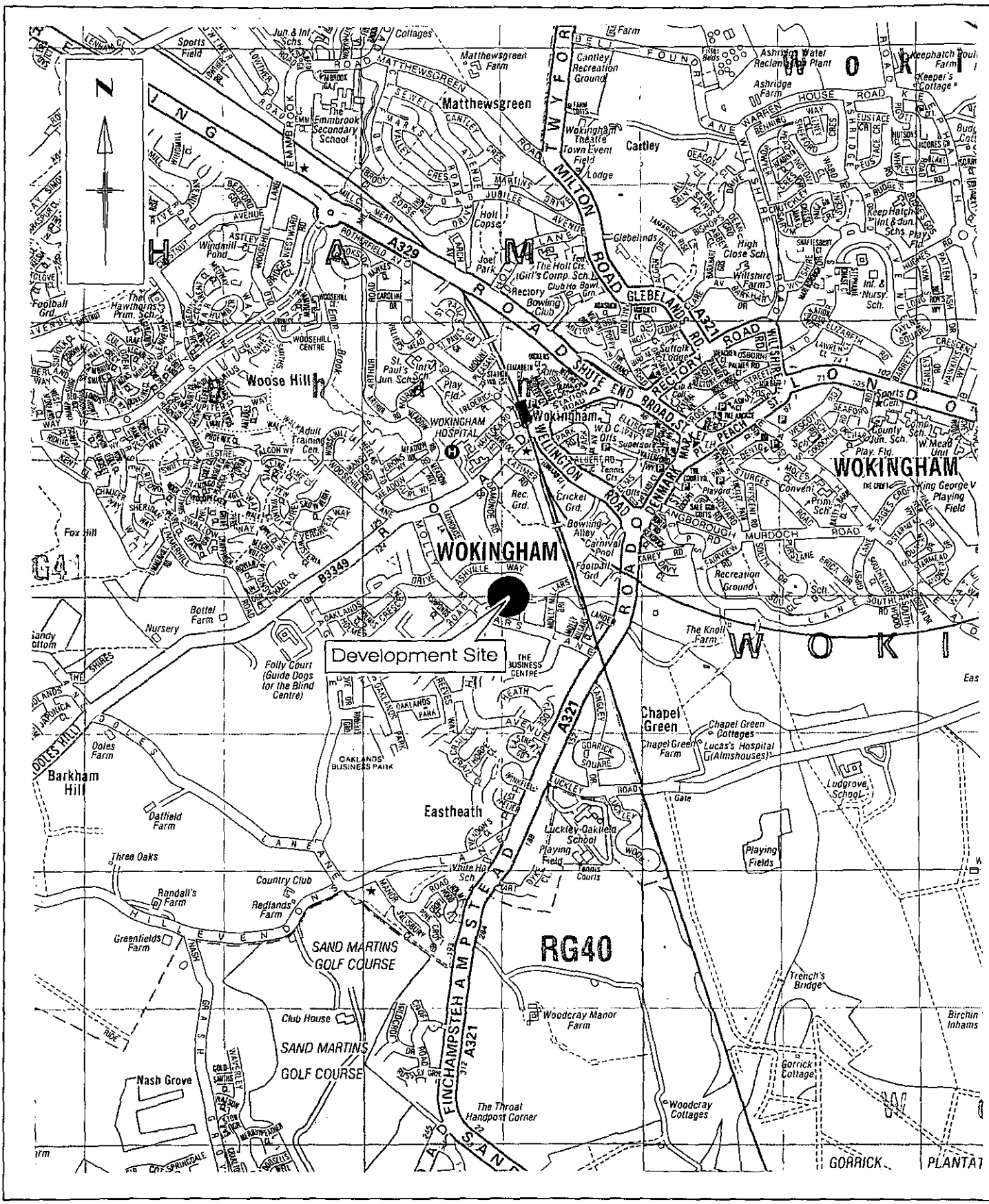
6.1 Mayer Brown Limited has been commissioned to prepare a Transport Assessment on behalf of Lamron Developments (Wokingham) Limited regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

6.2 This assessment demonstrates the following:

- The development site is accessible by alternative modes of transport other than the private car including bus, cycle, rail and foot.
- The development site parking provision accords with national and local authority policies.
- The site is located within an area identified by the local plan for employment use and is within an established industrial area with associated public transport infrastructure.
- The adjacent highway network can adequately accommodate the traffic likely to be attracted to the site. Improvements to the Molly Millar's Lane / Finchampstead Road roundabout identified by other developers will improve the operation of the junction and comfortably accommodate additional traffic attracted by the permitted and proposed developments.
- The development proposals will be accompanied by a Travel Plan to encourage staff to use alternative modes of transport to travel to the site.
- Cycle parking, shower and locker facilities will be provided within the proposals to encourage cycling to the site.
- Improvements proposed by Wokingham District Council to the local cycle network will further enhance access to the site by cyclists.

6.3 We therefore conclude that the proposed development accords with national and local policies in respect of transport. We conclude that there is no reason why the proposed development should not be allowed for transport reasons.

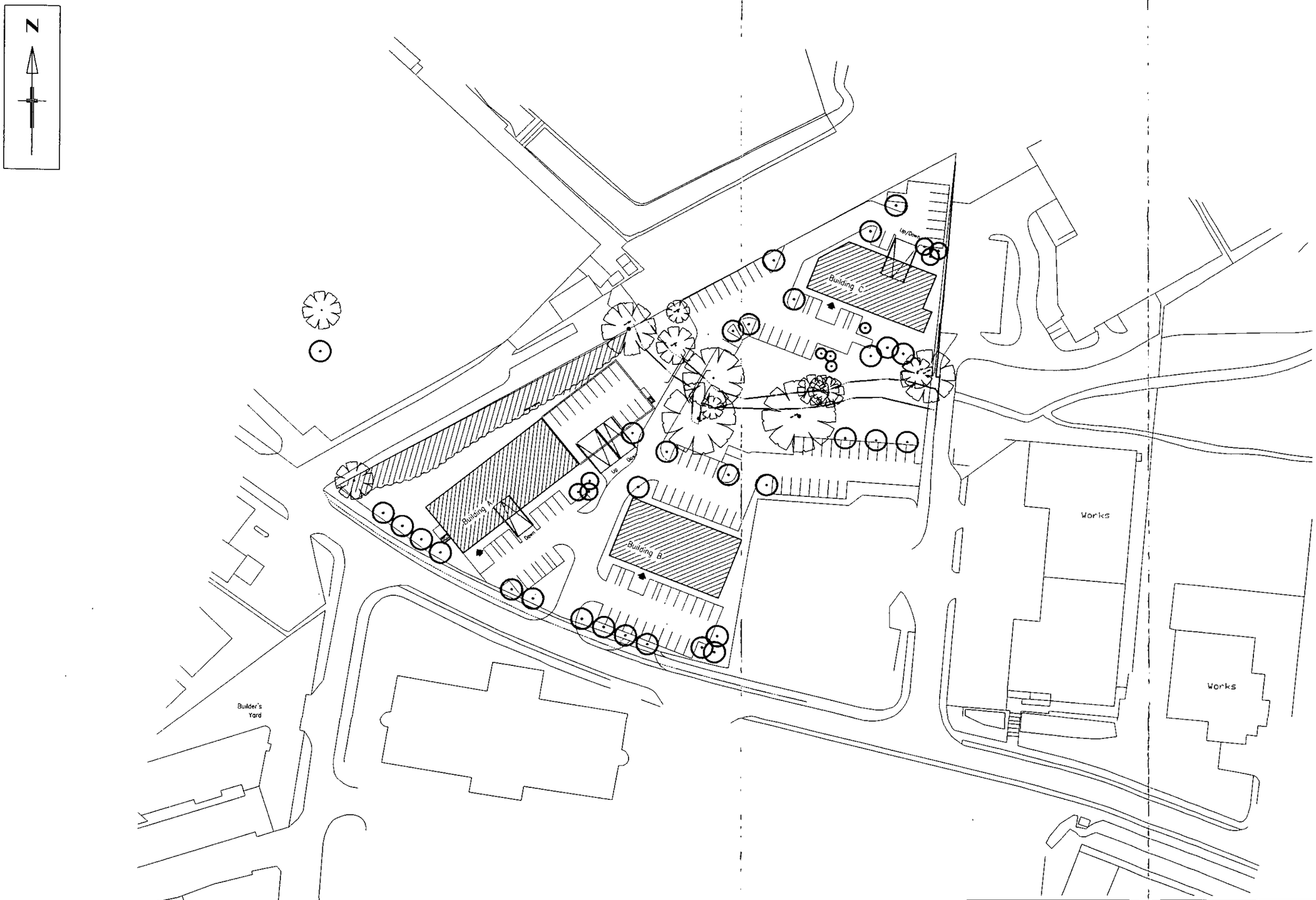

N
Development Site
WOKINGHAM
Winnersh
Sindlesham
Barkham
Arborfield Cross
Finchampstead
Wokingham District
Binfield
Popeswood
Bracknell
Crowthorne
Ascot
Sandford Mill
Hurst Grove
Hatch Gate Fm
Oakley Fm
Buckland Fm
Billingbear Park
Straight Mile
Warren Fm
Bill Hill Park
Marchfield Ho
Kingscote
Ashridge Manor
Rushton's Fm
Stokes Fm
Emmbrook
Matthewsgreen
Dowlesgreen
Keep Hatch
Carter's Hill
Bearwood College
Bear Wood Lake
Newlands
Limmerhill
The Coombes
Four Oaks Court
Eastheath
Barkham Manor
Randall's Fm
Brook Fm
Evendons Ho
Woodcray Manor Fm
Langley Common
Barkham Square
Moat
The Throat
Honeyhill
Heathlands
Queen's Mere
Nine Mile Ride
Ravenswood Village
California Country Park
Long Moor
Colehill
Cumulus Hill
Hogwood Fm
Larchwood Fm
Warren Lodge
Ridge Fm
West Court
The Devil's Highway
ROMAN ROAD
(course of)
North Court
Wheatlands Manor
Lea Fm
Rectory Fm
East Court
The Ridges
Sandhurst Lodge
Wellington Coll
Barristers Fm
ROMAN MILESTONE
Fleet Copse
Moor Green Fm
Hall Fm
Edgbarrow Woods
Holme Green
Lockey Ho
Easthampstead Park (Coll)
Sutton Court Fm
Gardeners Green
Big Wood
Wood's Fm
Amen Corner
Hotel
Binfield Lodge
Allanbay
Hill Fm
Binfield Park Hospl
Popeswood
Stroud Laboratories
Sch
PH
Works
Mill
Weir
Sluice
Ho
Fm
Hosp
Coll
Crem
Wr Twr
Mud
Wks
Lodge
Park
Hill
Green
Wood
Lake
Court
Manor
Square
Moat
Mere
Hall
Ridge
Lodge
Court



The Site in Relation to the Local Highway Network

Scale 1:19 000

Figure 2.1

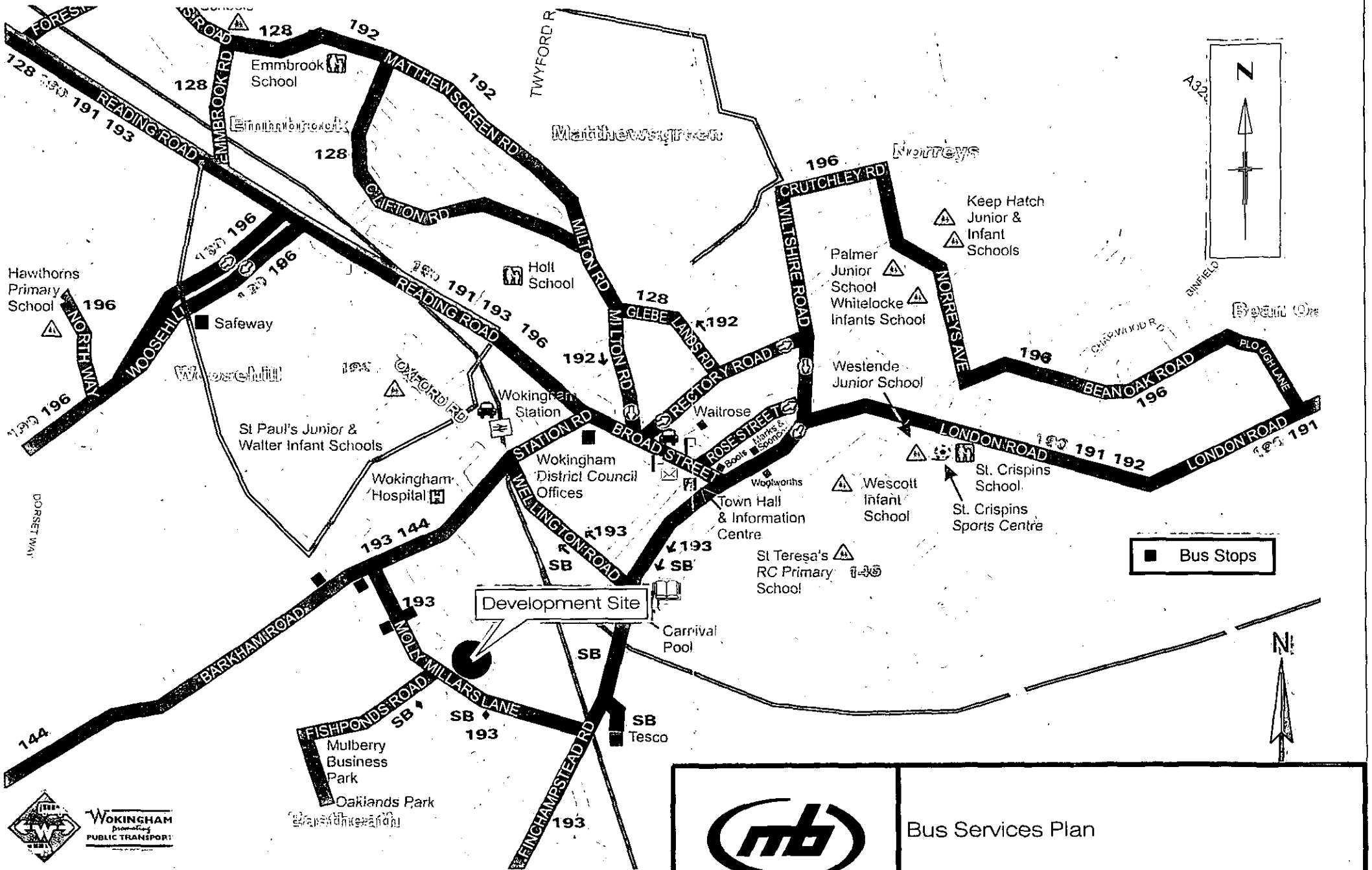


Based upon the Ordnance Survey's Digital Ordnance Survey Map of Wokingham with the permission of the Controller of Her Majesty's Stationery Office, (c) Crown Copyright

Proposed Site Layout

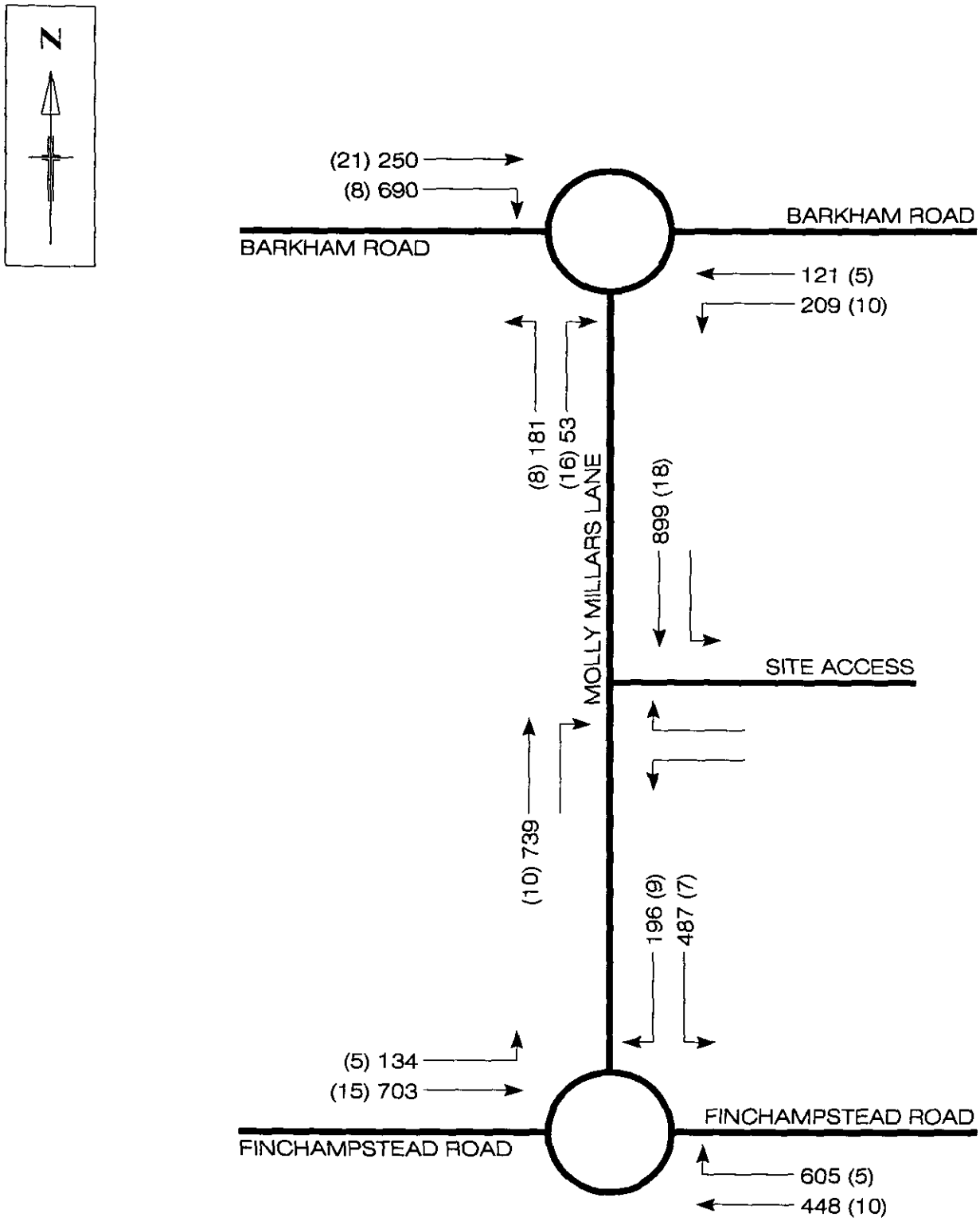
Scale 1:1000 @ A3

Figure 3.1



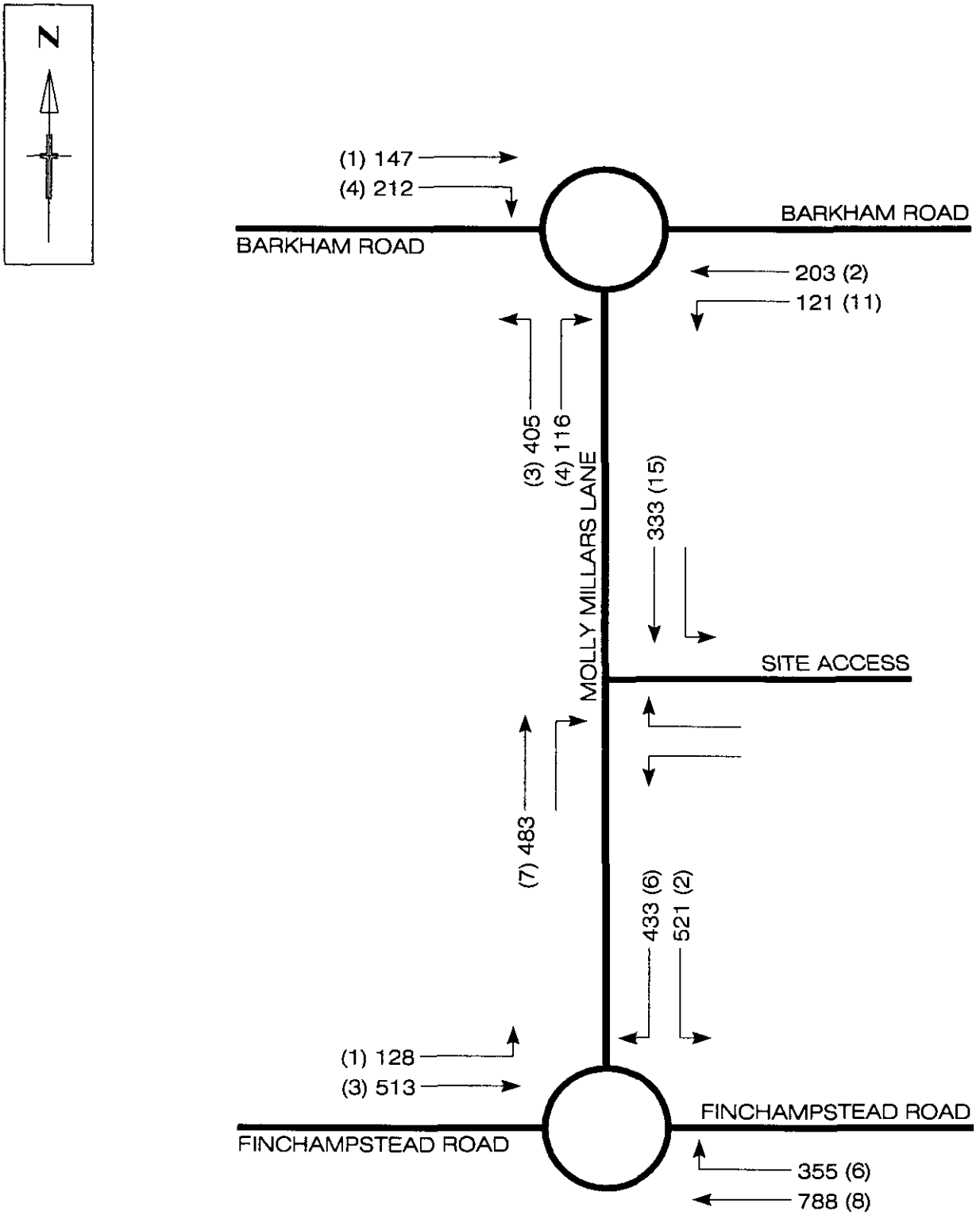
Bus Services Plan

Figure 4.1



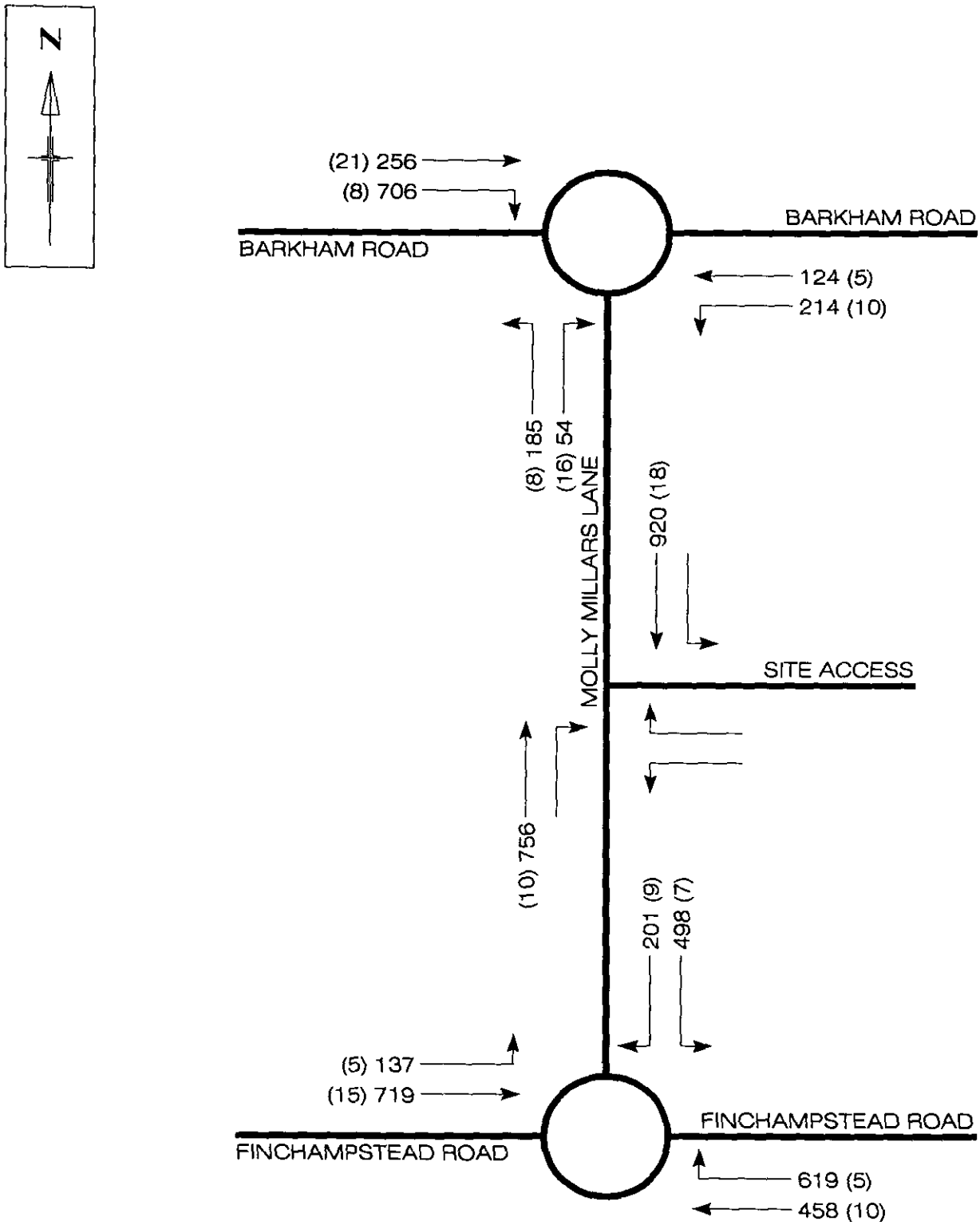
2000 Observed Flows
Weekday AM Peak

Figure 5.1



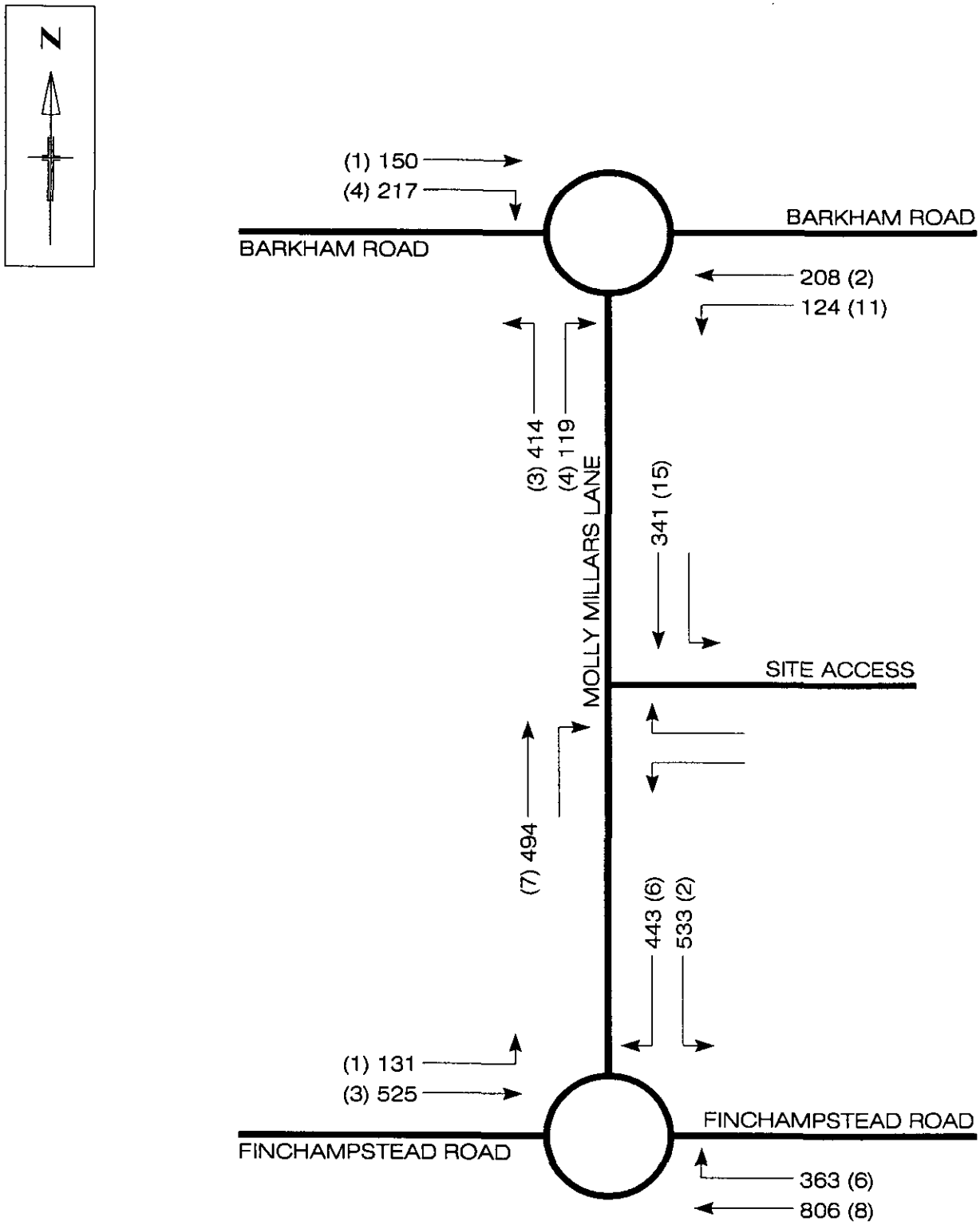
2000 Observed Flows
Weekday PM Peak

Figure 5.2



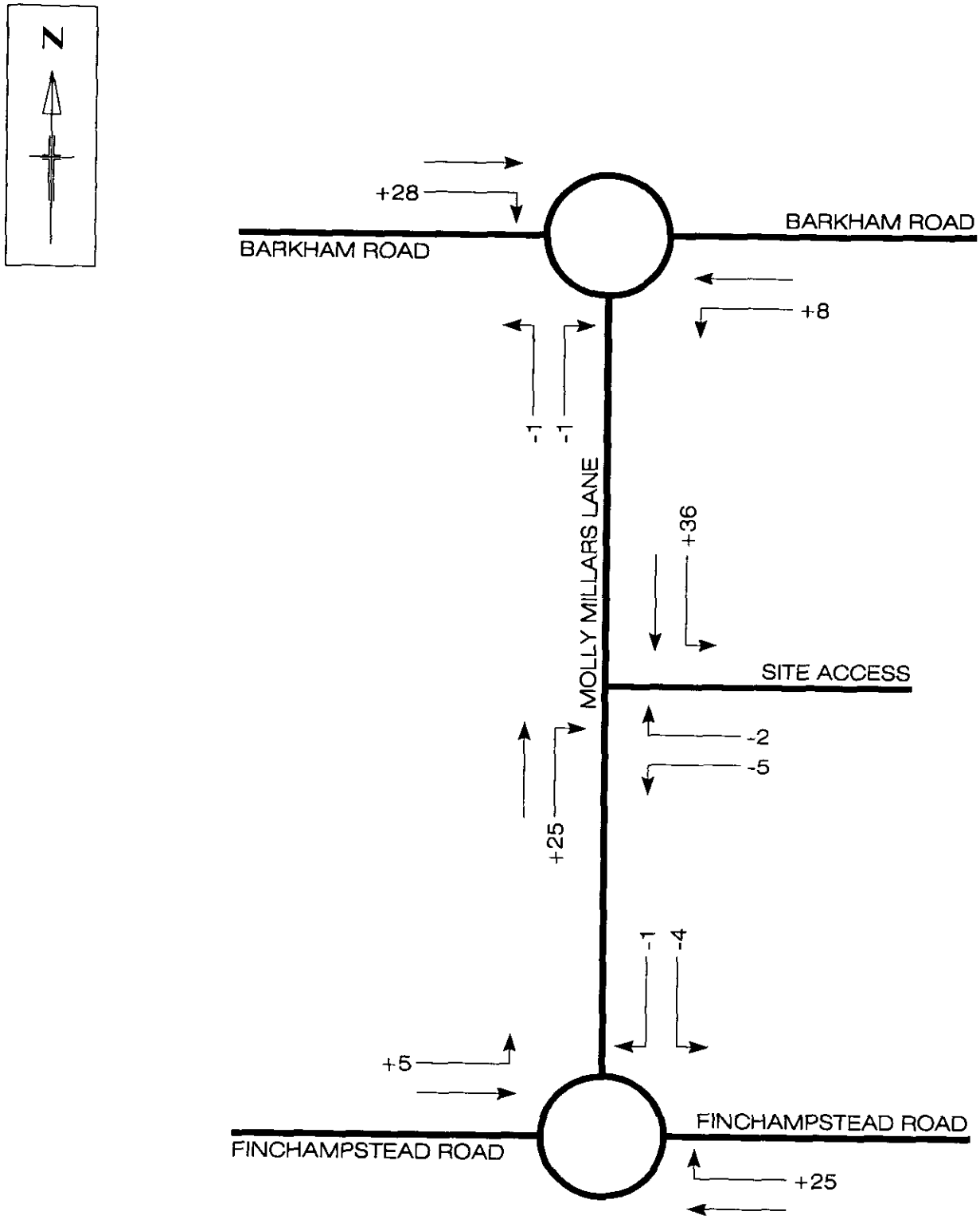
2002 Base Flows
Weekday AM Peak

Figure 5.3



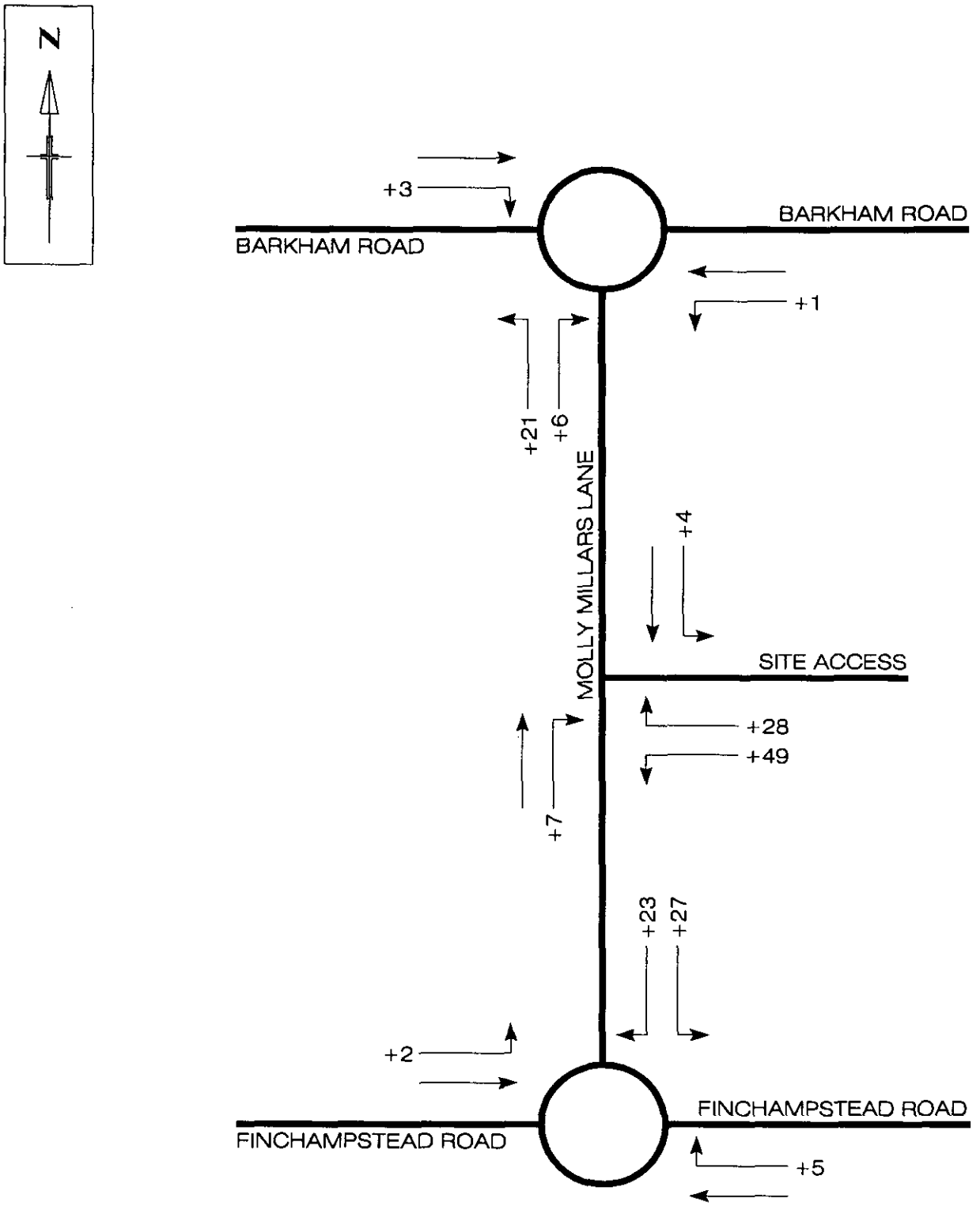
2002 Base Flows
Weekday PM Peak

Figure 5.4



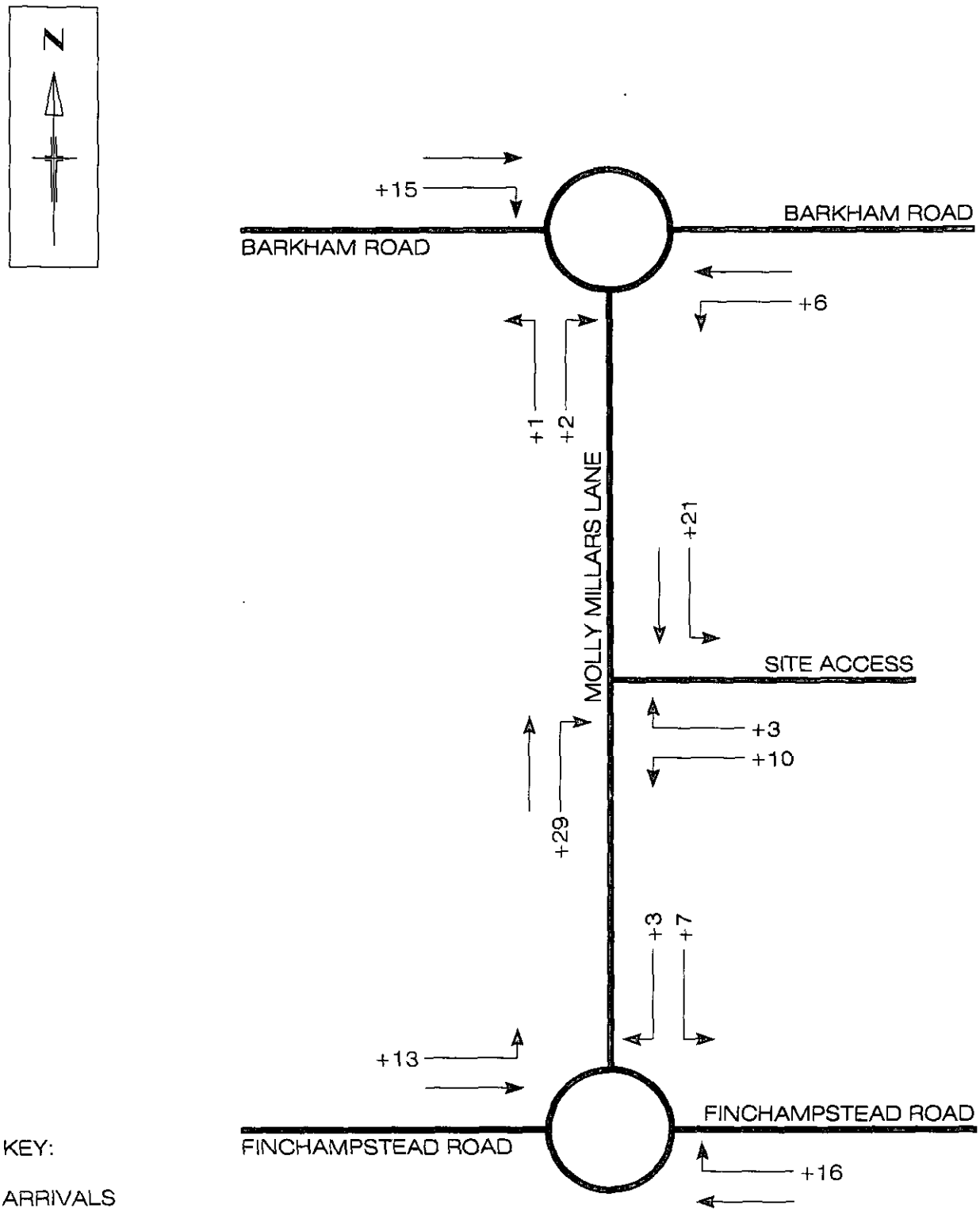
Permitted Development Flows
CF Taylor Site
Weekday AM Peak

Figure 5.5



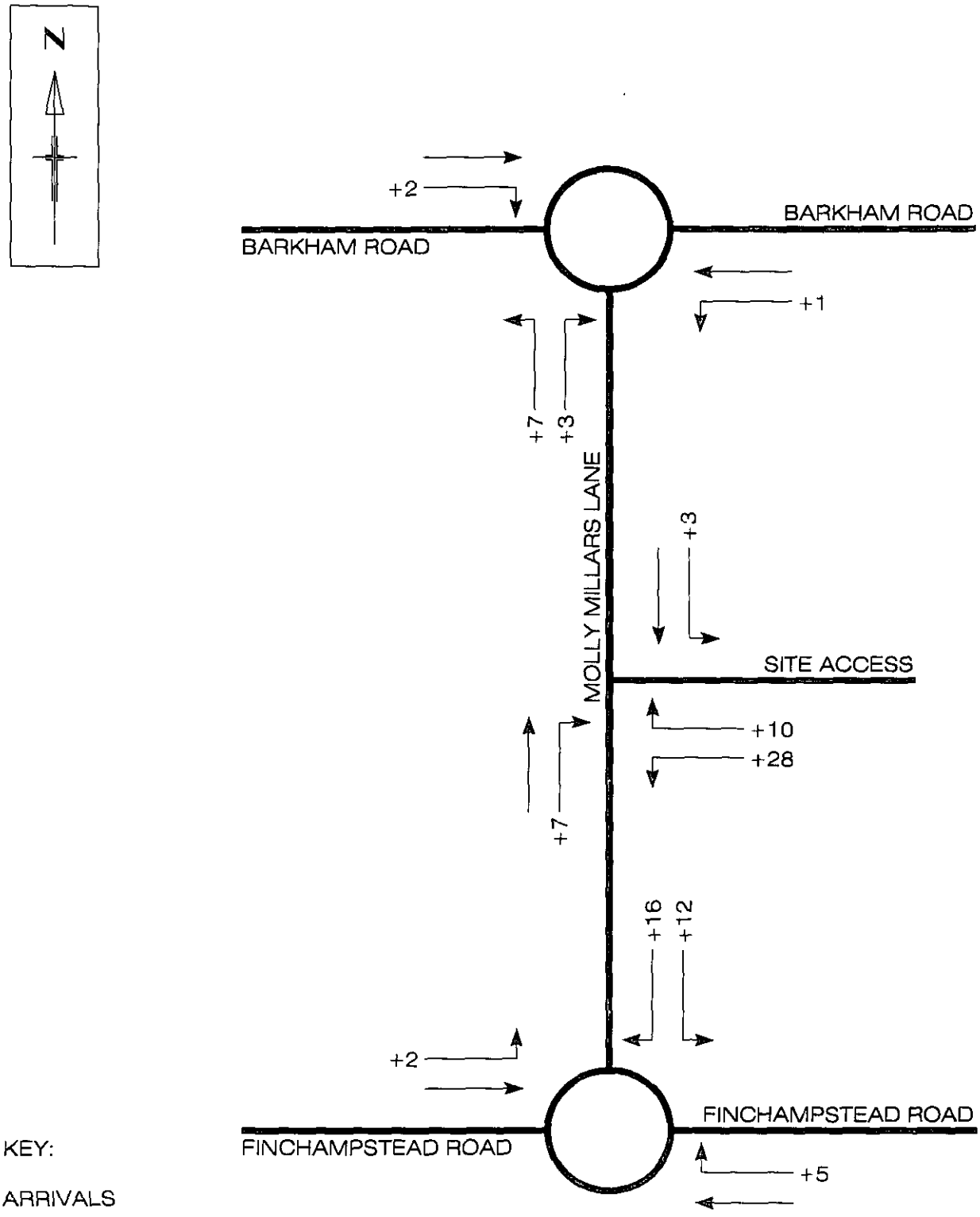
Permitted Development Flows
CF Taylor Site
Weekday PM Peak

Figure 5.6



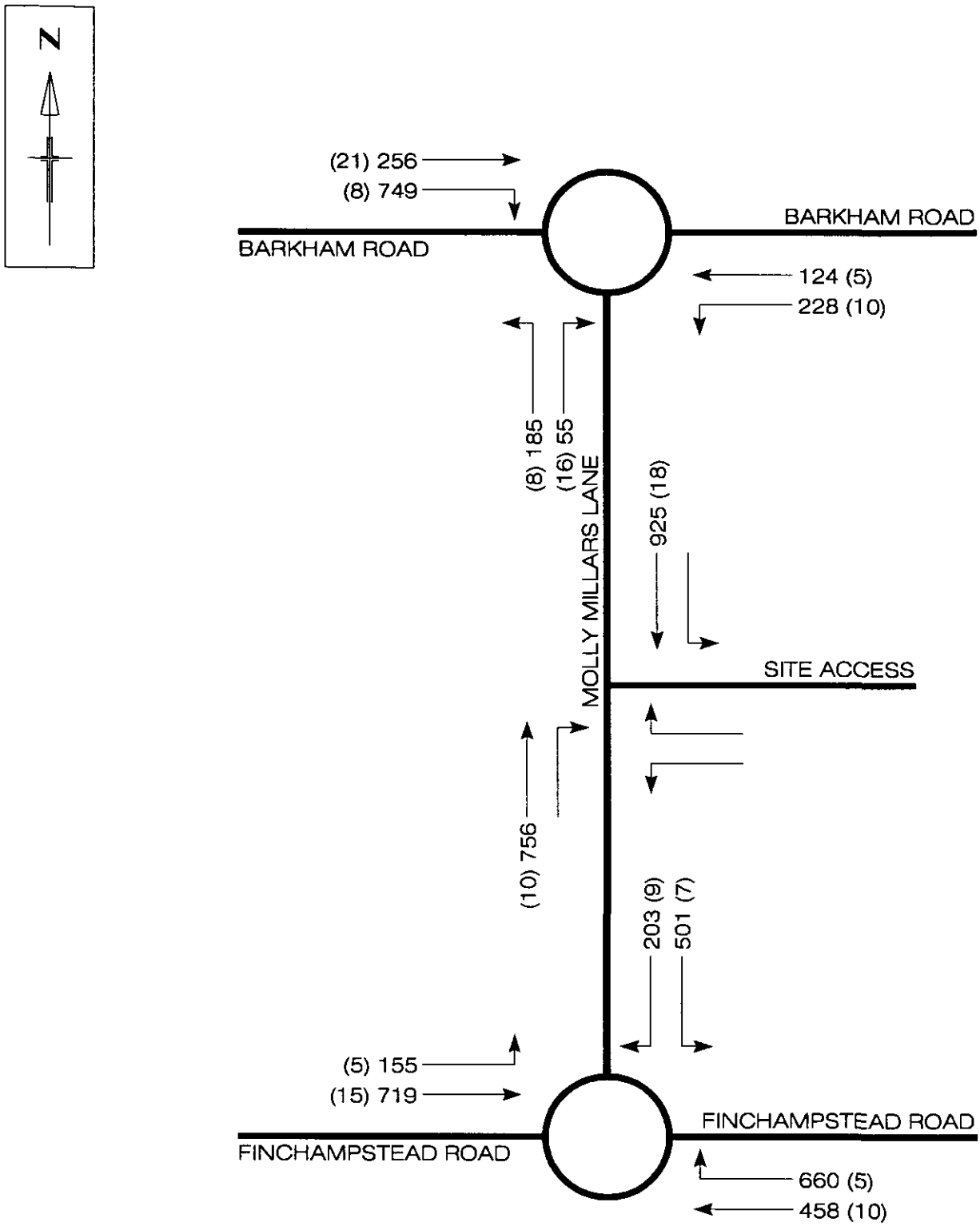
Permitted Development Flows
Fluidrive Site
Weekday AM Peak

Figure 5.7



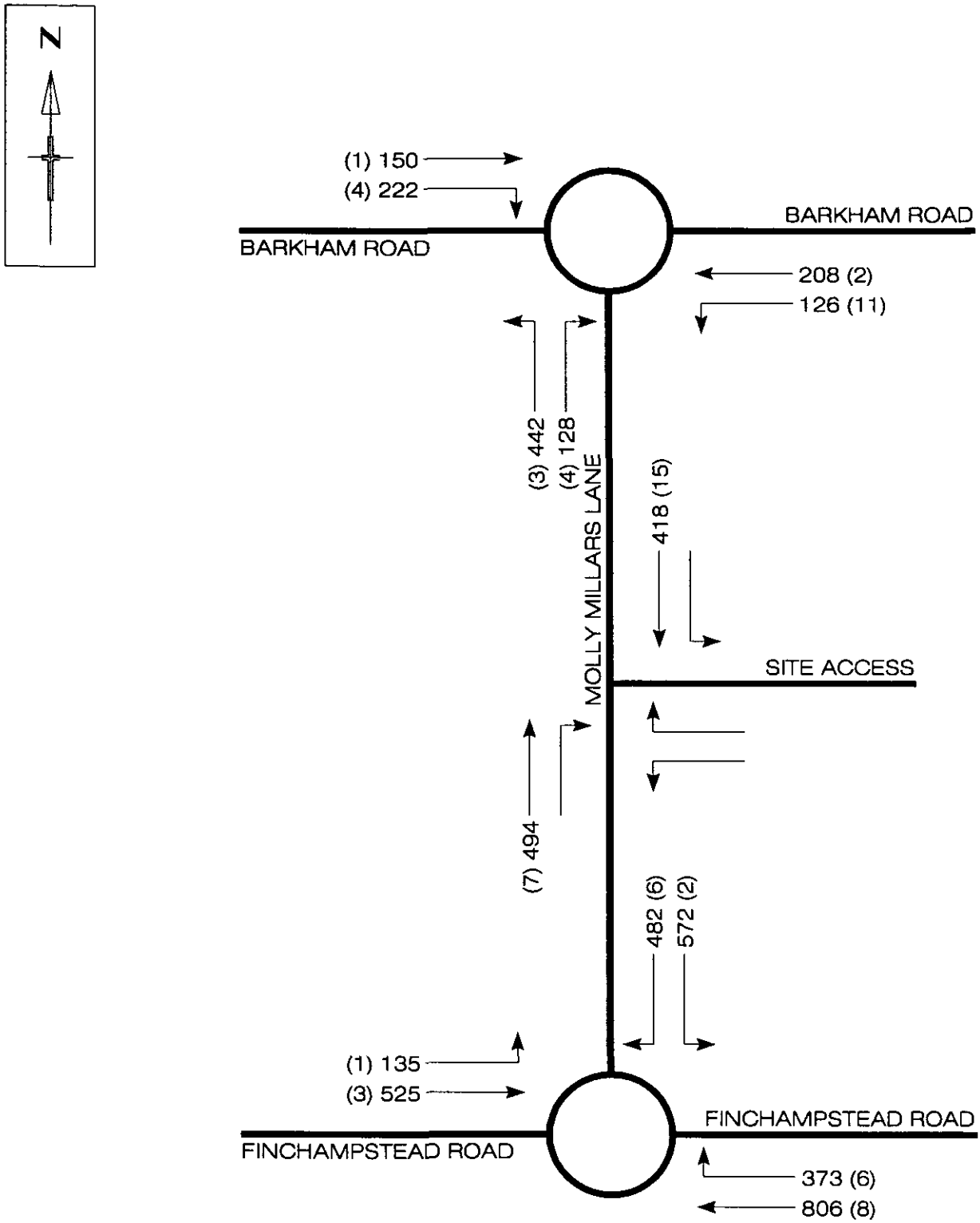
Permitted Development Flows
Fluidrive Site
Weekday PM Peak

Figure 5.8



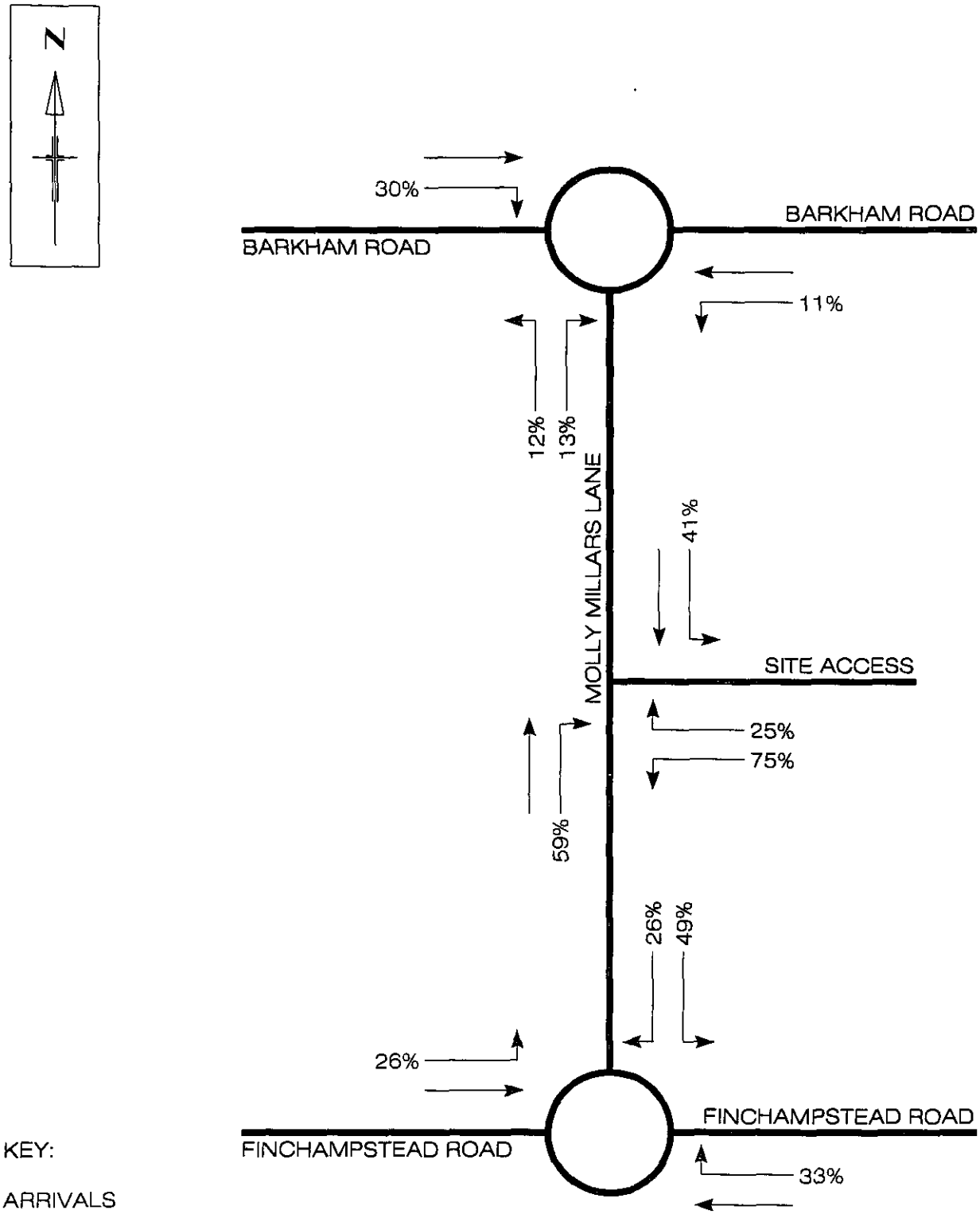
2002 Base + Permitted Development - Weekday AM Peak

Figure 5.9



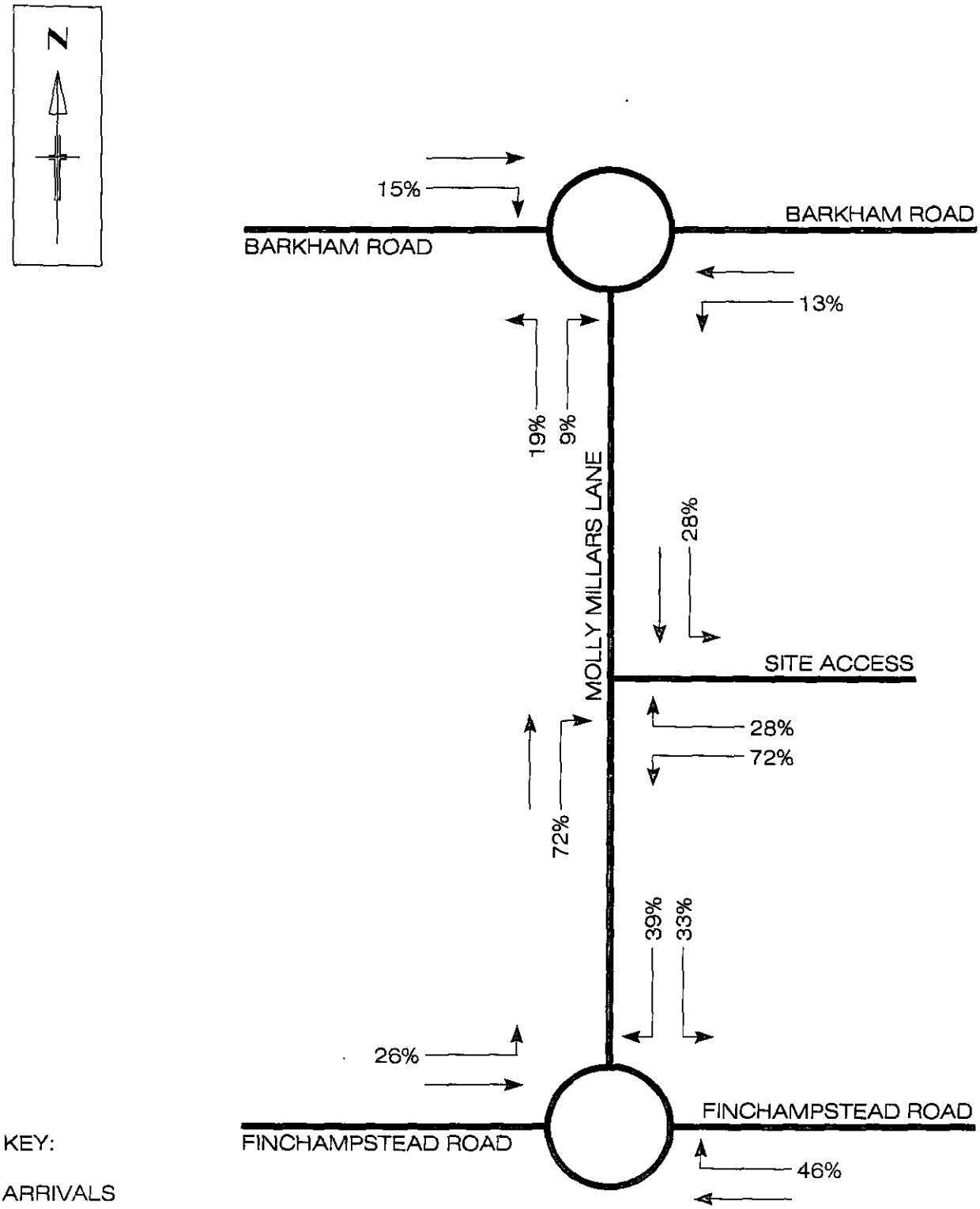
2002 Base + Permitted Development
Weekday PM Peak

Figure 5.10



Development Traffic Distribution
Weekday AM Peak

Figure 5.11



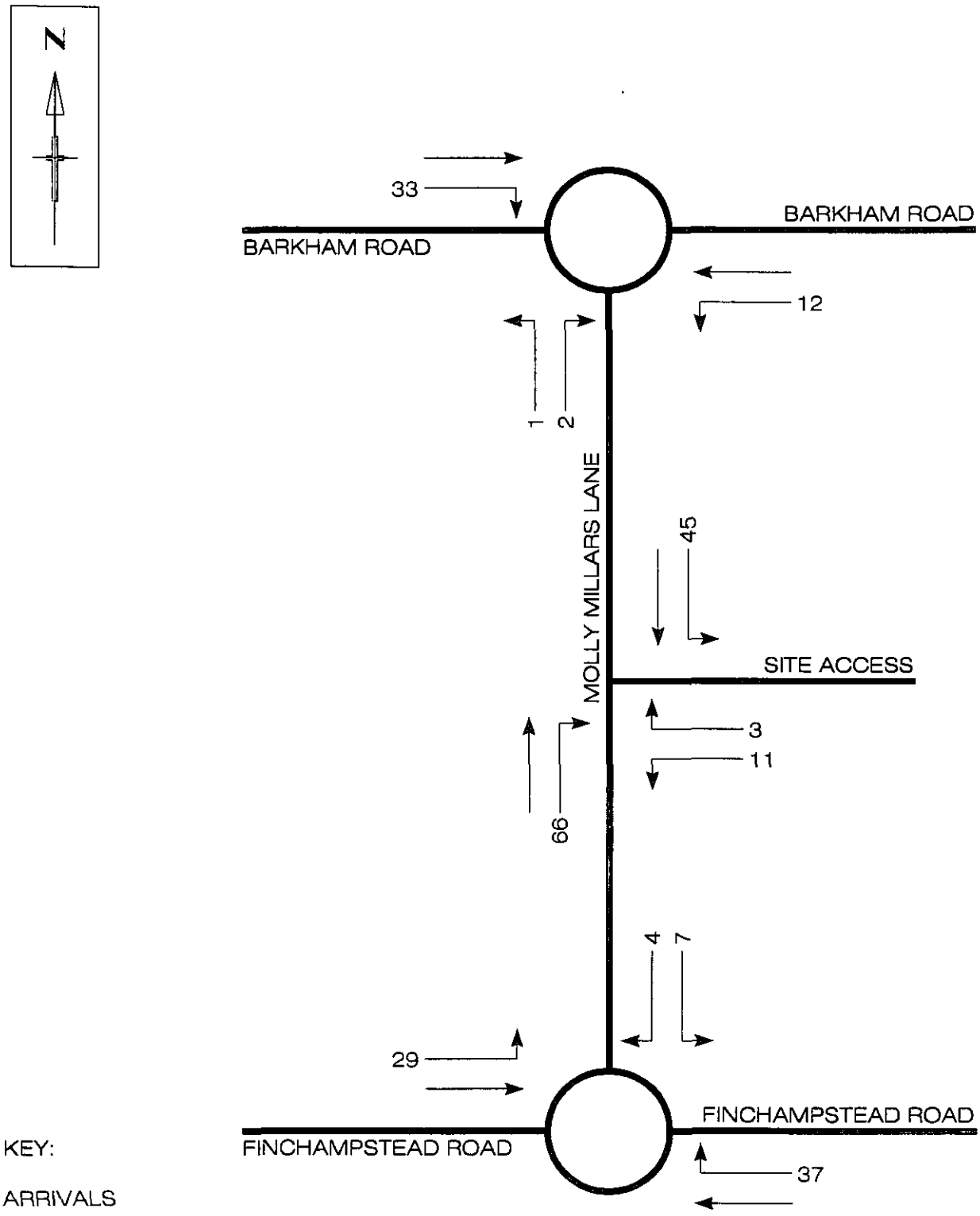
KEY:

ARRIVALS

DEPARTURES

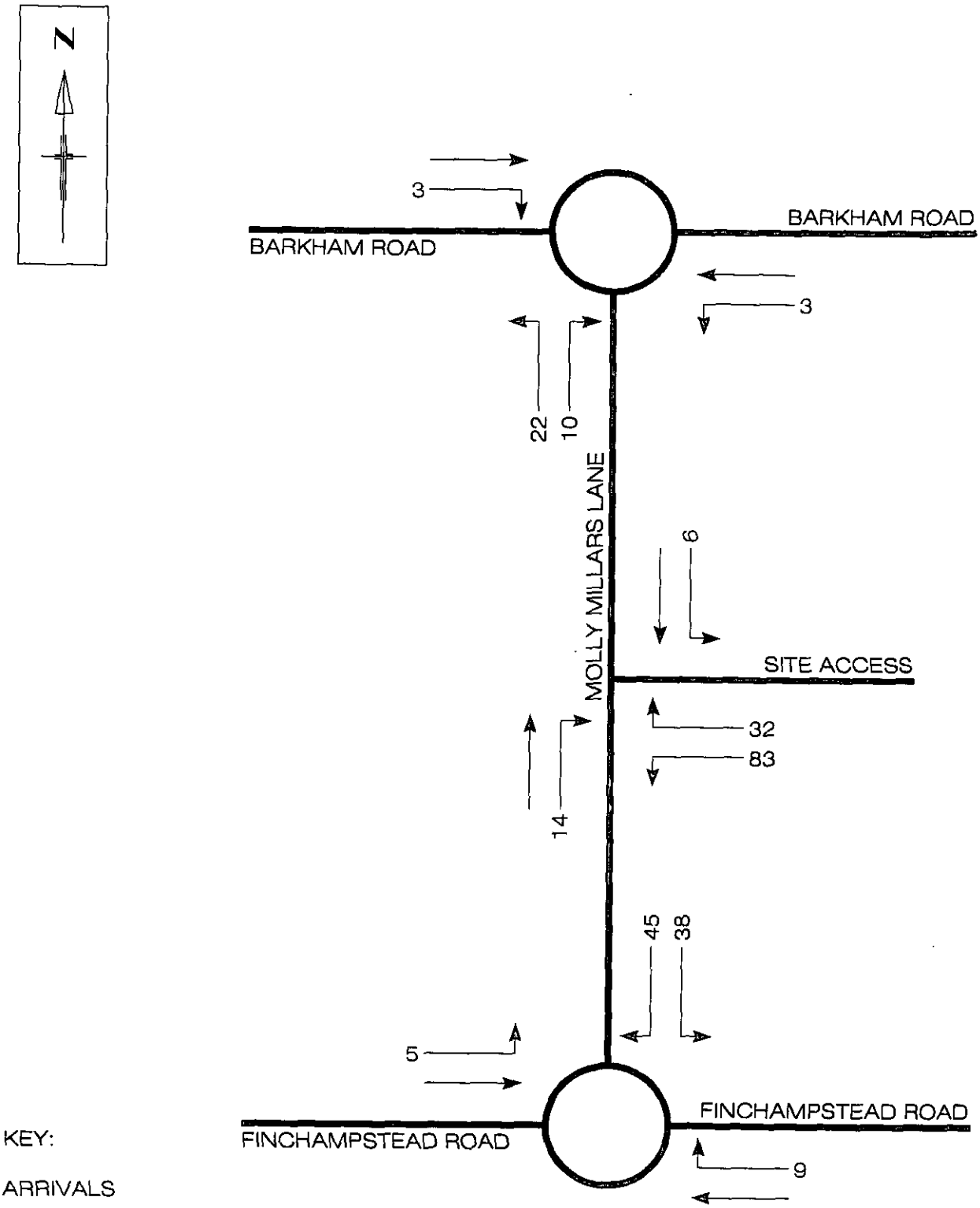
Development Traffic Distribution
Weekday PM Peak

Figure 5.12



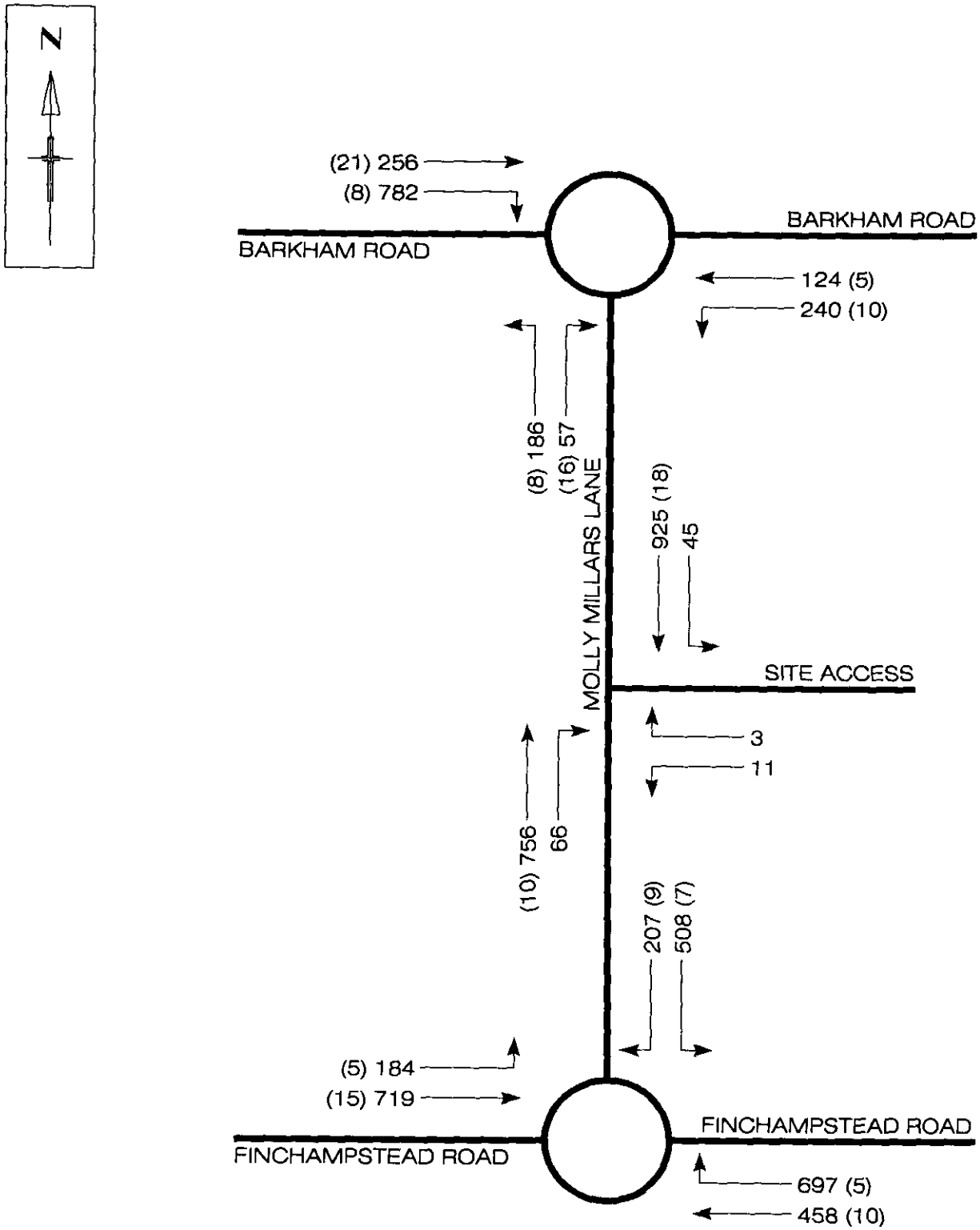
Development Traffic Flows
Weekday AM Peak

Figure 5.13



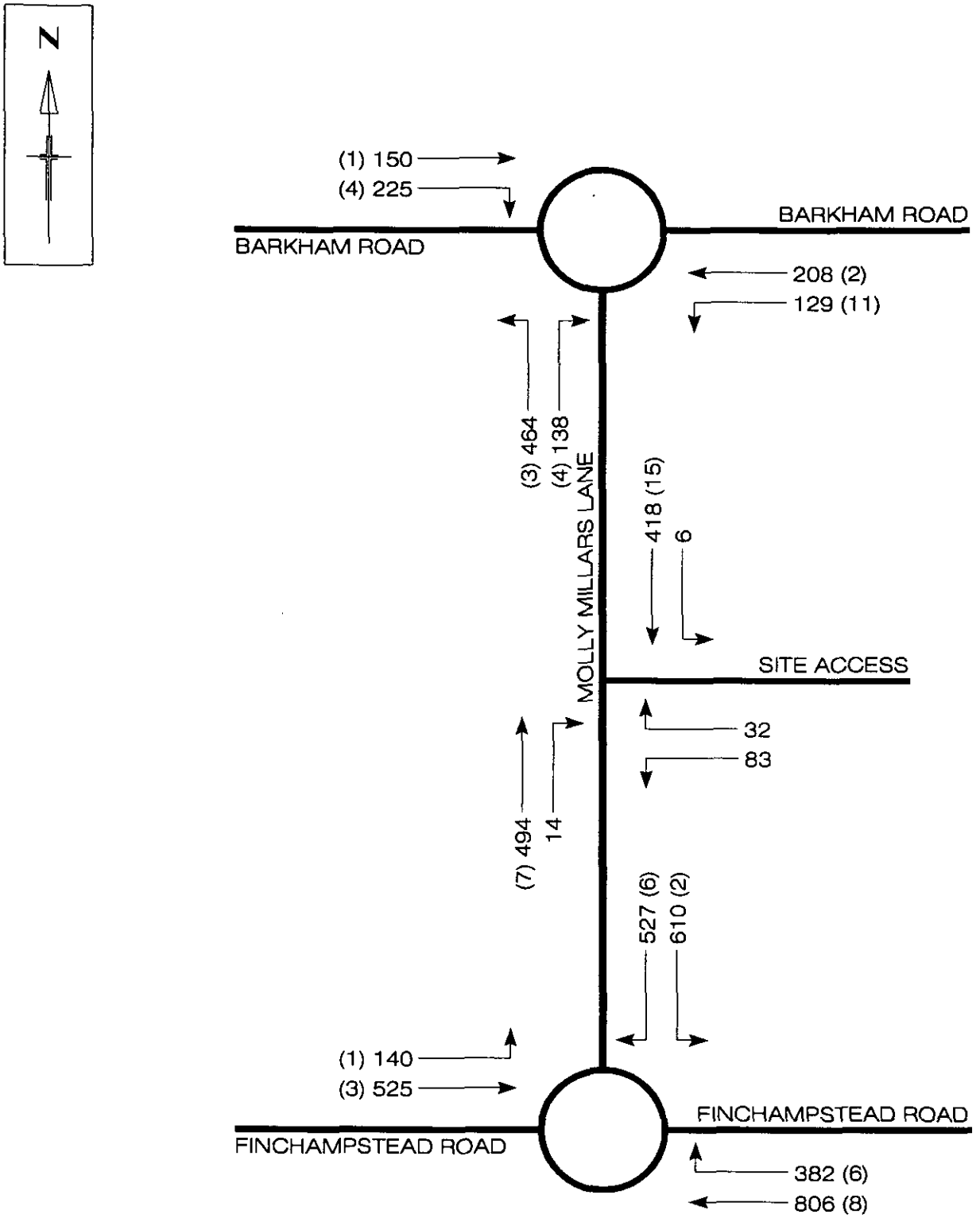
Development Traffic Flows
Weekday PM Peak

Figure 5.14



2002 Base + Permitted Development + Proposed Development Traffic Flows Weekday AM Peak

Figure 5.15



2002 Base + Permitted Development + Proposed Development Traffic Flows Weekday PM Peak

Figure 5.16

5.11 -
5.14

Appendix A

MOLLY MILLAR'S LANE, WOKINGHAM

PROPOSED B1(a) OFFICE DEVELOPMENT

Scoping Report for
Lamron Developments (Wokingham) Limited
December 2001

Job Code:	LEWOKINGHAM
Prepared By:	AP
Approved By:	MRK
Status:	**Final**
Issue Date:	6th December 2001

1.0 INTRODUCTION

1.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding a proposed B1(a) office development on land adjacent to Molly Millar's Lane, Wokingham.

1.2 This report will form the basis of a detailed Transport Assessment, to be submitted in respect of the planning application.

1.3 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

1.4 The development site is located on the southern side of Wokingham town centre and is located in predominantly an office/industrial/business park sector

1.5 The issues to be demonstrated as part of the Transport Assessment include:-

- An assessment of access by a choice of modes of transport;
- Appropriate vehicular access arrangements;
- Impact on the operation or capacity of the local transport system;
- Compliance with the principles of sustainable development, with reference to the Council Local Plan and Local Transport policies;
- Adequacy of proposed car parking, with particular reference to appropriate local and central Government standards;

1.6 The detail of this scoping report and consequently the final Transport Assessment will be agreed with Wokingham District Council.

2.0 THE SITE AND ADJACENT HIGHWAY NETWORK

2.1 To allow a considered view to be drawn on the transportation issues associated with the proposed development, the Transport Assessment will initially set out details of the existing use of the site.

2.2 Details will be provided as to the existing uses on the site in addition to describing the adjacent land uses.

2.3 A description of the local highway network will be provided, including nominal road widths, junction types, footway/cycleway provision and street lighting.

2.4 Consideration will also be given to the impact of the removal of any established current use on the site.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

3.2 Vehicular access to the development proposals will be via a new priority junction onto Molly Millar's Lane. As part of the assessment process, pedestrian, cycle and vehicular access will be considered. Service access to the site will also be via this junction.

3.3 Secure and well lit cycle parking facilities will be provided close to all units at the site for use by customers and staff to encourage greener modes of transport.

3.4 In addition to the above the assessment will consider the appropriate measures that could be incorporated into a Travel Plan for the development site in order to promote sustainable modes of transport in an attempt to achieve the Governments aims of reducing car borne related trips on the adjacent highway network and subsequently reduce polluting emissions.

4.0 POLICY BACKGROUND AND SITE ACCESSIBILITY

4.1 Government planning policy stresses the importance of developments being accessible by a variety of modes of transport, including sustainable modes of transport such as walking, cycle and bus. We will consider the adequacy of the local transportation infrastructure serving the application site, and will concentrate on:

- Pedestrians
- Cyclists
- Public Transport

4.2 The accessibility assessment will include information relating to public transport service frequencies, route coverage and journey times. In addition, the assessment will also include details of pedestrian and cycle routes to the site.

4.3 Where appropriate, the assessment will highlight the potential for improvement to the pedestrian, cycle and transport network.

Travel Plan

4.4 In accordance with the Government guidance contained in Planning Policy Guidance Note 13 (PPG 13), the planning application will also be accompanied by a Heads of Terms for a Transport Plan (TP). The TP will be aimed at reducing car usage by staff and, in particular, the number of single occupancy car journeys.

5.0 TRAFFIC IMPACT

Base Traffic Data

5.1 Base flows for our Transport Assessment will be obtained from public documents relating to other developments in the area. The following junctions will be considered:-

- Site access junction
- Molly Millar's Lane/Finchampstead Road Roundabout junction
- Molly Millar's Lane/Barkham Ride Priority junction

5.2 The traffic survey results will highlight the critical peak periods on the adjacent highway network for consideration in the assessment. The assessment will consider the weekday morning and evening peak periods.

Development Traffic Data

5.3 Traffic attraction rates for the development will be estimated using rates obtained from the TRICS database.

5.4 Development traffic will be distributed on the highway network on a pro-rata basis of the recorded traffic movements adjacent to the site. Details will be agreed with the Council prior to the submission of the report.

Committed developments

5.5 Consideration will be given to the following known development proposals in the immediate vicinity:-

a) CF Taylor Site
b) Fluidrive Site

Junction modelling

5.6 Junction modelling will be undertaken using modelling software that is generally accepted throughout the transportation field and will utilise the following:-

- Roundabout — Visual ARCADY 5
- Priority Junction — Visual PICADY 4.1

5.7 Particular consideration will be given to the impact of the development proposals on Eastheath Avenue and measures will be identified to mitigate any significant impact on this road.

6.0 SUMMARY

6.1 This scoping report sets out the issues, how they are to be addressed and the parameters to be used in the Transport Assessment report to be prepared on behalf of Lamron Developments (Wokingham) regarding the proposed redevelopment of land adjacent to Molly Millar's Lane, Wokingham for a B1(a) development.

6.2 The proposals seek to provide 4,645 sq.m of B1(a) office development. The proposals also provide a parking provision of 186 spaces which supports the developments operational minimum requirements.

6.3 The details of this scoping report and consequently the Transportation Assessment will be agreed with Wokingham District Council.

6.4 This Scoping Report will form an Appendix to the Transport Assessment.

Appendix B

TEMPRO PRINTOUT

DETAILED DATA FOLLOWS:

LOW GROWTH

GROWTH: 2000 TO 2002

	TOT_TE	TRAF/TE	TRAF_TOT	TRAFhbw	TRAFhbeb	TRAFhbo
NATIONAL (GB)	1.025	0.995	1.019	1.018	1.020	1.019
SOUTH EAST	1.025	0.994	1.020	1.020	1.019	1.019
BERKSHIRE	1.027	0.996	1.023	1.023	1.023	1.023
BRACKNELL FORES	1.025	0.999	1.024	1.024	1.022	1.024
NEWBURY	1.032	0.995	1.027	1.025	1.026	1.027
READING	1.028	0.995	1.023	1.022	1.021	1.023
SLOUGH	1.039	0.994	1.033	1.033	1.030	1.031
WINDSOR AND MAI	1.017	0.997	1.014	1.014	1.013	1.013
WOKINGHAM	1.027	0.996	1.023	1.022	1.021	1.023

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01 CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02 COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01 OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01 COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01 BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16 COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04 OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06 CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01 COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02 COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **ARRIVALS** Time Range: 08:00-09:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	4.83
2	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	3.73
3	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	3.52
4	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	3.19
5	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	3.18
6	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~3.01~~
7	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	~~2.96~~
8	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	2.55
9	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	2.22
10	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	2.21
11	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	2.18
12	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	~~2.10~~
13	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~2.04~~
14	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	1.69
15	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	1.66
16	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	1.54
17	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	1.23
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	1.04
19	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.90

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01** **CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02** **COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01** **OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01** **COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01** **BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16** **COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04** **OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06** **CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01** **COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02** **COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **DEPARTURES** Time Range: 08:00-09:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	1.00
2	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	0.69
3	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~0.54~~
4	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	~~0.45~~
5	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	0.37
6	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	0.35
7	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.34
8	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	~~0.32~~
9	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.29
10	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	0.28
11	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	0.21
12	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	0.21
13	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	0.17
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	0.15
15	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	0.15
16	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.13~~
17	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.10
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.07
19	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	0.04

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01** **CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02** **COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01** **OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01** **COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01** **BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16** **COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04** **OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06** **CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01** **COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02** **COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	0.53
2	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	0.50
3	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	0.43
4	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	0.39
5	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	0.37
6	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	0.36
7	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	~~0.29~~
8	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	0.26
9	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	0.24
10	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	0.23
11	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~0.21~~
12	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.19
13	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	0.19
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	0.18
15	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~0.15~~
16	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	0.15
17	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	~~0.14~~
18	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.13~~
19	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	0.13

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : A OFFICE

Selected Regions and Areas:

00	**LOCAL**		
	OO	LOCAL (USER DEFINED DATA)	0 days
01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	0 days
	BF	BRACKNELL FOREST	0 days
	BU	BUCKINGHAMSHIRE	0 days
	ES	EAST SUSSEX	0 days
	EX	ESSEX	0 days
	HC	HAMPSHIRE	0 days
	HF	HERTFORDSHIRE	0 days
	IW	ISLE OF WIGHT	0 days
	KC	KENT	0 days
	OX	OXFORDSHIRE	0 days
	RE	READING	0 days
	SC	SURREY	1 days
	SO	SLOUGH	0 days
	WB	WEST BERKSHIRE	0 days
	WG	WOKINGHAM	0 days
	WN	WINDSOR & MAIDENHEAD	0 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	0 days
	BR	BRISTOL CITY	0 days
	CW	CORNWALL	0 days
	DC	DORSET	1 days
	DV	DEVON	0 days
	GS	GLOUCESTERSHIRE	0 days
	NS	NORTH SOMERSET	0 days
	SG	SOUTH GLOUCESTERSHIRE	0 days
	SM	SOMERSET	0 days
	WL	WILTSHIRE	0 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	0 days
	NF	NORFOLK	0 days
	SF	SUFFOLK	0 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	0 days
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	0 days
	NR	NORTHAMPTONSHIRE	0 days
	NT	NOTTINGHAMSHIRE	0 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	0 days
	SH	SHROPSHIRE	0 days
	ST	STAFFORDSHIRE	0 days
	WK	WARWICKSHIRE	0 days
	WM	WEST MIDLANDS	0 days

	WO	WORCESTERSHIRE	0 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	0 days
	NE	NORTH EAST LINCOLNSHIRE	0 days
	NO	NORTH LINCOLNSHIRE	0 days
	NY	NORTH YORKSHIRE	0 days
	RI	EAST RIDING OF YORKSHIRE	0 days
	SY	SOUTH YORKSHIRE	0 days
	WY	WEST YORKSHIRE	0 days
08	**NORTH WEST**		
	CH	CHESHIRE	0 days
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	0 days
	MS	MERSEYSIDE	0 days
09	**NORTH**		
	CB	CUMBRIA	0 days
	CL	CLEVELAND	0 days
	DH	DURHAM	0 days
	NB	NORTHUMBERLAND	0 days
	TW	TYNE & WEAR	0 days
10	**WALES**		
	BG	BRIDGEND	0 days
	CF	CARDIFF	0 days
	CM	CARMARTHENSHIRE	0 days
	CO	CONWY	0 days
	CP	CAERPHILLY	0 days
	DB	DENBIGHSHIRE	0 days
	FS	FLINTSHIRE	0 days
	MT	MERTHYR TYDFIL	0 days
	NP	NEATH & PORT TALBOT	0 days
	NW	NEWPORT	0 days
	PS	POWYS	0 days
	RC	RHONDDA CYNON TAFF	0 days
11	**SCOTLAND**		
	AB	ARGYLL & BUTE	0 days
	AD	ABERDEEN CITY	0 days
	AG	ANGUS	0 days
	AS	ABERDEENSHIRE	2 days
	CK	CLACKMANNANSHIRE	0 days
	DG	DUMFRIES & GALLOWAY	0 days
	DU	DUNDEE CITY	0 days
	EA	EAST AYRSHIRE	0 days
	EB	CITY OF EDINBURGH	0 days
	ED	EAST DUNBARTONSHIRE	0 days
	EL	EAST LOTHIAN	0 days
	ER	EAST RENFREWSHIRE	0 days
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	GC	GLASGOW CITY	0 days
	HI	HIGHLAND	0 days
	IC	INVERCLYDE	0 days
	LO	WEST LOTHIAN	0 days
	ML	MIDLOTHIAN	0 days
	MO	MORAY	0 days
	NA	NORTH AYRSHIRE	0 days

	NL	NORTH LANARKSHIRE	0 days
	OI	ORKNEY ISLANDS	0 days
	PK	PERTH & KINROSS	2 days
	RF	RENFREWSHIRE	0 days
	SA	SOUTH AYRSHIRE	0 days
	SB	SCOTTISH BORDERS	0 days
	SI	SHETLAND ISLANDS	0 days
	SL	SOUTH LANARKSHIRE	0 days
	SR	STIRLING	3 days
	WD	WEST DUNBARTONSHIRE	0 days
	WI	WESTERN ISLANDS	0 days
12	**NORTHERN IRELAND**		
	NI	NORTHERN IRELAND	0 days
13	**ISLE OF MAN**		
	IM	ISLE OF MAN	0 days

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1020 to 19019 (units: sqm)

Date Range: 01/01/93 to 30/11/00

Selected Survey Days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

Selected Survey Types:

Manual Count	18 days
One Way ATC Count	1 days

LIST OF SITES relevant to selection parameters

1 **AS-02-A-01** **CLYDESDALE BANK, WESTHILL** **ABERDEENSHIRE**
PEREGRINE ROAD

WESTHILL
Total Gross Floor Area: 1200 sqm

2 **AS-02-A-02** **COUNCIL OFFICES** **ABERDEENSHIRE**
WESTBURN ROAD
WESTBURN
ABERDEEN
Total Gross Floor Area: 18363 sqm

3 **DC-02-A-01** **OFFICES,BOURNEMOUTH** **DORSET**
DEANSLEIGH ROAD, OFF CASTLE LANE EAST
LITTLEDOWN
BOURNEMOUTH
Total Gross Floor Area: 5585 sqm

4 **FA-02-A-01** **COUNCIL OFF.FALKIRK** **FALKIRK**
WEST BRIDGE STREET

FALKIRK
Total Gross Floor Area: 14526 sqm

5 **FI-02-A-01** **BSKYB,DUNFERMLINE** **FIFE**
CASTLE DRIVE
PITREAVIE
DUNFERMLINE
Total Gross Floor Area: 8361 sqm

6 **GL-02-A-16** **COUNC.OFF,EALING** **GREATER LONDON**
UXBRIDGE ROAD

EALING
Total Gross Floor Area: 4677 sqm

7 **GM-02-A-04** **OFFICE CENTRE** **GREATER MANCHESTER**
B5166 STYAL ROAD
WYTHENSHAWE
MANCHESTER
Total Gross Floor Area: 18208 sqm

8 **GM-02-A-06** **CO-OP SOCIETY** **GREATER MANCHESTER**
EDINBURGH WAY
CASTLETON
ROCHDALE
Total Gross Floor Area: 17500 sqm

9 **LE-02-A-01** **COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**
NOTTINGHAM ROAD
MELTON
MELTON MOWBRAY
Total Gross Floor Area: 4710 sqm

10 **LE-02-A-02** **COUNCIL OFF., LOUGHBOROUGH** **LEICESTERSHIRE**
SOUTHFIELD ROAD
CHARNWOOD
LOUGHBOROUGH
Total Gross Floor Area: 6913 sqm

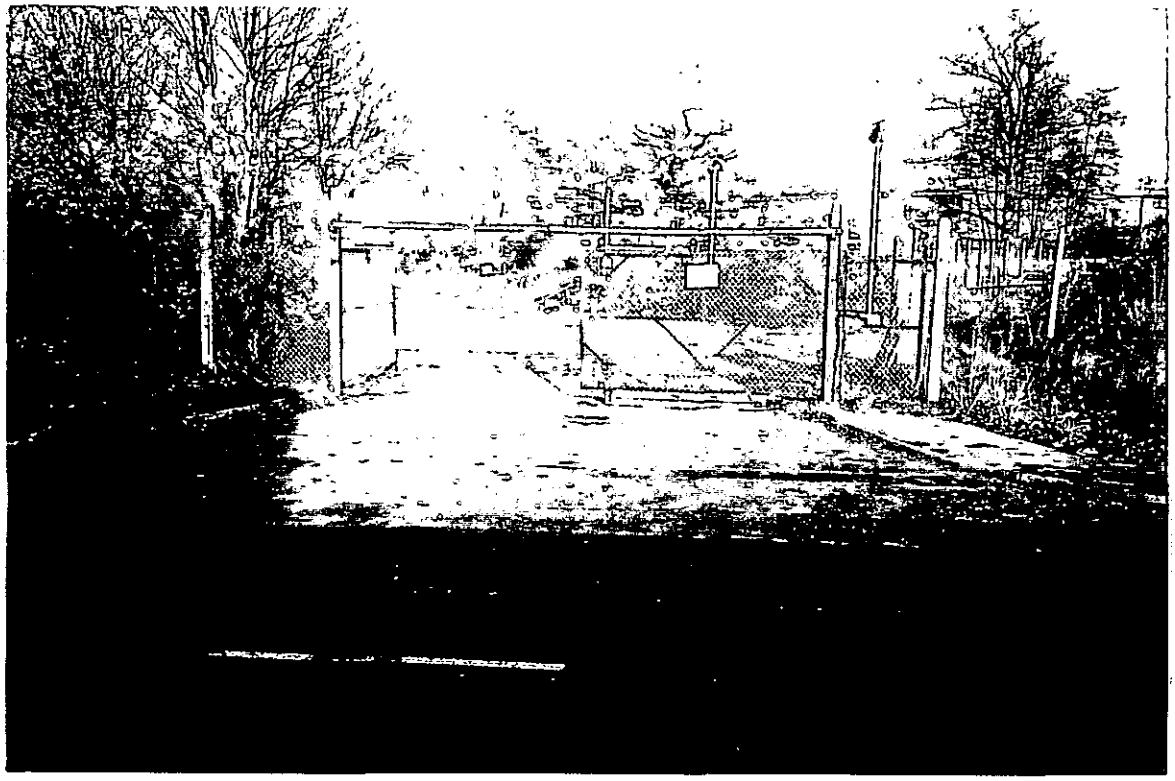
LIST OF SITES relevant to selection parameters (Cont.)

11	**PK-02-A-01**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
12	**PK-02-A-02**	**COUNCIL OFFICES, PERTH**	**PERTH & KINROSS**
	WHITEFRIARS CRESCENT		
	WHITEFRIARS BUS. PARK		
	PERTH		
	Total Gross Floor Area:	1020 sqm	
13	**SC-02-A-09**	**CPC FOODS,CLAYGATE**	**SURREY**
	LITTLEWORTH ROAD		
	CLAYGATE		
	Total Gross Floor Area:	5574 sqm	
14	**SR-02-A-01**	**COUNCIL OFF.STIRLING**	**STIRLING**
	VIEWFORTH STREET/NINIANS ROAD		
	STIRLING		
	Total Gross Floor Area:	13057 sqm	
15	**WS-02-A-03**	**NORWICH UNION, WORTHING**	**WEST SUSSEX**
	WARREN ROAD		
	OFFINGTON		
	WORTHING		
	Total Gross Floor Area:	13933 sqm	

RANK ORDER for Land Use EMPLOYMENT/OFFICE
Ranking Type: **DEPARTURES** Time Range: 17:00-18:00
Under 20 Surveys Included, 85th Percentile Not Highlighted

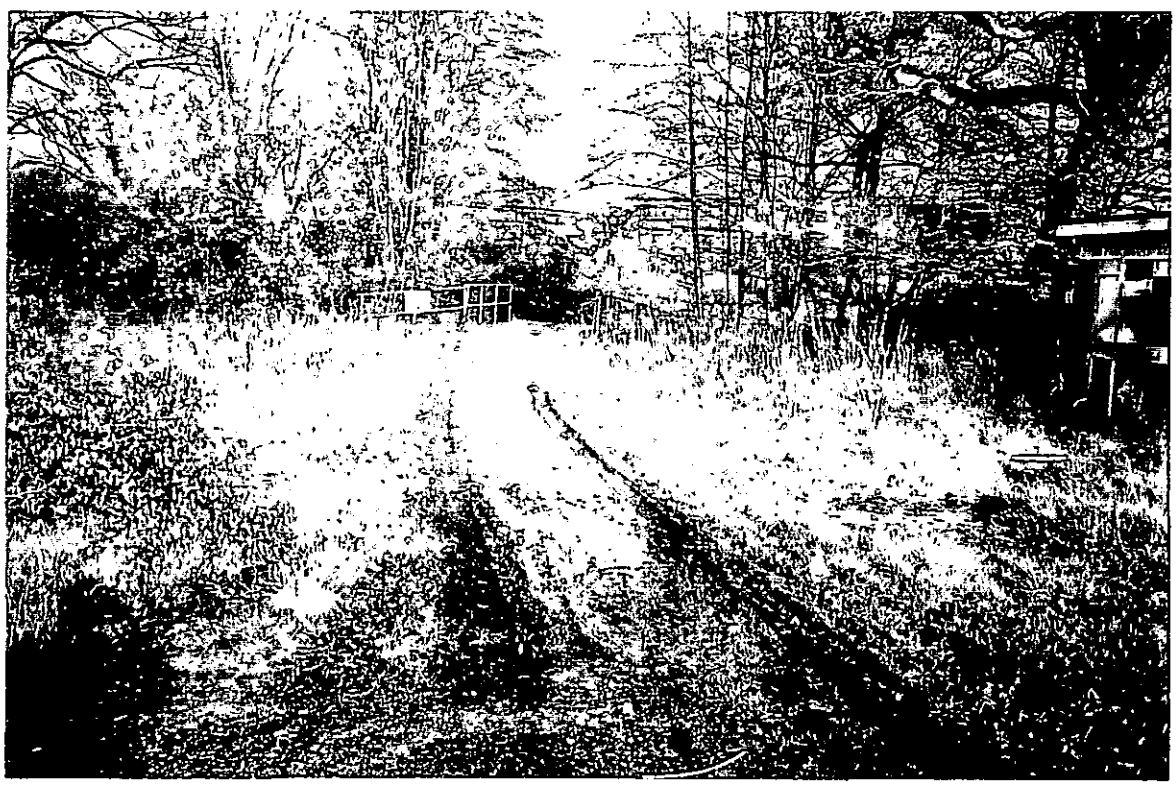
Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	3.33
2	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	3.00
3	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Mon	05/06/95	2.44
4	FI-02-A-01	BSKYB,DUNFERMLINE	FIFE	Thu	19/03/98	2.44
5	SC-02-A-09	CPC FOODS,CLAYGATE	SURREY	Thu	09/10/97	2.24
6	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	~~2.16~~
7	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Fri	09/06/95	~~2.04~~
8	WS-02-A-03	NORWICH UNION, WORTHING	WEST SUSSEX	Thu	13/01/00	1.74
9	AS-02-A-02	COUNCIL OFFICES	ABERDEENSHIRE	Thu	18/03/99	1.69
10	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Mon	25/11/96	1.67
11	SR-02-A-01	COUNCIL OFF.STIRLING	STIRLING	Wed	07/06/95	~~1.65~~
12	DC-02-A-01	OFFICES,BOURNEMOUTH	DORSET	Wed	24/04/96	1.50
13	GM-02-A-06	CO-OP SOCIETY	GREATER MANCHESTE	Wed	27/11/96	~~1.44~~
14	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Mon	21/02/94	1.44
15	FA-02-A-01	COUNCIL OFF.FALKIRK	FALKIRK	Fri	13/08/93	1.37
16	LE-02-A-01	COUNCIL OFFICES, M. MOW	LEICESTERSHIRE	Thu	29/06/00	1.27
17	GL-02-A-16	COUNC.OFF,EALING	GREATER LONDON	Tue	26/03/96	1.03
18	LE-02-A-02	COUNCIL OFF., LOUGHBORO	LEICESTERSHIRE	Thu	30/11/00	0.97
19	GM-02-A-04	OFFICE CENTRE	GREATER MANCHESTE	Fri	04/03/94	~~0.85~~

Appendix D











Appendix E

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\b.pd.am.vai" at 08:22:03 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS LANE / BARKHAM ROAD - B 02 + PD - AM PEAK (0800-0900)

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

I ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
I ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
I ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
I ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.771	0.229
		0.0	185.0	55.0
		(0.0)	(4.3)	(29.1)
	ARM B	0.745	0.000	0.255
		749.0	0.0	256.0
		(1.1)	(0.0)	(8.2)
	ARM C	0.648	0.352	0.000
		228.0	124.0	0.0
		(4.4)	(4.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	4.00	20.60	0.194		0.0	0.2	3.5	
ARM B	16.75	22.82	0.734		0.0	2.7	36.4	
ARM C	5.87	14.54	0.404		0.0	0.7	9.6	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	4.00	20.59	0.194		0.2	0.2	3.6	
ARM B	16.75	22.82	0.734		2.7	2.7	40.2	
ARM C	5.87	14.46	0.406		0.7	0.7	10.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	4.00	20.59	0.194		0.2	0.2	3.6	
ARM B	16.75	22.82	0.734		2.7	2.7	40.7	
ARM C	5.87	14.46	0.406		0.7	0.7	10.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	4.00	20.59	0.194		0.2	0.2	3.6	
ARM B	16.75	22.82	0.734		2.7	2.7	40.9	
ARM C	5.87	14.46	0.406		0.7	0.7	10.2	

QUEUE AT ARM A

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

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.7	***
08.30	2.7	***
08.45	2.7	***
09.00	2.7	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	240.0	240.0	14.3	0.06	14.3	0.06
B	1005.0	1005.0	158.3	0.16	158.5	0.16
C	352.2	352.2	40.1	0.11	40.1	0.11
ALL	1597.2	1597.2	212.8	0.13	212.9	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:22:49 on 17/12/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\b.pd.pm.vai" at 08:26:29 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY
****

RUN TITLE
****
MOLLY MILLARS LANE / BARKHAM ROAD - B 02 + PD - PM PEAK (1700-1800)

INPUT DATA
****
ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.75	I	5.00	I	10.00	I	12.50	I	18.00	I	15.0	I	0.618	I	23.979
I ARM B	I	3.50	I	4.75	I	9.00	I	999.00	I	18.00	I	15.0	I	0.646	I	24.249
I ARM C	I	3.50	I	5.00	I	7.00	I	12.50	I	18.00	I	15.0	I	0.602	I	22.672

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.775	0.225
		0.0	442.0	128.0
		(0.0)	(0.7)	(3.1)
	ARM B	0.597	0.000	0.403
		222.0	0.0	150.0
		(1.8)	(0.0)	(0.7)
	ARM C	0.377	0.623	0.000
		126.0	208.0	0.0
		(8.7)	(1.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	9.50	21.56	0.441		0.0	0.8	11.3	
ARM B	6.20	22.53	0.275		0.0	0.4	5.5	
ARM C	5.57	19.65	0.284		0.0	0.4	5.7	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
ARM A	9.50	21.55	0.441		0.8	0.8	11.7	
ARM B	6.20	22.52	0.275		0.4	0.4	5.7	
ARM C	5.57	19.64	0.284		0.4	0.4	5.9	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
ARM A	9.50	21.55	0.441		0.8	0.8	11.8	
ARM B	6.20	22.52	0.275		0.4	0.4	5.7	
ARM C	5.57	19.64	0.284		0.4	0.4	5.9	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
ARM A	9.50	21.55	0.441		0.8	0.8	11.8	
ARM B	6.20	22.52	0.275		0.4	0.4	5.7	
ARM C	5.57	19.64	0.284		0.4	0.4	5.9	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.8	*
17.30	0.8	*
17.45	0.8	*
18.00	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	570.0	570.0	46.6	0.08	46.6	0.08
B	372.0	372.0	22.6	0.06	22.6	0.06
C	334.2	334.2	23.5	0.07	23.5	0.07
ALL	1276.2	1276.2	92.7	0.07	92.7	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:26:41 on 17/12/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\ttf.am.vai" at 08:30:00 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS LANE / BARKHAM ROAD - TOTAL TRAFFIC FLOWS - AM PEAK (0800-0900)

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

I ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.765	0.235
		0.0	186.0	57.0
		(0.0)	(4.3)	(28.1)
	ARM B	0.753	0.000	0.247
		782.0	0.0	256.0
		(1.0)	(0.0)	(8.2)
	ARM C	0.659	0.341	0.000
		240.0	124.0	0.0
		(4.2)	(4.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	4.05	20.62	0.196		0.0	0.2	3.6	
ARM B	17.30	22.83	0.758		0.0	3.0	40.6	
ARM C	6.07	14.25	0.426		0.0	0.7	10.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	4.05	20.61	0.196		0.2	0.2	3.7	
ARM B	17.30	22.83	0.758		3.0	3.1	45.4	
ARM C	6.07	14.16	0.429		0.7	0.7	11.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	4.05	20.61	0.196		0.2	0.2	3.7	
ARM B	17.30	22.83	0.758		3.1	3.1	46.0	
ARM C	6.07	14.16	0.429		0.7	0.7	11.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	4.05	20.61	0.196		0.2	0.2	3.7	
ARM B	17.30	22.83	0.758		3.1	3.1	46.3	
ARM C	6.07	14.16	0.429		0.7	0.7	11.2	

QUEUE AT ARM A

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

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.0	***
08.30	3.1	***
08.45	3.1	***
09.00	3.1	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	243.0	243.0	14.5	0.06	14.5	0.06
B	1038.0	1038.0	178.3	0.17	178.5	0.17
C	364.2	364.2	43.9	0.12	44.0	0.12
ALL	1645.2	1645.2	236.8	0.14	237.0	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:30:14 on 17/12/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\ttf.pm.vai" at 08:33:13 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS LANE / BARKHAM ROAD - TOTAL TRAFFIC FLOWS - PM PEAK (1700-1800)

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - BARKHAM ROAD (SOUTH)
ARM C - BARKHAM ROAD (NORTH)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.75	5.00	10.00	12.50	18.00	15.0	0.618	23.979
ARM B	3.50	4.75	9.00	999.00	18.00	15.0	0.646	24.249
ARM C	3.50	5.00	7.00	12.50	18.00	15.0	0.602	22.672

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.771	0.229
		0.0	464.0	138.0
		(0.0)	(0.7)	(2.9)
	ARM B	0.600	0.000	0.400
		225.0	0.0	150.0
		(1.8)	(0.0)	(0.7)
	ARM C	0.383	0.617	0.000
		129.0	208.0	0.0
		(8.5)	(1.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	10.03	21.56	0.465		0.0	0.9	12.4	
ARM B	6.25	22.42	0.279		0.0	0.4	5.6	
ARM C	5.62	19.62	0.286		0.0	0.4	5.8	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
ARM A	10.03	21.55	0.465		0.9	0.9	13.0	
ARM B	6.25	22.42	0.279		0.4	0.4	5.8	
ARM C	5.62	19.61	0.287		0.4	0.4	6.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
ARM A	10.03	21.55	0.465		0.9	0.9	13.0	
ARM B	6.25	22.42	0.279		0.4	0.4	5.8	
ARM C	5.62	19.61	0.287		0.4	0.4	6.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
ARM A	10.03	21.55	0.465		0.9	0.9	13.0	
ARM B	6.25	22.42	0.279		0.4	0.4	5.8	
ARM C	5.62	19.61	0.287		0.4	0.4	6.0	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.9	*
17.30	0.9	*
17.45	0.9	*
18.00	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	601.8	601.8	51.4	0.09	51.4	0.09
B	375.0	375.0	23.0	0.06	23.0	0.06
C	337.2	337.2	23.8	0.07	23.8	0.07
ALL	1314.0	1314.0	98.2	0.07	98.2	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:34:21 on 17/12/2001]

Appendix F

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAR 2001)

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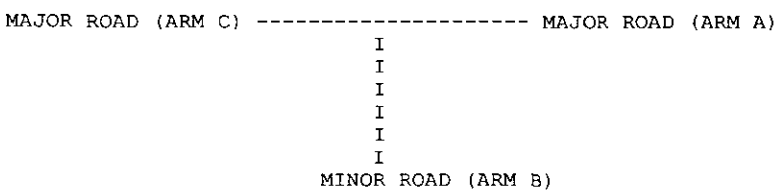
Run with file:- "c:\My Documents\Jobs\LEWokingham\Picady\Site access\ttf.am.vpi" at 18:10:52 on Monday, 17 December 2

RUN TITLE
****
MOLLY MILLARS LANE / SITE ACCESS - 2002 TOTAL TRAFFIC FLOW - AM PEAK (0800-0900)

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

INPUT DATA



ARM A IS MOLLY MILLARS LANE (N)
ARM B IS SITE ACCESS
ARM C IS MOLLY MILLARS LANE (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.
- VISIBILITY	(VC-B)	40.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	30.0 M.
- VISIBILITY TO RIGHT	(VB-A)	40.0 M.
- LANE 1 WIDTH	(WB-C)	4.00 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.046	0.954
		0.0	45.0	925.0
		(0.0)	(1.0)	(2.0)
	ARM B	0.214	0.000	0.786
		3.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.920	0.080	0.000
		756.0	66.0	0.0
		(1.3)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
B-AC	0.23	5.43	0.042		0.0	0.0	0.6	
C-AB	4.63	16.36	0.283		0.0	1.1	15.8	
C-A	9.07							
A-B	0.75							
A-C	15.42							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
B-AC	0.23	5.42	0.042		0.0	0.0	0.7	
C-AB	4.69	16.40	0.286		1.1	1.1	16.9	
C-A	9.01							
A-B	0.75							
A-C	15.42							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
B-AC	0.23	5.42	0.042		0.0	0.0	0.7	
C-AB	4.69	16.40	0.286		1.1	1.1	16.9	
C-A	9.01							
A-B	0.75							
A-C	15.42							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
B-AC	0.23	5.42	0.042		0.0	0.0	0.7	
C-AB	4.69	16.40	0.286		1.1	1.1	16.9	
C-A	9.01							
A-B	0.75							
A-C	15.42							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.1	*
08.30	1.1	*
08.45	1.1	*
09.00	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	13.8	13.8	2.6	0.19	2.6	0.19
C-AB	280.6	280.6	66.5	0.24	66.5	0.24
C-A	541.4	541.4				
A-B	45.0	45.0				
A-C	925.2	925.2				
ALL	1806.0	1806.0	69.1	0.04	69.1	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** PICADY 4 run completed.

========== end of file ==========

[Printed at 18:11:00 on 17/12/2001]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAR 2001)

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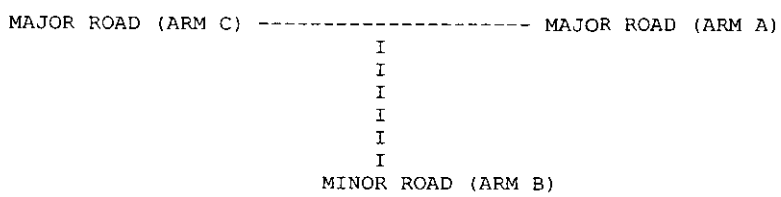
Run with file:- "c:\My Documents\Jobs\LEWokingham\Picady\Site access\ttf.pm.vpi" at 18:11:22 on Monday, 17 December 2

RUN TITLE
****
MOLLY MILLARS LANE / SITE ACCESS - 2002 TOTAL TRAFFIC FLOW - PM PEAK (1700-1800)

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

INPUT DATA



ARM A IS MOLLY MILLARS LANE (N)
ARM B IS SITE ACCESS
ARM C IS MOLLY MILLARS LANE (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.00 M.	
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.	
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.	
- VISIBILITY	(VC-B)	40.0 M.	
- BLOCKS TRAFFIC		YES	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	30.0 M.	
- VISIBILITY TO RIGHT	(VB-A)	40.0 M.	
- LANE 1 WIDTH	(WB-C)	4.00 M.	
- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.014	0.986
		0.0	6.0	418.0
		(0.0)	(0.0)	(3.6)
	ARM B	0.278	0.000	0.722
		32.0	0.0	83.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.972	0.028	0.000
		494.0	14.0	0.0
		(1.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
B-AC	1.92	8.38	0.229		0.0	0.3	4.2	
C-AB	0.48	14.39	0.033		0.0	0.0	0.7	
C-A	7.99							
A-B	0.10							
A-C	6.97							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
B-AC	1.92	8.38	0.229		0.3	0.3	4.4	
C-AB	0.48	14.39	0.033		0.0	0.0	0.7	
C-A	7.99							
A-B	0.10							
A-C	6.97							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
B-AC	1.92	8.38	0.229		0.3	0.3	4.4	
C-AB	0.48	14.39	0.033		0.0	0.0	0.7	
C-A	7.99							
A-B	0.10							
A-C	6.97							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
B-AC	1.92	8.38	0.229		0.3	0.3	4.4	
C-AB	0.48	14.39	0.033		0.0	0.0	0.7	
C-A	7.99							
A-B	0.10							
A-C	6.97							

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	115.2	115.2	17.5	0.15	17.5	0.15
C-AB	28.8	28.8	2.7	0.09	2.7	0.09
C-A	479.4	479.4				
A-B	6.0	6.0				
A-C	418.2	418.2				
ALL	1047.6	1047.6	20.2	0.02	20.2	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** PICADY 4 run completed.

========== end of file ==========

[Printed at 18:11:34 on 17/12/2001]

Appendix G

TRANSPORT RESEARCH LABORATORY

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.0 (APR 2000)

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\MF.b.pd.am.vai" at 12:12:59 on Friday, 14 December 2001

ROUNDABOUT CAPACITY AND DELAY
****

RUN TITLE
****
MOLLY MILLARS/ FINCHAMPSTEAD - B 02 + PD - AM PEAK

INPUT DATA
****
ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.25	I	6.00	I	14.50	I	25.00	I	18.00	I	15.0	I	0.663	I	26.604
I ARM B	I	3.00	I	5.20	I	13.00	I	999.00	I	18.00	I	15.0	I	0.650	I	24.592
I ARM C	I	3.65	I	5.20	I	15.00	I	12.50	I	18.00	I	15.0	I	0.629	I	24.867

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.712	0.288
		0.0	501.0	203.0
		(0.0)	(1.4)	(4.4)
	ARM B	0.590	0.000	0.410
		660.0	0.0	458.0
		(0.8)	(0.0)	(2.2)
	ARM C	0.177	0.823	0.000
		155.0	719.0	0.0
		(3.2)	(2.1)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	11.73	18.24	0.643		0.0	1.8	24.5	
ARM B	18.63	22.02	0.846		0.0	4.9	63.1	
ARM C	14.57	17.61	0.827		0.0	4.3	55.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	11.73	18.10	0.648		1.8	1.8	26.8	
ARM B	18.63	22.00	0.847		4.9	5.2	76.4	
ARM C	14.57	17.50	0.833		4.3	4.6	67.6	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	11.73	18.09	0.648		1.8	1.8	27.2	
ARM B	18.63	22.00	0.847		5.2	5.3	79.0	
ARM C	14.57	17.49	0.833		4.6	4.8	70.6	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	11.73	18.09	0.649		1.8	1.8	27.4	
ARM B	18.63	22.00	0.847		5.3	5.4	80.1	
ARM C	14.57	17.49	0.833		4.8	4.8	71.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.8	**
08.30	1.8	**
08.45	1.8	**
09.00	1.8	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.9	*****
08.30	5.2	*****
08.45	5.3	*****
09.00	5.4	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.3	****
08.30	4.6	*****
08.45	4.8	*****
09.00	4.8	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	703.8	703.8	106.0	0.15	106.1	0.15
B	1117.8	1117.8	298.6	0.27	299.2	0.27
C	874.2	874.2	264.9	0.30	265.6	0.30
ALL	2695.8	2695.8	669.5	0.25	670.9	0.25

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:42:22 on 17/12/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
RELEASE 1.0 (APR 2000)

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\MF.b.pd.pm.vai" at 08:45:53 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY
****

RUN TITLE
****
MOLLY MILLARS/ FINCHAMPSTEAD - B 02 + PD - PM PEAK

INPUT DATA
****
ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.25	I	6.00	I	14.50	I	25.00	I	18.00	I	15.0	I	0.663	I	26.604
I ARM B	I	3.00	I	5.20	I	13.00	I	999.00	I	18.00	I	15.0	I	0.650	I	24.592
I ARM C	I	3.65	I	5.20	I	15.00	I	12.50	I	18.00	I	15.0	I	0.629	I	24.867

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.543	0.457
		0.0	572.0	482.0
		(0.0)	(0.4)	(1.2)
	ARM B	0.316	0.000	0.684
		373.0	0.0	806.0
		(1.6)	(0.0)	(1.0)
	ARM C	0.205	0.795	0.000
		135.0	525.0	0.0
		(0.7)	(0.6)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	17.57	20.65	0.851		0.0	5.0	64.0	
ARM B	19.65	19.18	1.025		0.0	20.5	192.0	
ARM C	11.00	21.04	0.523		0.0	1.1	15.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
ARM A	17.57	20.61	0.852		5.0	5.4	78.8	
ARM B	19.65	19.09	1.030		20.5	32.8	402.5	
ARM C	11.00	20.93	0.526		1.1	1.1	16.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
ARM A	17.57	20.61	0.853		5.4	5.5	81.8	
ARM B	19.65	19.08	1.030		32.8	43.7	575.3	
ARM C	11.00	20.91	0.526		1.1	1.1	16.5	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
ARM A	17.57	20.61	0.853		5.5	5.6	83.2	
ARM B	19.65	19.08	1.030		43.7	54.0	733.5	
ARM C	11.00	20.90	0.526		1.1	1.1	16.6	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.0	*****
17.30	5.4	*****
17.45	5.5	******
18.00	5.6	******

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	20.5	**********
17.30	32.8	**********
17.45	43.7	**********
18.00	54.0	**********

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.1	*
17.30	1.1	*
17.45	1.1	*
18.00	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1054.2	1054.2	307.8	0.29	308.6	0.29
B	1179.0	1179.0	1903.3	1.61	1979.6	1.68
C	660.0	660.0	65.0	0.10	65.0	0.10
ALL	2893.2	2893.2	2276.1	0.79	2353.2	0.81

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

[Printed at 08:46:12 on 17/12/2001]

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

ARCADY 5.0 ANALYSIS PROGRAM
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ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - TOTAL TRAFFIC FLOWS - AM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
I ARM A	I	3.25	I	6.00	I	14.50	I	25.00	I	18.00	I	15.0	I	0.663	I	26.604
I ARM B	I	3.00	I	5.20	I	13.00	I	999.00	I	18.00	I	15.0	I	0.650	I	24.592
I ARM C	I	3.65	I	5.20	I	15.00	I	12.50	I	18.00	I	15.0	I	0.629	I	24.867

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.710 508.0 (1.4)	0.290 207.0 (4.4)
	ARM B	0.603 697.0 (0.7)	0.000 0.0 (0.0)	0.397 458.0 (2.2)
	ARM C	0.204 184.0 (2.7)	0.796 719.0 (2.1)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	11.92	18.29	0.652		0.0	1.8	25.3	
ARM B	19.25	21.99	0.875		0.0	6.0	74.5	
ARM C	15.05	17.28	0.871		0.0	5.6	69.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	11.92	18.11	0.658		1.8	1.9	28.0	
ARM B	19.25	21.97	0.876		6.0	6.5	94.3	
ARM C	15.05	17.14	0.878		5.6	6.4	91.1	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	11.92	18.09	0.659		1.9	1.9	28.5	
ARM B	19.25	21.97	0.876		6.5	6.7	98.7	
ARM C	15.05	17.13	0.879		6.4	6.6	97.8	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	11.92	18.10	0.659		1.9	1.9	28.6	
ARM B	19.25	21.97	0.876		6.7	6.8	100.7	
ARM C	15.05	17.13	0.879		6.6	6.8	100.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.8	**
08.30	1.9	**
08.45	1.9	**
09.00	1.9	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	6.0	******
08.30	6.5	******
08.45	6.7	*******
09.00	6.8	*******

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.6	******
08.30	6.4	******
08.45	6.6	*******
09.00	6.8	*******

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	715.2	715.2	110.4	0.15	110.5	0.15
B	1155.0	1155.0	368.3	0.32	369.3	0.32
C	903.0	903.0	358.7	0.40	360.0	0.40
ALL	2773.2	2773.2	837.4	0.30	839.9	0.30

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
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END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\MF.ttf.pm.vai" at 08:55:38 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - TOTAL TRAFFIC FLOWS - PM PEAK

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	6.00	14.50	25.00	18.00	15.0	0.663	26.604
ARM B	3.00	5.20	13.00	999.00	18.00	15.0	0.650	24.592
ARM C	3.65	5.20	15.00	12.50	18.00	15.0	0.629	24.867

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.536	0.464
		0.0	610.0	527.0
		(0.0)	(0.3)	(1.1)
	ARM B	0.322	0.000	0.678
		382.0	0.0	806.0
		(1.6)	(0.0)	(1.0)
	ARM C	0.211	0.789	0.000
		140.0	525.0	0.0
		(0.7)	(0.6)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	18.95	20.67	0.917		0.0	8.1	94.9	
ARM B	19.80	18.76	1.055		0.0	26.0	231.6	
ARM C	11.08	21.02	0.527		0.0	1.1	15.8	
17.15-17.30								
ARM A	18.95	20.63	0.919		8.1	9.3	132.3	
ARM B	19.80	18.62	1.063		26.0	45.6	539.1	
ARM C	11.08	20.93	0.529		1.1	1.1	16.6	
17.30-17.45								
ARM A	18.95	20.63	0.919		9.3	9.8	144.0	
ARM B	19.80	18.61	1.064		45.6	64.4	825.9	
ARM C	11.08	20.92	0.530		1.1	1.1	16.8	
17.45-18.00								
ARM A	18.95	20.63	0.919		9.8	10.1	150.0	
ARM B	19.80	18.61	1.064		64.4	82.9	1105.5	
ARM C	11.08	20.92	0.530		1.1	1.1	16.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	8.1	********
17.30	9.3	*********
17.45	9.8	**********
18.00	10.1	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	26.0	**************************
17.30	45.6	**
17.45	64.4	**
18.00	82.9	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.1	*
17.30	1.1	*
17.45	1.1	*
18.00	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1137.0	1137.0	521.2	0.46	523.7	0.46
B	1188.0	1188.0	2702.0	2.27	2886.8	2.43
C	664.8	664.8	66.0	0.10	66.0	0.10
ALL	2989.8	2989.8	3289.2	1.10	3476.5	1.16

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
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END OF JOB

****** ARCADY 5 run completed.

========== end of file ==========

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CAPACITIES, QUEUES AND DELAYS AT ROUNDABOUTS

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Run with file:- "c:\My Documents\Jobs\LEWokingham\Arcady\MF.IMP.b.pd.am.vai" at 09:06:32 on Monday, 17 December 2001

ROUNDABOUT CAPACITY AND DELAY
****

RUN TITLE
****
MOLLY MILLARS/ FINCHAMPSTEAD - B 02 + PD - AM PEAK + IMPROVEMENTS

INPUT DATA
****
ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.712	0.288
		0.0	501.0	203.0
		(0.0)	(1.4)	(4.4)
	ARM B	0.590	0.000	0.410
		660.0	0.0	458.0
		(0.8)	(0.0)	(2.2)
	ARM C	0.177	0.823	0.000
		155.0	719.0	0.0
		(3.2)	(2.1)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	11.73	19.05	0.616		0.0	1.6	22.0	
ARM B	18.63	27.42	0.680		0.0	2.1	29.2	
ARM C	14.57	23.31	0.625		0.0	1.6	23.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	11.73	19.00	0.617		1.6	1.6	23.7	
ARM B	18.63	27.40	0.680		2.1	2.1	31.3	
ARM C	14.57	23.25	0.627		1.6	1.7	24.7	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	11.73	19.00	0.618		1.6	1.6	24.0	
ARM B	18.63	27.39	0.680		2.1	2.1	31.6	
ARM C	14.57	23.25	0.627		1.7	1.7	24.9	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	11.73	19.00	0.618		1.6	1.6	24.0	
ARM B	18.63	27.39	0.680		2.1	2.1	31.7	
ARM C	14.57	23.25	0.627		1.7	1.7	25.0	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.6	**
08.30	1.6	**
08.45	1.6	**
09.00	1.6	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.1	**
08.30	2.1	**
08.45	2.1	**
09.00	2.1	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.6	**
08.30	1.7	**
08.45	1.7	**
09.00	1.7	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	703.8	703.8	93.8	0.13	93.9	0.13
B	1117.8	1117.8	123.8	0.11	123.9	0.11
C	874.2	874.2	97.9	0.11	97.9	0.11
ALL	2695.8	2695.8	315.4	0.12	315.6	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
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ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - B 02 + PD - PM PEAK + IMPROVEMENTS

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000 0.0 (0.0)	0.543 572.0 (0.4)	0.457 482.0 (1.2)
	ARM B	0.316 373.0 (1.6)	0.000 0.0 (0.0)	0.684 806.0 (1.0)
	ARM C	0.205 135.0 (0.7)	0.795 525.0 (0.6)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	17.57	21.54	0.816		0.0	4.1	53.4	
ARM B	19.65	24.27	0.810		0.0	4.0	52.7	
ARM C	11.00	27.14	0.405		0.0	0.7	9.9	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
ARM A	17.57	21.52	0.816		4.1	4.3	62.7	
ARM B	19.65	24.18	0.813		4.0	4.2	61.3	
ARM C	11.00	27.09	0.406		0.7	0.7	10.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
ARM A	17.57	21.52	0.816		4.3	4.3	64.3	
ARM B	19.65	24.18	0.813		4.2	4.2	62.9	
ARM C	11.00	27.08	0.406		0.7	0.7	10.2	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
ARM A	17.57	21.52	0.816		4.3	4.3	65.0	
ARM B	19.65	24.18	0.813		4.2	4.3	63.6	
ARM C	11.00	27.08	0.406		0.7	0.7	10.2	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.1	****
17.30	4.3	****
17.45	4.3	****
18.00	4.3	****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.0	****
17.30	4.2	****
17.45	4.2	****
18.00	4.3	****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.7	*
17.30	0.7	*
17.45	0.7	*
18.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1054.2	1054.2	245.5	0.23	245.9	0.23
B	1179.0	1179.0	240.5	0.20	240.9	0.20
C	660.0	660.0	40.5	0.06	40.5	0.06
ALL	2893.2	2893.2	526.5	0.18	527.3	0.18

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
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ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - TOTAL TRAFFIC - AM PEAK + IMPROVEMENTS

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.710 508.0 (1.4)	0.290 207.0 (4.4)
	ARM B	0.603 697.0 (0.8)	0.000 0.0 (0.0)	0.397 458.0 (2.2)
	ARM C	0.204 184.0 (2.7)	0.796 719.0 (2.1)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
ARM A	11.92	19.06	0.625		0.0	1.6	22.9	
ARM B	19.25	27.37	0.703		0.0	2.3	32.3	
ARM C	15.05	22.89	0.657		0.0	1.9	26.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
ARM A	11.92	19.00	0.627		1.6	1.7	24.7	
ARM B	19.25	27.35	0.704		2.3	2.3	34.9	
ARM C	15.05	22.83	0.659		1.9	1.9	28.4	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
ARM A	11.92	19.00	0.627		1.7	1.7	25.0	
ARM B	19.25	27.35	0.704		2.3	2.4	35.2	
ARM C	15.05	22.83	0.659		1.9	1.9	28.7	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
ARM A	11.92	19.00	0.627		1.7	1.7	25.1	—
ARM B	19.25	27.35	0.704		2.4	2.4	35.4	
ARM C	15.05	22.83	0.659		1.9	1.9	28.8	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.6	**
08.30	1.7	**
08.45	1.7	**
09.00	1.7	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.3	**
08.30	2.3	**
08.45	2.4	**
09.00	2.4	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.9	**
08.30	1.9	**
08.45	1.9	**
09.00	1.9	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	715.2	715.2	97.7	0.14	97.8	0.14
B	1155.0	1155.0	137.9	0.12	138.0	0.12
C	903.0	903.0	112.3	0.12	112.4	0.12
ALL	2773.2	2773.2	347.8	0.13	348.1	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
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ROUNDABOUT CAPACITY AND DELAY

RUN TITLE

MOLLY MILLARS/ FINCHAMPSTEAD - TOTAL TRAFFIC - PM PEAK + IMPROVEMENTS

INPUT DATA

ARM A - MOLLY MILLARS LANE
ARM B - FICHAMPSTEAD ROAD (N)
ARM C - FINCHAMPSTEAD ROAD (S)

GEOMETRIC DATA

I ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
I ARM A	3.25	7.00	15.00	25.00	24.50	27.0	0.658	27.477
I ARM B	3.00	7.00	20.00	999.00	25.00	14.0	0.719	30.308
I ARM C	3.65	8.00	15.00	32.50	25.00	16.0	0.726	31.836

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.536	0.464
		0.0	610.0	527.0
		(0.0)	(0.3)	(1.1)
	ARM B	0.322	0.000	0.678
		382.0	0.0	806.0
		(1.6)	(0.0)	(1.0)
	ARM C	0.211	0.789	0.000
		140.0	525.0	0.0
		(0.7)	(0.6)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
ARM A	18.95	21.57	0.879		0.0	6.1	75.7	
ARM B	19.80	23.78	0.833		0.0	4.5	59.3	
ARM C	11.08	27.04	0.410		0.0	0.7	10.1	
17.15-17.30								
ARM A	18.95	21.54	0.880		6.1	6.6	96.5	
ARM B	19.80	23.66	0.837		4.5	4.9	71.1	
ARM C	11.08	26.98	0.411		0.7	0.7	10.4	
17.30-17.45								
ARM A	18.95	21.54	0.880		6.6	6.8	101.3	
ARM B	19.80	23.65	0.837		4.9	5.0	73.6	
ARM C	11.08	26.97	0.411		0.7	0.7	10.4	
17.45-18.00								
ARM A	18.95	21.54	0.880		6.8	6.9	103.5	
ARM B	19.80	23.65	0.837		5.0	5.0	74.7	
ARM C	11.08	26.97	0.411		0.7	0.7	10.4	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	6.1	******
17.30	6.6	*******
17.45	6.8	*******
18.00	6.9	*******

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.5	*****
17.30	4.9	*****
17.45	5.0	*****
18.00	5.0	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.7	*
17.30	0.7	*
17.45	0.7	*
18.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1137.0	1137.0	377.0	0.33	378.1	0.33
B	1188.0	1188.0	278.7	0.23	279.2	0.24
C	664.8	664.8	41.3	0.06	41.3	0.06
ALL	2989.8	2989.8	697.0	0.23	698.6	0.23

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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****** ARCADY 5 run completed.

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[Printed at 09:24:48 on 17/12/2001]

Town & Country Planning Act, 1990 - Section 78

Appeal by: Lamron Developments (Wokingham) Ltd.

Site at: Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire

STATEMENT OF CASE
on behalf of the Appellant

by
Ian Sowerby BA MSc MRTPI

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BCP Ref: is/3673/Dec20.sta
LPA Ref: O/2001/5282
PINS Ref: APP/X0360/A/02/1103394

Date: 20th December 2002

Hearing: 3rd June 2003

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Appendices

(In separate bundle)

IS.1 Location Plan (BCP.1)

IS.2 Planning Committee Report *(11th December 2002)*

IS.3 Extracts from the Berkshire Structure Plan

IS.4 Extracts from the South East Area Local Plan

IS.5 Extracts from the draft Berkshire Structure Plan (1st Deposit)

IS.6 Extracts from the emerging Wokingham District Local Plan
(Including the Deposit Draft Plan, LPI Inspector's Report and Proposed Modifications)

IS.7 Extracts from Supplementary Planning Guidance 'Planning Obligations'

1 Introduction

1.1 This appeal is made on behalf of Lamron Developments (Wokingham) Ltd., the prospective developers of the appeal site. It was made against the failure of Wokingham District Council to determine within the statutory period an outline planning application for the erection of three Class B1(a) office buildings, totalling 4645m^2 (50,000 ft^2), together with associated car parking and external works.

1.2 The application was ultimately reported to the Planning Committee at Wokingham DC on 11th December 2002. At that meeting, the District Council resolved that, had it been in a position to determine the application, it would have been refused permission 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).*

1.3 The decision was accompanied by an informative, which reads:

> *In the event of a s.106 agreement or unilateral agreement being signed to secure the contributions requested, the reason for refusal relating to this shall be withdrawn.*

1.4 Consequently, it is clear that the only issue between the principal parties at this appeal is the nature and amount of the infrastructure contributions sought by the local planning authority. These matters are still under discussion with the District Council, in the context of a revised planning application for the same amount of Class B1 floorspace (4645m^2). In that light, it is anticipated that an appropriate s.106 unilateral agreement will be submitted by the appellant prior to the opening of the hearing.

1.5 This statement of case addresses the planning policy issues raised by the appeal, in the light of the District Council's recent resolution. Those issues relating to the highways aspects of the proposal, including the financial contributions to off-site works, will be addressed in a separate Statement of Case, by Martin Knowles of Mayer Brown Ltd.

2 *The Appeal Site and Its Surroundings*

2.1 The appeal site is a broadly triangular parcel of land, with a gross area of 0.99 hectares (2.47 acres), situated on the north side of Molly Millar's Lane, to the west of Molly Millar's Close, within an established employment area. Wokingham railway station lies 850 metres to the north, whilst the town centre is around 1.25 metres to the north-east, as shown on our drawing BCP.1. ***(See Appendix IS.1).***

2.2 The site was last used as a private car park in connection with the Radyne factory and office premises located on the opposite side of Molly Millar's Lane; however, it is presently disused and overgrown, having ceased to be used for that purpose in the late 1990's. There are some dilapidated open storage buildings, raised platforms and several lighting columns remaining from its past use.

2.3 A rough earth embankment runs for the entire length of the site frontage, except for its vehicular access, which has recently been resurfaced in connection with the creation of a cycleway along Molly Millar's Lane. To the north-west, a disused private pedestrian walkway bounded by mature trees runs between the site and an adjacent (vacant) office/industrial re-development site, although the walkway itself lies outside the appellant's control.

2.4 To the east, the site adjoins Molly Millar's Close - a private commercial access road - from which it is separated by a chain link fence. A rectangular parcel of land at the junction of the two roads, occupied by an electricity sub-station and a private car park, (serving the 5-storey office premises opposite), lies outside the appeal site.

2.5 A stream - Emm Brook - bordered by mature trees and shrubs, runs across the site from west to east, effectively dividing it into two parts. The front part is generally level, whilst the rear part, beyond the stream, rises up gently to the north.

2.6 A vacant re-development site immediately to the west, (formerly occupied by the C F Taylor factory premises), has a current planning permission, granted in 2000, for the erection of four Class B1(a) office buildings of 6971m^2 on the frontage, plus two Class B1(c)/B2/B8 factory/warehouse buildings of 2229m^2 at the rear, plus on-site parking for 340 cars.

2.7 Opposite the site is a 5-storey office building and a 2-storey office building, with factory premises to the rear. To the north and east are single storey workshops and production units, with two-storey ancillary offices, whilst further to the east are new (vacant) storage and distribution warehouses.

3 *Relevant Planning History.*

3.1 In 1981, planning permission was refused for the expansion of the Radyne staff car park by 32 spaces, on the grounds that it would be harmful to visual amenities and detrimental to highway safety. *[Application ref. 15676].* However, 5 years later, an application to extend the car park's capacity from 300 to 345 spaces was granted. *[Application ref. 26932].* In November 2000, an application to re-surface the eastern-most part of the car park and install new lighting columns was approved, although this has not been implemented. *[Application ref. 2000/2532].*

3.2 In 1987, an outline application for the re-development of the site by the erection of three hi-tech units totalling 3900m^2 was refused permission; however, those reasons for refusal were each on highway grounds, resulting from a lack of information supplied with the application, rather than any planning policy objections by the District Council. *[Application ref. 27067].* *NB: At that time, the line of a proposed town centre ring road, since abandoned, ran adjacent to the north-west boundary of the site.*

4 The Appeal Application.

4.1 The application is made in outline form, with external appearance and design reserved for future approval. It was submitted to Wokingham District Council on 9th November 2001, but was not registered until 21st December 2001, following the submission of additional application fees and the Transportation Assessment prepared by Mayer Brown Ltd. The application forms and the layout drawings indicated that the proposed gross floor area of the buildings would be 4645m^2 (50,000ft^2).

4.2 As registered, the application comprised the following documents:

- application forms (parts 1 & 2);
- Article 7 Certificate B;
- location plan *(3467/P/31)*;
- proposed layout plan *(3467/P/32)*;
- landscaping plan *(3467/P/33)*;
- PDP's supporting letter, dated 9th November 2001; and
- the Transportation Assessment, by Mayer Brown Ltd.

4.3 A Flood Risk Assessment, prepared by Upton McGougan, was submitted on 29th May 2002. On 13th August 2002, (following a meeting with the case Officer at Wokingham DC), the following amended drawings were submitted:

- proposed layout *(3467/P/41)*, superseding 3467/P/31; and
- landscaping plan *(3467/P/42)*, superseding 3467/P/32.

4.4 On 16th August 2002, a report on the office and industrial market in Wokingham, in support of the application, prepared by GVA Grimley, was submitted at the Planning Officer's request.

4.5 Despite lengthy correspondence and telephone calls between the appellant's architects and the Planning Officer - *see copies of relevant letters and file notes included in the original bundle of appeal papers* - at the time of lodging the appeal there appeared to be litttle prospect of the application being determined by the local planning authority in the foreseeable future, despite it having been submitted eleven months earlier.

4.6 In particular, the local planning authority was not in a position to agree the details of infrastructure contributions with the appellant's agent, due to a failure to complete internal consultations. It is in that light that the appellant reluctantly decided to submit the appeal.

4.7 As a result of the appeal being lodged, the application was reported to the Planning Committee of Wokingham DC on 11th December 2002. As I have indicated in my introduction, the District Council resolved that it would have refused permission solely on the failure of the applicant to provide appropriate financial contributions to off-site highways and recreation facilities.

4.8 A copy of the Committee Report is attached hereto, at ***Appendix IS.2***

4.9 Given the protracted nature of the District Council's determination of the application, I consider that its behaviour throughout has been unreasonable in this regard, particularly when all planning policy and other technical matters were resolved some months prior to the Committee meeting.

5 *The Development Plan*

5.1 The adopted development plan for the Wokingham area comprises the Berkshire Structure Plan (1995) and Wokingham DC's South East Area Local Plan (1994).
*(See extracts at **Appendices IS.3 and IS.4***

5.2 Following the dissolution of Berkshire County Council in 1999, the Berkshire Unitary Authorities' Joint Strategic Planning Unit has produced a draft replacement Structure Plan, which was placed on deposit in March 2002.
*(See extracts at **Appendix IS.5)**.*

5.3 The draft Wokingham District Local Plan was subject to a public inquiry in 2000/01, with the Inspector's Report being received in October 2001. Proposed Modifications were published for public consultation in December 2002.
*(See extracts from each document at **Appendix IS.6)**.*

5.4 Given the relative age of the adopted development plan - i.e. 1994/5 - I consider that an increasing amount of weight should be attributed to the emerging district-wide Local Plan, incorporating the LPI Inspector's recommendations for changes to it and the District Council's Proposed Modifications.

5.5 The Planning Committee report and subsequent resolution ultimately confirmed that the District Council has no planning policy objection to the proposed use of this former car park for Class B1(a) office purposes, subject to the resolution of the issues surrounding the level and nature of off-site infrastructure payments.

The Berkshire Structure Plan (1991-2006)

5.6 Policy LD1 promotes the principle of sustainable development in Berkshire, whilst Policy LD5 takes the same approach with regard to traffic generation, stating that major development proposals should be located in areas which are well served by public transport. The appeal site clearly satisfies that criterion, given its close proximity to the railway station and bus services.

5.7 Policy BU1 provides support for the business development schemes that meet the employment needs of the local population whilst aiding urban regeneration, without creating either transport problems or additional pressures for housing development. The District Council has confirmed - in the Officer's Committee Report - that the appeal proposal does not conflict with those principles.

5.8 The 2nd deposit draft replacement Structure Plan is not due to be published for public consultation until Spring 2003; consequently, we consider that its policies should be attributed limited weight at this time. Nevertheless, we note that draft Policy E1 indicates that Wokingham town centre is one of only six locations within the county where major office development will be acceptable and that other employment areas within settlements will be acceptable as locations for such development. Molly Millar's Lane is an identified employment area in both the adopted and emerging Local Plans. *(See below)*

***The South East Area Local Plan** [SEALP]*

5.9 The adopted SEALP confirms that the appeal site lies within the settlement area of Wokingham. It is also identified as a 'Recognised Employment Area' and as a 'General Industrial Area'. The central part of the site, adjacent to the stream, is shown as an 'Area Liable to Flooding', whilst a strip along its north-west boundary was shown as reserved for the line of a new link road. This road scheme has since been abandoned.

5.10 Policy SE1 seeks to limit new employment development to extensions to existing premises and small-scale schemes of up to 300m^2. However, that restrictive policy is firmly rooted in the particular circumstances that applied in the early 1990's, due to the 'overheating' of the economy in the Thames Valley. Those circumstances have now changed, hence the more relaxed approach to employment development in the draft replacement Structure Plan and the emerging Local Plan

5.11 Policy SE3 contains a presumption in favour of Class B2 & B8 uses in General Industrial Areas. Again, that restriction has since been relaxed in both the draft Structure Plan and the emerging Local Plan, in the light of present-day employment market conditions.

***The Wokingham District Local Plan** [WDLP]*

5.12 The version of the WDLP that was discussed at the Local Plan Inquiry in 2000/01 was the deposit version published in October 1997, as amended by changes published in April 1999, September 1999 & February 2000. The LPI Inspector's Report was received in October 2001 and Proposed Modifications were published in December 2002.

5.13 WDLP identifies Molly Millar's Lane as an 'Existing Core Employment Area', within which Policy WEM2, (as proposed to be modified) supports development for business, industrial distribution and storage uses. The appeal proposal therefore complies with that policy.

5.14 Policy WEM12, as originally drafted, sought to promote the use of land identified as 'General Industrial, Storage & Distribution' areas, (including land on the north side of Molly Millar's Lane) for Class B2 or B8 use. However, the LPI Inspector recommended that the policy is deleted and replaced with one which merely states that Classes B2 and B8 will be acceptable in those locations, within the context of Policy WEM2. The recent Planning Committee report confirmed that the appeal proposal does not conflict with the revised policy.

5.15 The Inspector's recommendations were intended to bring the District Council's employment policies up to date, by encouraging greater flexibility within the Use Classes Order, in the interest of ensuring an adequate supply of employment land to meet local needs. The subsequent Proposed Modifications, although they do not accept all of the Inspector's recommendations, embody this principle.

5.16 Policy WOS4, as proposed to be modified, establishes the principle of applicants for planning permission contributing towards the provision of the services, amenities and infrastructure requirements generated by the proposed development. However, I note that the preamble to the policy, *(at paragraph 1.13),* includes references Circular 1/97 'Planning Obligations' and states that:

> *"An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met."*

At present, such an assessment has not been provide by the District Council.

5.17 Policy WR8 seeks to apply that principle to the provision of public open space and/or recreation facilities in connection with new commercial development. It suggests a general guideline of 1.5 ha per 1000 employees, however, the modified text of the Local Plan does not contain a proper justification for the standard, as recommended by the Local Plan Inquiry Inspector.

Supplementary Planning Guidance

5.18 Wokingham District Council has prepared Supplementary Planning Guidance entitled: 'Planning Obligations - Principles and Practice'. The guidance in that document was the subject of public consultation in 2001 and was formally adopted in January 2002. In the context of employment development, the provisions of the SPG will apply to those applications involving a net increase of at least 500m^2 floor space.

5.19 Appendix J to the SPG *(see **Appendix IS.6**)*, deals with the provision of recreation and leisure facilities. In connection with new commercial developments, it is cross referenced to emerging Local Plan Policy WR8. It indicates that the areas of public open space will be expected to be of a size, shape and location suitable for recreational use by employees in the vicinity of the development. *(Paragraph D4.3)*

5.20 Appendix H of the SPG, *(see **Appendix IS.6**)*, is concerned with highways contributions. This matter will be addressed by Martin Knowles in his separate statement of case.

6 *Grounds of Appeal*

6.1 Although the appeal was originally made against the failure of Wokingham District Council to issue a decision on the application within the statutory period, the District Council has subsequently resolved that if it was able to determine the application it would have refused permission on the following grounds:

> *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).*

6.2 That reason for refusal and the Planning Officer's Committee Report, *(see **Appendix IS.2**)*, each confirm that the Council does not have any planning policy or other technical objections to the proposed development, subject to the resolution of the appropriate level of off-site highways and leisure infrastructure contributions. This position accords with my analysis of the relevant development plan policies, as set out above.

6.3 I note from the Council's appeal questionnaire that no objections have been raised by Wokingham Town Council, or other interested parties. On technical matters, there are no outstanding objections from The Environment Agency, (subject to conditions), or from the Fire Officer. There are also no objections from Wokingham District Council the Environmental Health Officer, or the District Council's Environmental Design and Countryside Officers.

6.4 As I have indicated above, the District Council's outstanding concerns regarding financial contributions to the provision of off-site highways and leisure infrastructure are still under discussion, in the context of a revised planning application. Subject to the District Council providing an acceptable reasoned justification for the amounts sought, I can re-confirm that the appellant is willing to enter into a s.106 unilateral obligation to make appropriate financial payments, provided that they are fairly and reasonably related to the development, in accordance with Circular 1/97 guidance.

The Highways Contribution

6.5 The issues surrounding the requested contribution to off-site highway works are the subject of a separate statement of case by Martin Knowles, of Mayer Brown Ltd.

6.6 Mr Knowles concludes that neither the highway authority nor the LPA have justified the need for and scale of the financial contribution requested by them. He also confirms that the appellant has agreed to provide a travel plan as part of the unilateral s.106 agreement, which will also include an appropriate financial contribution in respect of off-site highway works, in recognition of the benefits that this would provide to the wider area.

6.7 On that basis, he considers that there are no highways or transport reasons why outline planning permission should not be granted for the proposed development.

The Leisure Contribution

6.8 The recent Planning Committee report indicated that a sum of £14,000.00 should be paid toward off-site leisure and recreation facilities. This amount was calculated by reference to emerging Local Plan Policy WR8, at the ratio of 1.5ha of public open space per 1000 employees. The specified location for the expenditure of this sum is the Elm Fields play area, although no information has been provided regarding the location of this site in relation to the appeal site, or the nature of the proposed improvements to its outdoor recreation facilities.

6.9 In those circumstances, I consider that the appellant is not in a position to agree any leisure-based infrastructure contributions with the District Council, as the proposed sum has not been shown to be both fair and reasonable, in the planning policy context provided by Circular 1/97 and the relevant Local Plan policies.

6.10 Nevertheless, in the event that the District Council is able to satisfy the basic policy justification for the suggested infrastructure contribution, then I can confirm that the appellant is willing to provide a s.106 unilateral agreement to that effect.

7 Concluding Remarks

7.1 On the above basis, I believe that there are no planning policy or technical reasons why outline planning permission should not be granted for the proposed development. Accordingly, I ask that the Inspector allows my client's appeal, (subject to the completion of a s.106 unilateral obligation to facilitate the payment of appropriate contributions towards off-site highways and recreation infrastructure).

7.2 I reserve the right to submit further representations in response to the statement of case to be submitted by Wokingham District Council in due course, particularly in respect of any justification put forward in respect of its suggested levels of infrastructure contributions, and any suggested conditions.

---oooOOOooo---

is/3673/Dec18.sta
18th December 2002

- Please supply an Epitome or office copy entries of the land showing who is owner etc. in case there are any mortgagees or other land interests"

✓ PLEASE DATE!

reported to Inspector 3.6.03

DATED 3RD June 2003

RADYNE (OVERSEAS) LIMITED (1)

- and -

LAMRON DEVELOPMENTS (WOKINGHAM) LIMITED (2)

in favour of
WOKINGHAM DISTRICT COUNCIL

DEED

Pursuant to Section 106 Town and Country Planning Act 1990

- relating to -

land adjoining Molly Millars Lane, Wokingham

Payne Hicks Beach,
10 New Square,
Lincoln's Inn,
London WC2A 3QG.

THIS DEED is made the 3RD day of June 2003

BY:-

(1) **RADYNE (OVERSEAS) LIMITED** (Company Number 00440664) whose registered office address is at Molly Millars Lane Wokingham Berkshire RG41 2PX ("the Owner")

(2) **LAMRON DEVELOPMENTS (WOKINGHAM) LIMITED** (Company Number 03989587) whose registered office address is at 73/75 Mortimer Street London W1W 7SQ ("the Developer")

WHEREAS:-

1. **DEFINITIONS**

1.1 In this Deed the following words shall have the meanings ascribed to them as follows:-

"**Council**"	Wokingham District Council of Civic Offices Shute End Wokingham RG40 1WH being the Planning Authority for the area in which the Site is situate
"**Commencement of Development**"	means the carrying out of a Material Operation upon the Site exclusively referable to the Development as is to be permitted by the Planning Permission and "Commencing the Development" shall be construed accordingly
"**Covenantor**"	the Owner and the Developer
"**Development**"	means the development on the Site permitted by the Planning Permission
"**the First Secretary of State**"	the First Secretary of State and including, if appropriate, an inspector appointed by him
"**Material Operation**"	A material operation as defined in Section 56 of the Planning Act to implement the Planning Permission

	but shall not include operations in connection with marking out (on its own) surveying ground investigation work borehole investigation archaeological excavation site clearance demolition investigation for purposes of assessing contamination and the erection of means of enclosure for the purposes of site security and/or display of advertisements
"Plan"	The plan attached hereto
"Planning Act"	The Town and Country Planning Act 1990 and any statutory amendment consolidation and/or replacement thereof
"Planning Appeal"	the appeal to the First Secretary of State made by the Developer given reference number APP/X0360/A/02/1103394 pursuant to Section 78 of the Planning Act against a Planning Refusal
"Planning Application"	The application dated 9 November 2001 for outline planning permission submitted to the Council and given Reference Number 0/2001/5282 together with any amendments and/or variations and/or substitutions thereof
"Planning Permission"	any planning permission granted by the First Secretary of State pursuant to the Planning Appeal
"Planning Refusal"	the express or deemed refusal of the Planning Application by the Council
"Site"	The property being land adjoining Molly Millars Lane Wokingham as shown edged red on the Plan

1.2 Words importing persons shall include firms companies and corporations and vice versa and their successors in title and assigns

1.3 Any reference to a statute (whether specifically named or not) shall include any amendment or re-enactment of such statute for the time being in force and all instruments orders notices regulations directions by-laws permissions and plans for the time being made issued or given thereunder or deriving validity therefrom

1.4 Any reference to a clause or schedule shall mean a clause or schedule to this Deed

1.5 The titles or headings appearing in this Deed are for reference only and shall not affect its construction

1.6 Subject to the terms obligations and covenants of this Deed coming into effect pursuant to the terms hereof the Covenantor jointly and severally covenants as hereinafter appearing

NOW THIS DEED WITNESSES as follows:-

1. **UNILATERAL PLANNING OBLIGATIONS**

The obligations entered into by the Covenantor are Unilateral Planning Obligations pursuant to Sections 106 106A and 106B of the Planning Act and in respect of which:-

1.1 The Owner holds the legal estate in the Site. On 14 September 2001 the Owner agreed to sell the Site to the Developer.

1.2 Subject to the fulfilment of the conditions in Clause 2 the terms obligations and covenants in Clause 3 of this Deed shall burden the Site and shall be enforceable as Planning Obligations against the Covenantor and its successors in title

1.3 The Council is the Local Planning Authority entitled to enforce the terms obligations and covenants in Clause 3 of this Deed against the Covenantor

1.4 The Council shall be supplied with a copy of this Deed

2. **CONDITIONS**

2.1 The terms obligations and covenants in this Deed are conditional upon and shall not come into effect until the grant of the Planning Permission and

2.2 Subsequent to the fulfilment of the condition in Clause 2.1 the Covenantor shall thereafter have undertaken a Material Operation on the Site

2.3 For the avoidance of doubt it is hereby declared that in the event of the Planning Permission being quashed as a result of legal proceedings, modified or revoked then the terms obligations and covenants of this Deed shall absolutely determine and become null and void

2.4 In the event of the non-implementation of the Planning Permission so that it expires then the provisions of this Deed shall be discharged and be of no further effect

3. **UNILATERAL OBLIGATIONS**

Subject to clause 2 the Covenantor hereby jointly and severally undertakes with the Council to observe and perform the planning obligations set out in the Schedule hereto **PROVIDED ALWAYS** that the liability of each of the Covenantor and of any of the Covenantor's successors in title shall cease (other than in respect of its own antecedent breaches of obligation contained herein) after the Covenantor shall have parted with all their respective interests in the Site or the relevant part of the Site in respect of which such breach occurs

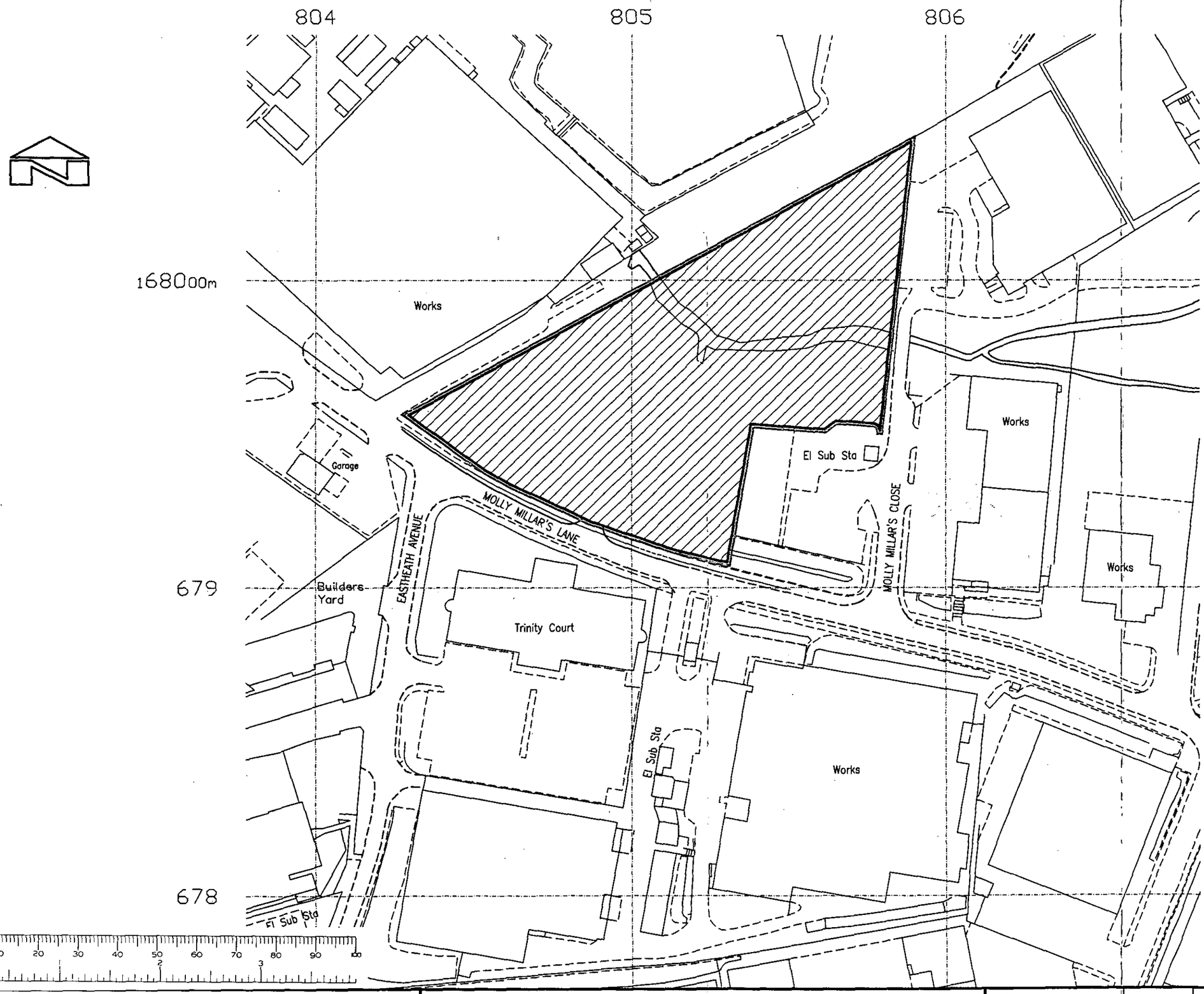
4. **INDEMNITY**

In the event of the Developer Commencing the Development then the Developer covenants with the Owner to observe and perform the planning obligations set out in the Schedule hereto and in such event to pay the sums therein referred to and in such event to indemnify the Owner and their successors in title (and keep them indemnified) from and against all losses costs claims damages and liabilities incurred or suffered by the Owner arising out of or resulting from any breach or non-observance or non-performance of those obligations

5. **CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999**

This Deed does not create any right enforceable by any person not a party to it except that it may be enforced by the successors in title and the assigns of the parties and by the Council and by any successor to the Council's statutory function

IN WITNESS whereof the Developer and the Owner have duly executed this instrument as a Deed the day and year first before written



Clifton Ryssen Solicitors
for the Owner

PROJECT DESIGN PARTNERSHIP Architects and Surveyors RYEBROOK STUDIOS WOODCOTE SIDE EPSOM SURREY KT18 7HD Fax 01372-745597 Tel 01372-744446	site	MOLLY MILLAR'S LANE WOKINGHAM	scale 1:1250 @ A3	Job No.		Drawing	Rev.
	drawing	LOCATION PLAN	date NOV 2002 drawn	3467	P	60	

SCHEDULE

(Planning Obligations)

Financial Contribution

The Covenantor agrees to pay to the Council within seven days of Commencement of the Development the sum of fourteen thousand pounds (£14,000) ("the Basic Sum") together with a sum ("the Additional Sum") equal to the difference between the Basic Sum and the sum arrived at by increasing the Basic Sum then due by the percentage by which the index of retail prices (all prices) published by the Central Statistical Office (or any successor office ministry or agency) has increased between the date of this deed and the date of payment of the Basic Sum then due

EXECUTED as a Deed by)
RADYNE (OVERSEAS) LIMITED)
acting through:-)

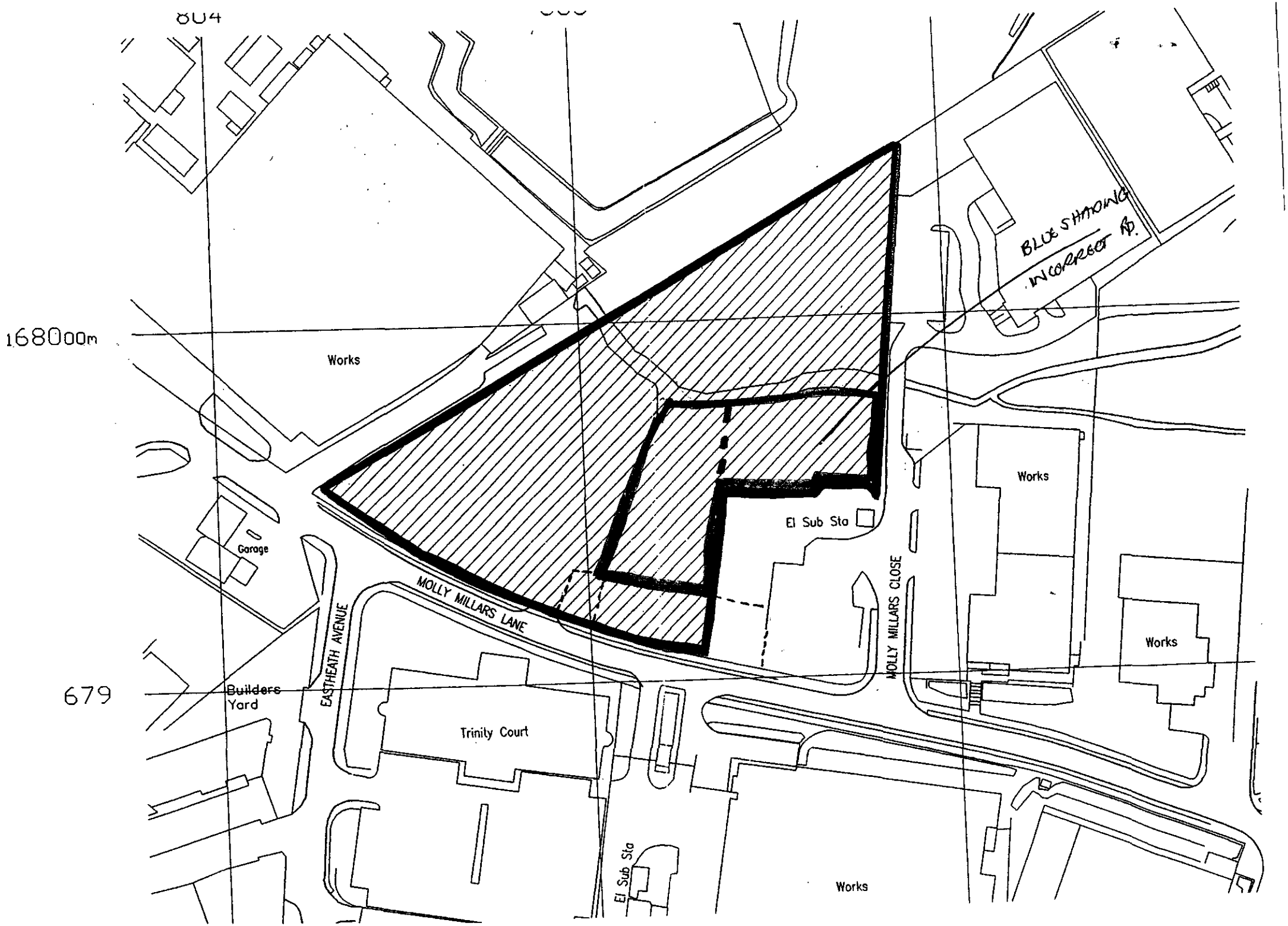
Director

Secretary

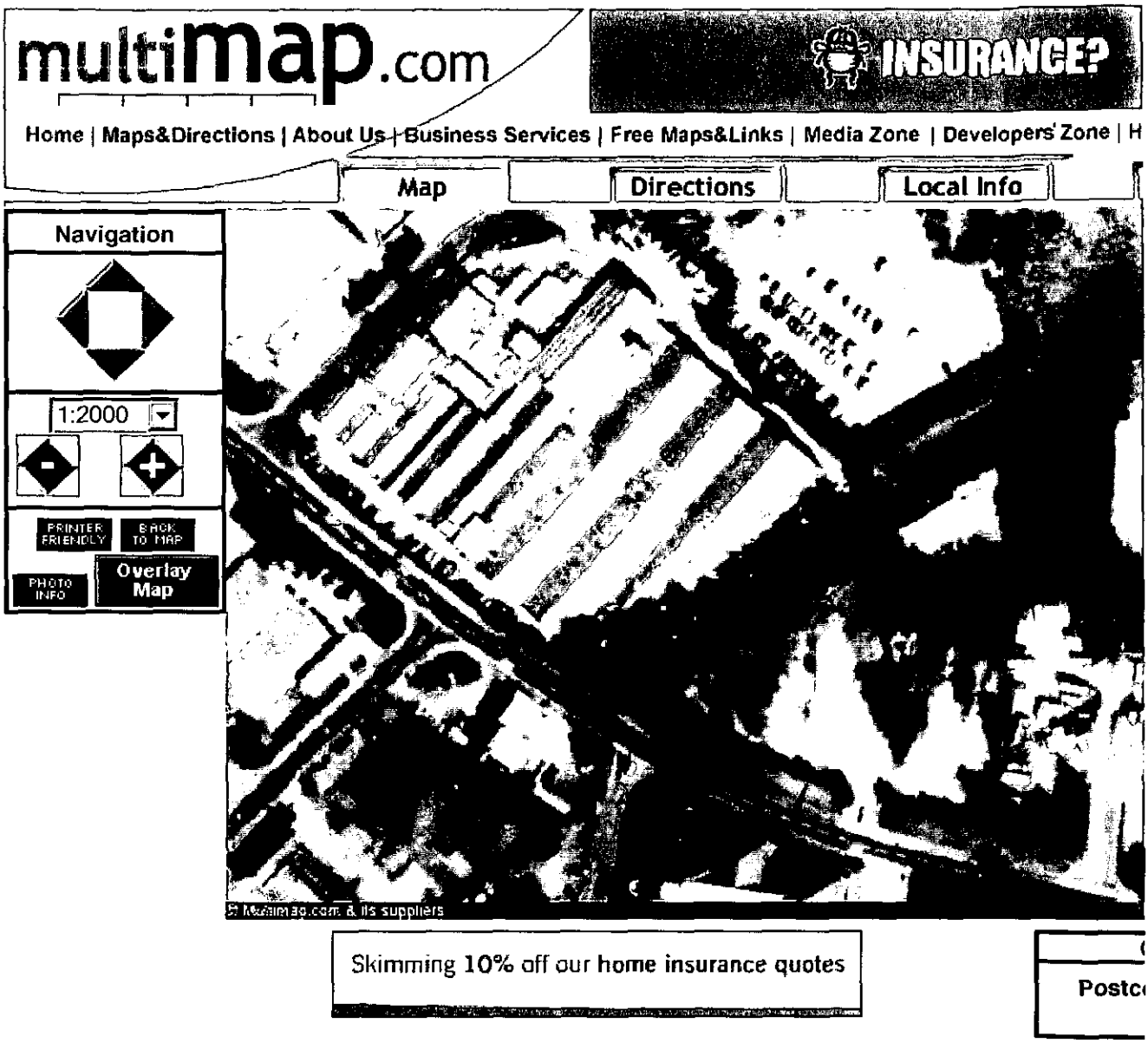
EXECUTED as a Deed by)
LAMRON DEVELOPMENTS)
(WOKINGHAM) LIMITED)
acting through:-)

Director

Secretary



Submitted at IH
3.6.03 by appellant



The above aerial imagery is Cities Revealed data supplied by The GeoInformation Group.

Submitted at IH.
3.6.03 by appellant



. For more detailed aerial photos click here

res)

weather
Fair, 13
12° TEXT WEATHER SERVICE

Submitted at IH.
3.6.03 by appellant

Tel. No. 0118 974 6323 (Direct Line) Fax. 0118 974 6313

Date: 17th December 2001

Your ref. AJP/LEWOKINGHAM

My ref. TC/P15[20014624]

Mr A Philpott
Mayer Brown Limited
77-79 Maybury Road
Woking
Surrey
GU21 5JH

Environmental Services Department
Engineering Services
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Main Switchboard (0118) 974 6000
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr Philpott,

MOLLY MILLARS LANE, WOKINGHAM – PROPOSED B1(a) OFFICE DEVELOPMENT

I refer to your letter dated 6th December 2001.

I note that you have already received a response from Steve McMillan at Parkman regarding your scoping report. I only have one additional comment to make and that is simply to reiterate my concern that the site is currently used for parking by other units along Molly Millars Lane. It is therefore important that your final report covers how this car parking will be managed within the new development.

I hope this is helpful, however if you require any further assistance please contact me on the above telephone number.

Yours sincerely,

T. Callaghan
Team Leader Highways Development Control

cc: Steve McMillan – Parkman, Wokingham

STRATEGY:	**CYCLING**
Scheme Name: FINCHAMPSTEAD – WOKINGHAM CYCLE ROUTE	**Estimated Cost:** Phase 1 £348,000 Phase 2 £300,000
Funding: WDC	**Programme:** 2001-02

Scheme Description:

The scheme provides a cycle route between Finchampstead and Wokingham town centre. Phase 1 follows the B3016 / A321 from Finchampstead to Molly Millars Lane as a shared use footway / cycleway. Phase 2 runs from Molly Millars Lane to Wokingham town centre and involves a new crossing of the railway.

Scheme Appraisal:	
Environment:	Reduce the number of car trips on A321
Safety:	Improved cycle safety
Economy:	Improve town centre access
Accessibility:	Linked to schools and town centre facilities
Integration:	Key part of priority network
Key contributions to Wokingham District Council Objectives:	2, 3, 4, 8, 10

STRATEGY:	**LOCAL MULTI-MODAL**
Scheme Name: MOLLY MILLARS LANE ROUTE ENHANCEMENT	**Estimated Cost:** £550,000
Funding: Developer	**Programme:** 2003-2006

Scheme Description:

A package of highway improvements for Molly Millars Lane and its junctions with the A3349 and A321.

Scheme Appraisal:	
Environment:	No significant effects
Safety:	Benefits to vehicle, pedestrian and cycle safety
Economy:	Reduced journey times and improved reliability
Accessibility:	Scheme will incorporate facilities for pedestrians and cyclists
Integration:	Improved town centre access for industrial estate
Key contributions to Wokingham District Council Objectives:	1, 3, 4, 7

Martin Knowles

From: Martin Knowles [mknowles@mayerbrown.co.uk]
Sent: 20 January 2003 08:58
To: Malcolm McPhail; Ian Sowerby; Chandra Gopal (PDP)
Subject: Fw: Lamron, Molly Millar's Lane

For information.

Regards,

Martin
----- Original Message -----
From: "Alec Philpott" <aphilpott@mayerbrown.co.uk>
To: "'Martin Knowles'" <mknowles@mayerbrown.co.uk>
Sent: Monday, January 20, 2003 7:44 AM
Subject: FW: Lamron, Molly Millar's Lane

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

Alec
Lamron, Molly Millar's Lane

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

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

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

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

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

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

and Watson Petroleum developers.

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

Steve

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

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Martin Knowles

From: Malcolm McPhail [Malcolm@lamron.co.uk]
Sent: 31 March 2003 21:42
To: Martin Knowles
Subject: RE: Lamron [Scanned]

Thanks - I will come back to you shortly.
M.
PS. Any news re the BCA site as I have a board meeting on Friday and would like to report progress ?

-----Original Message-----
From: Martin Knowles [mailto:mknowles@mayerbrown.co.uk]
Sent: 31 March 2003 17:31
To: Malcolm McPhail
Subject: Fw: Lamron [Scanned]

Malcolm,

Please find attached Steve McMillan's e-mail. He quotes two sites in the vicinity of your site and compares them on traffic movements which are set out in our TA.

Please let me know what you want me to do/if you need any further information.

Regards,

Martin
----- Original Message -----
From: "Steven McMillan" <smcmillan@parkman.co.uk>
To: "Mike Knowles (E-mail)" <mknowles@mayerbrown.co.uk>
Cc: "Keith Rogers (E-mail)" <keith.rogers@wokingham.gov.uk>
Sent: Monday, March 31, 2003 4:16 PM
Subject: Lamron

Mike
Lamron

Watson Petroleum is a 2,318m² development with 78 parking spaces replacing 528m² of B2 in Fishponds Road. A net peak hour increase of 54 movements was calculated. A contribution of £75,000 was agreed (£1,389/movement).

Fluidrive is a 3,713m² development with 116 parking spaces on Molly Millar's Lane replacing 2,740m² of B2 and 292m² of B2. A net peak hour increase of 76 movements was calculated. A contribution of £75,000 (plus a strip of frontage land for the footway/cycleway) was agreed (£990 plus land per movement). Including the land value gives a contribution of around £1,300 per movement.

A contribution of £100,000 from the Lamron development would work out at £740/movement (with 135 peak hour movements). This is only just over half of the £1,300/movement that is being contributed by other developments in the area. I do however recognise that there is a case to made for including traffic that would have been attracted to the existing car park usage, and that an allowance could be made for that traffic.

On that basis a contribution of £100,000 would represent an acceptable contribution towards the Council's sustainable transport initiatives. Encouraging walking and cycling on a safe route would remove our concerns about the level of parking proposed, congestion at the Finchampstead Road /

Molly Millar's Lane junction and the safety of pedestrians and cyclists travelling between the development and the town centre.

Please do not hesitate to contact me if you have any further queries.

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

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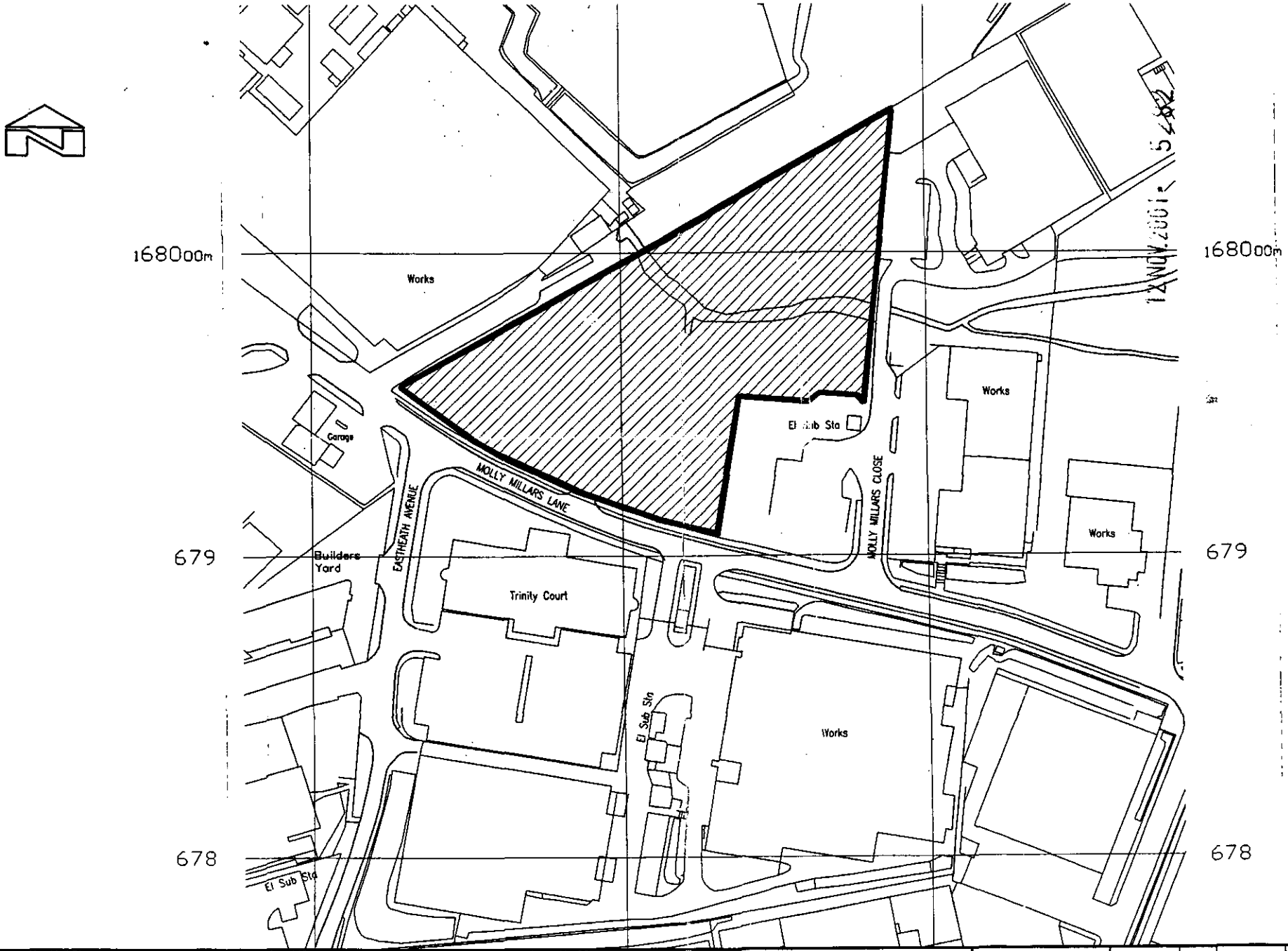


PROJECT DESIGN PARTNERSHIP Architects and Surveyors RYEBROOK STUDIOS WOODCOTE SIDE EPSOM SURREY KT18 7HD Fax 01372-745597 Tel 01372-744446	site: MOLLY MILLARS LANE WOKINGHAM drawing: LOCATION PLAN	scale: 1:1250 @ A3 date: NOV 2001 drawn:	Job No.: 3467	P	Drawing: 31	Rev.	PDP

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	**LAMRON DEVELOPMENTS (WOKINGHAM) PLC.**
APPEAL SITE :	**LAND WEST OF MOLLY MILLARS CLOSE/MOLLY MILLARS LANE, WOKINGHAM**
REASON FOR APPEAL :	**APPEAL AGAINST NON-DETERMINATION FOR OUTLINE PLANNING APPLICATION FOR 3 BUILDINGS FOR B1(a) USE AND ASSOCIATED PARKING AND ACCESS**

LOCAL PLANNING AUTHORITY REFERENCE : O/2001/5282

DEPARTMENT OF THE ENVIRONMENT TRANSPORT & THE REGIONS REFERENCE : APP/X0360/A/02/1103394

DATE FOR INFORMAL HEARING : 03.06.2003

CONTENTS

1.0 Site Description

2.0 Relevant Planning History

3.0 Policy Background

4.0 The Case of the Local Planning Authority

5.0 Conclusion

6.0 Suggested Conditions in the Event of the Appeal Being Allowed.

APPENDICES

A. Site plan

B. Report to Development Control Committee 11th December 2002 and relevant extract from Member's Update

C. Letter from PDP dated 11.12.2002

D. Extracts from Berkshire Structure Plan 1991-2006; policies OS1, BU1, LD5 & LD6.

E. Extracts from South East Area Local Plan; policies SE1, SE3, SPS1, SR3, SBE2 & ST5

F. Extracts from Wokingham District Local Plan (as proposed to be modified); policies WOS1, WOS3, WOS4, WEM2, WT1, WT2, WT6, WT7, WR8, WBE1 & WIC18

G. Extracts from the Supplementary Planning Guidance entitled "Planning Obligations – Principles and Practice"

1.00 LOCATION AND SITE DESCRIPTION

1.01 The appeal site, 0.999 ha in total, is located on the northern side of Molly Millars Lane and west of Molly Millars Close, approximately 0.85km from Wokingham Town Centre. The area is predominantly characterised by commercial development.

1.02 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. The line of lime trees adjoining this boundary are protected by tree preservation order TPO 336/1987. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

1.03 The site is currently vacant and was used last for car parking by Radyne, located opposite the site.

1.04 A site plan is contained in Appendix 'A'.

2.00 PLANNING HISTORY

2.01 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 contributed 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 insufficient parking information had been provided. The IDR scheme has now been abandoned.

2.02 The planning application, which is the subject of this appeal was received by the Council on 12th November 2001. Following negotiations with the Environment Agency to overcome their objection revised plans were received on 14th August 2002, which also incorporated revisions to the landscaping of the site. In addition there have been ongoing negotiations with the Highway Authority relating to contributions.

2.03 On 15th November 2002 an appeal against non-determination was lodged. A report was considered by the Development Control Committee on 11th December 2002. A copy of the officer's report, together with the relevant extract of the Member's update, are contained in Appendix B. On the day of Committee a letter was received from the agent confirming the applicant's agreement to a financial contribution of £14,000 towards improvement of recreational facilities. A copy of this letter is contained in Appendix C.

2.04 The Committee resolved that if the appeal against non-determination had not been lodged the application, based on the submitted information, would have been refused on the following grounds and therefore the deemed reason for refusal is as follows:

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).

2.05 A further planning application has also been submitted (LPA ref: O/2002/8136) for a similar scheme, although the 3 buildings have been subdivided into 9 smaller units. At the time of writing this statement the planning application was invalid awaiting further information.

3.00 POLICY BACKGROUND

3.01 The relevant development plans are Berkshire Structure Plan 1991-2006 and the South East Area Local Plan. Consideration should also be given to the emerging Wokingham District Local Plan.

Berkshire Structure Plan 1991-2006

3.02 The Berkshire Structure Plan 1991-2006 was adopted on 4th November 1995 and therefore carries full statutory weight. The relevant policies are as follows:

OS1: Overall strategy
BU1: Business Industrial, Distribution and Storage Development
LD5: Transport Considerations
LD6: Provision of Infrastructure, Services and Amenities

The relevant policy extracts are contained in Appendix D.

South East Area Local Plan

3.03 The South East Area Local Plan was adopted on 15th April 1994 and is the statutory local plan for the area in which the site is situated. The Planning and Transportation Committee at their meeting on 21st November 1996 resolved to "re-affirm the decisions of this Committee and the Council in relation to the current adopted local plans and to note that they will continue to carry weight as the most up to date adopted policies, except in relation to housing provision".

3.04 Within this plan the site is within a recognised employment area and part of the site falls within a general industrial area. The following policies are relevant:

SE1: Recognised employment areas
SE3: General Industrial, Storage and Distribution Areas
SPS1: Infrastructure, Amenities and Services Requirements
SR3: Public open space in new employment areas
SBE2: Inappropriate Design
ST5: Car Parking Provision

The relevant policy extracts are contained in Appendix E.

Wokingham District Local Plan (Deposit Draft)

3.05 The Draft Wokingham District Local Plan was placed on deposit from 21st October to 2nd December 1997 and has formed the basis for development control decisions since 21st October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public local inquiry into the plan commenced on 6th October 1998. The Inspector's report on the local plan inquiry (with the exception of policy WSM1), was published by the Council on 22nd

November 2001. The Council has now considered the Inspector's reports and has agreed modifications. These will be placed on deposit in spring 2003. The Council's Executive agreed on 4th December 2002 that the Deposit Plan, as agreed to be modified, be implemented as policy of the District Council for development control purposes with immediate affect.

3.06 Within this plan the site is located in a core employment area and in an area suitable for B2/B8 uses. The following policies are relevant:

WOS1: Sustainable development
WOS3: Development Control Principles
WOS4: Infrastructure, Amenities and Services Requirements
WEM2: Core Employment Areas
WT1: Location of development
WT2: Access to development
WT6: Parking provision
WT7: Road Safety
WR8: Provision of Public Open Space in new commercial development.
WBE1: Development in its local context.
WIC18: Works affecting watercourses

The relevant extracts are contained in Appendix F.

4.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.01 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.

4.02 The general principle of development is considered acceptable in this location (refer to Appendix B) subject to adequate services, infrastructure and amenities requirements.

4.03 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 adopted by this Council. Extracts from the Supplementary Planning Guidance entitled "Planning Obligations – Principles and Practice" are contained in Appendix G. Furthermore provision of additional facilities or contributions need to be as a consequence of the development and directly related and contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

4.04 In this instance the development would result in an estimated 201-258 additional employees increasing the use of existing recreational facilities during lunchtime or after work. Based on 1.5ha of public open space being provided per 1,000 employees (refer to policies SR3 of South East Area Local Plan and WR7 of Wokingham District Local plan as proposed to be modified), a contribution of £14,000 towards Elms Field play area has been requested in lieu of on-site provision. The applicant has agreed to this contribution (refer to Appendix C) and subject to this being included in a unilateral undertaking agreement or a s106 agreement the Council will not pursue this element of the refusal.

4.05 The highway issues are dealt with in a separate statement by the Highway Authority.

5.00 CONCLUSION

5.01 Without adequate contributions towards highway improvements and recreational facilities, the proposed development which would generate an additional 201-258 employees working from the site, the development would have an unacceptable adverse impact upon the amenities of the area and existing infrastructure and exacerbating congestion. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

5.02 In view of the above, the Inspector is respectfully requested to DISMISS the appeal.

6.0 SUGGESTED CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED WITHOUT PREJUDICE TO THE COUNCIL'S CASE

6.01 In the event of the appeal being allowed the following conditions are suggested:

1. a) Approval of the details of the siting, design (including floorspace, height, massing, internal planning and refuse storage and disposal facilities) and external appearance of the building(s), and the landscaping treatment of the site)(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.

   Reason: a) No such details have been submitted.
   b) & c) In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

2. 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 Friday and 08.00 to 13.30 Saturdays and no construction work shall take place on Sundays or Bank Holidays.
   Reason: In the interests of residential amenity

3. 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.
   Reason: In the interests of the character and amenities of the locality.

4. 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.
   Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

5. 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.
Reason: In the interests of highway safety and convenience.

6. 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.
Reason: In order to encourage the use of alternative forms of transport.

7. No building shall be occupied until the access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

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

9. 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 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 of other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: To enhance the appearance of the development.

10. 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.
Reason: To enhance the appearance of the development.

11. 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.
Reason: To enhance the appearance of the development.

12. 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 in writing 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.
Reason: To enhance the appearance of the development.

13. 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.
Reason: To enhance the appearance of the development.

14. 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).
Reason: To enhance the appearance of the development.

15. No materials or equipment shall be stored on the site outside the building except for waste materials contained within containers for removal.
Reason: In the interests of the character and amenities of the locality.

16. 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.
Reason: To protect the safety of existing/proposed occupants of the application site from landfill gas.

17. 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 of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.

18. Development shall not be commenced until a travel plan has been submitted to, and approved in writing by the Local Planning Authority. 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.
Reason: In order to encourage the use of alternative forms of transport.

19. 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.

20. 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.

21. Any walls or fencing constructed within the area liable to flood 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.

22. 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.

23. 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).

24. The developer must not store materials within a buffer zone 8 metre 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.

25. 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.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

26. 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).

27. No mezzanine floors shall be inserted without prior written permission of the Local Planning Authority.

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

Informatives

1. The requisite Travel Plan would need to comply with 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.

2. 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 45 4331 for further details.

3. 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 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 454509 for further details.

4. 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.

5. No soakaways should be constructed such that they penetrate the water table, and they should not in any event exceed 3 metres in depth below existing ground level.

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

Proposed development of three buildings for B1a office use with associated car parking and external works on land west of Molly Millar's Close at Molly Millar's Lane, Wokingham.

Appeal against non-determination.

PLANNING APPLICATION NO: O/2001/5282
DETR REFERENCE: APP/X0360/A/02/1103394

STATEMENT BY THE HIGHWAY AUTHORITY

CONTENTS

1.0 The Site (Accessibility)

2.0 The Proposal

3.0 Application History (Highways Discussions)

4.0 The Position of the Highway Authority

5.0 Conclusions

APPENDICES

A Highway Authority fax to Mayer Brown on 28th March 2002

B Mayer Brown letter of 8th November 2002

C Highway Authority response of 18th November

The Site (Accessibility)

1.0 The application site is on land off Molly Millar's Lane in Wokingham. It is reasonably well served by public transport. An hourly service (the 193) travels between Camberley and Reading via Molly Millar's Lane. A half-hourly service travels between Wokingham and (by a fairly circuitous route) Reading via Barkham Road. It is 1110m (via Barkham Road) from Wokingham Station and 1470m to the bus stops in Reading Road. It is 1290m (via Finchampstead Road) from the town centre (Market Place) and 1400m to the bus stops in Broad Street.

Trains from Wokingham station run regularly between Reading and both Waterloo and Gatwick Airport.

1.1 There have, in the latest three-year period for which figures are available, been seven injury accidents involving pedestrians and four involving cyclists on the route from the site to the station and the Reading Road bus stops (via Molly Millar's Lane, Barkham Road and Station Road).

There have, in the latest three-year period for which figures are available, been three injury accidents involving pedestrians and five involving cyclists on the route from the site to Wokingham town centre and the Broad Street bus stops (via Molly Millar's Lane, Finchampstead Road and Denmark Street).

1.2 The Molly Millar's Lane to Wellington Road section of the Finchampstead to Wokingham cycle route is a vital part of a scheme which is identified in the LTP as having a high priority in the cycling strategy. The latest estimated cost of this section is £629,500. No funding is identified as yet.

The benefits of this section of dedicated footway/cycleway include the saving of a substantial number of the six or seven pedestrian and cyclist accidents which are being recorded annually. Mayer Brown noted in their Transport Assessment (at 4.18) that *'the proposed cycle route, once installed, will greatly improve the accessibility of the site by bicycle'*.

The Proposal

2.0 The application is for the erection of a total of 4645m^2 of B1a offices in three buildings; together with 185 parking spaces. Subsequent discussions have resulted in the number of parking spaces being reduced to 155 in line with the maximum recommended in PPG13.

There are no highway objections to either the principle of the development or the access being taken from Molly Millar's Lane.

Application History (Highways Discussions)

3.0 The application was supported by a Transport Assessment prepared by Mayer Brown and dated 20th December 2001. The comments of the Highway Authority were communicated to Mayer Brown by fax dated 28th March 2002 (Appendix A).

3.1 The fax of 28th March 2002 noted that;

a) the proposed level of parking was in excess of PPG13 guidelines and that a case would have to be made as to why this amount of parking would be appropriate in the Molly Millar's Lane area,

b) secure cycle facilities at the rate of 1/150m² should be provided rather than at the proposed rate of 1/250m²,

c) a travel plan would be required at this stage in order that the traffic attraction and parking requirements could be better estimated,

d) the existing congestion in the area was not reflected in the junction modelling work. Subsequent assessments were therefore suspect.

3.2 There were no further discussions on this matter until a meeting of 4th November 2002 where it was noted that;

a) a response to the fax of 28th March was awaited,

b) the Highway Authority would consider that the developer's commitment to sustainable transport matters would be reflected in a contribution towards the completion of the proposed Finchampstead to Wokingham Town Centre cycle route. A figure of £2,000 per additional peak-hour traffic movement was proposed by the Highway Authority which, as a result of an estimated 135 pm-peak hour movements, would result in a contribution of £270,000.

c) a contribution of the above magnitude, together with a 'Heads of Terms' for a Travel Plan, would satisfy the Highway Authority that the developer was committed to the sustainable transport ambitions of the Council. This level of contribution would overcome the Highway Authority's concerns with regard to the level of parking

proposed, the safety of cyclists and pedestrians travelling to and from the development and the impact of additional traffic on the existing congestion at the Molly Millar's Lane / Finchampstead Road roundabout.

d) the site has a consent for use as a car park. Mayer Brown will supply details of the usage in order for the level of contribution to be reconsidered.

3.3 The Applicant's responses to the Highway Authority's request for further information (of 28th March) and the meeting of 4th November were contained in a letter dated 8th November 2002 (Appendix B).

The Highway Authority's response to that letter was prepared on the 18th November in the form of File Note 5 (Appendix C). This was communicated to Mayer Brown on the 28th November.

The Position of the Highway Authority

4.0 As a result of the meeting of the 4th November and the Mayer Brown letter of the 28th November, the position of the Highway Authority is as follows;

4.1 Car Parking

The application was originally for the 185 spaces which equated to the Local Plan's maximum standard of 1 space per 25m² of development. This has subsequently been adjusted to the 155 spaces which equates to the maximum of 1 space per 30m² indicated by PPG13.

The Highway Authority consider that maximum parking levels would generally be appropriate in areas less accessible and less well served by public transport. This site is defined as *'accessible by alternative modes of transport'* by the Transport Assessment. A justification of why the maximum parking provision would be appropriate in this case was requested in March and has still not been received.

4.2 Cycle Facilities

The minimum number of secure cycle facilities are being provided. The site has a large population living within cycling distance and, again, there is no justification of why the minimum provision might be appropriate in this case.

4.3 Travel Plan and Sustainable Travel

Various standard Travel Plan measures have been listed under the heading '*for possible inclusion*'. There are no obligations specified and the Highway Authority would have difficulty in negotiating meaningful measures, possibly with penalties for non-achievement, at a later date.

The Applicant has proposed the maximum allowable number of car parking spaces and the minimum number of cycle parking spaces. There is no identification of the problems which could be faced by members of staff walking, cycling or using public transport to get to work. There are no measures proposed which would make walking, cycling or using public transport a more attractive proposition for these members of staff.

It is against this background that the Highway Authority have concluded that the applicant is not committed to sustainable transport issues and that a meaningful contribution would be the only way of ensuring that these issues are properly addressed.

4.4 Traffic Flows

Mayer Brown have used historic traffic figures in their assessment despite being advised that there were doubts about its accuracy or relevance (fax of 13th December 2001, Appendix C). This has resulted in, for example, the Transport Assessment indicating that there are no existing capacity problems during the morning peak-hour at the roundabout junction of Finchampstead Road with Molly Millar's Lane. Northbound queues of more than 2km in length (around 350 vehicles) are a regular feature on the Finchampstead Road approach to the roundabout.

Mayer Brown were alerted to this problem in the fax of 28th March 2002.

4.5 Contributions

The Highway Authority has suggested that a financial contribution of £270,000 towards the proposed Molly Millar's Lane to Wokingham Town Centre footway/cycleway would be a meaningful gesture towards sustainable travel ambitions. The completion of that link would improve the safety of pedestrians and cyclists, it would also encourage walking and cycling over a wide area and, by providing an alternative to the motorcar, help to reduce the existing congestion.

The applicant has questioned the appropriateness of this amount on the basis that the site has a planning permission for a 345 space car park and that this car park would have generated more traffic than the proposed development. The applicant has, nevertheless, offered £25,000 towards local sustainable transport initiatives.

The Highway Authority have requested details of the car park's usage in the light of anecdotal evidence which suggests that there were never more than a handful of cars parked on the site.

4.5.1 The applicant has requested of the Highway Authority details of the contributions received as a result of the recent redevelopment of the Fluidrive site in Molly Millar's Lane.

The transport aspects of the proposal to redevelop the Fluidrive site were examined by the Highway Authority in February 2001. Stuart Michael Associates (SMA) had produced a Transport Assessment which established that, as a result of the development, there would be an additional 24 movements during the morning peak hour. WDC calculations suggested that there could in fact be an increase of 76 movements.

The application went to the development control committee (on 9th January 2002) and was approved subject to a s106 agreement to secure a strip of land along the site frontage (footway widening for the cycle route) and £75,000 towards sustainable transport initiatives.

£75,000 equates to £3,125 per additional peak hour traffic movement on SMA calculations (or £990 on WDC calculations).

The Fluidrive redevelopment was expected to increase staff numbers by 75 (from 86 to 161) so the £75,000 contribution could be seen as being £1,000 per head.

4.5.2 Mayer Brown propose a pm peak-hour trip rate of 2.9/100m² (0.43 in and 2.47 out) at the Lamron development. The 4645m² of B1 would therefore generate 135 peak-hour movements. This number of additional peak hour traffic movements would, on the basis of Fluidrive, require a contribution of between £133,650 (WDC additional traffic) and £421,875 (SMA additional traffic).

If the Lamron staff density was the same as Fluidrive then 202 could be expected to be employed and, at £1,000 per head this would justify a contribution of £202,000. There could be up to about 258 employees on the site, justifying a contribution of £258,000.

Conclusions

5.0 The Highway Authority were unable to consider the application properly because of a lack of detailed and accurate information. A request, in March 2002, for this further information was not answered until a letter, in November 2002, which did not address the issues that had been raised.

5.1 The Highway Authority have indicated that a contribution of £270,000 towards the completion of the Finchampstead to Wokingham Town Centre Cycle Route would resolve the outstanding issues. The applicant has offered £25,000 on the basis of the previous use of the site.

5.3 The Highway Authority have requested further information regarding traffic movements associated with the previous use in order that the level of contribution can be reconsidered. This information has not yet been received.

5.4 For the above reasons the Inspector is respectfully requested to dismiss this appeal.

APPENDIX A

PARKMAN

FAX			
To	James Graham	Date	28 March 2002
Of	Mayer Brown	Direct Contact	0118 9367325
Fax	01483 750 437	Job No	51313/10
From	Steve McMillan		
Re:	Lamron, Molly Millar's Lane		

James

Proposed B1 development at Molly Millar's Lane

Thank you for your fax of 27th March and I apologise again for my delay in getting back to you.

I have the following comments regarding the December 2001 Transport Assessment supporting the above development proposal.

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 poor accessibility. A case would have to be made why this level would be appropriate at Molly Millar's Lane.

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.

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.

Total number of pages	2	*Please contact Parkman if any pages are missing or unclear.*

TEL: 0118 936 7300 FAX: 0118 936 7340
26-28 MARKET PLACE, WOKINGHAM, BERKSHIRE, RG40 1AP

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.

Steve McMillan
PARKMAN

APPENDIX B

mayer brown

WOKING BRISTOL LEEDS



PARKMAN
WOKINGHAM
RECEIVED 18 NOV 2002
LOG No. W8217
INIT. DATE
DD 15/11
PD 18/11
SMcM
COPY TO
COPY TO
COPY TO
FILE REF:

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

8th November 2002

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

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

nical/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.

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 493 6049 21 Registered in England Number 3531997 Registered Office 77-79 Maybury Road Woking Surrey GU21 5JH

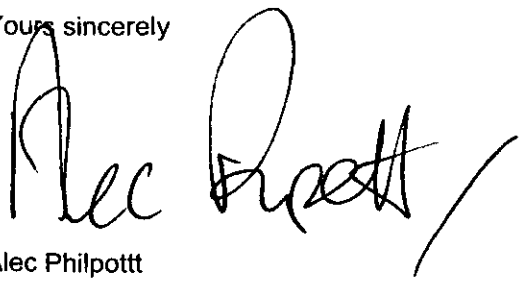
This TA, and therefore the flows in question, have been accepted by Wokingham District Council and planning permission has been granted on its basis. We therefore feel that these traffic flows are credible and our use of them for testing purposes is robust.

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.

APPENDIX C

Lamron, Molly Millar's Lane
File Note 5: Response to Letter (MB of 08.11.02)

Rev.	Author	Date	Amendments
A	SMcM	18.11.02	

1.0 Introduction

As a result of a meeting on the 4th November 2002 Meyer Brown have responded to a request for additional information made by WDC on 28th March 2002.

2.0 Car Parking

The level of car parking to be provided at the site has been revised to the 1/30m² level suggested by PPG13. This (maximum) level would be appropriate in areas not particularly well placed for access by pedestrians, cyclists or public transport users. A percentage of this level (say) 75% might be more appropriate in the Molly Millar's Lane area. Meyer Brown have not, as requested, justified the level of provision that they want.

3.0 Cycle Facilities

The minimum number of secure cycle facilities has been proposed. No Travel Plan has been produced and the applicant has given no indication of the modal split likely to be expected at the development. They have made no attempt to justify this minimum provision.

4.0 Travel Plan

A Travel Plan, by definition, affects the mode of travel likely to be used by employees. This in turn provides information on the likely number of car parking spaces required. It is needed, particularly in this case, as part of the planning application (as requested).

4.1 The 'Heads of Terms' supplied is a pro forma document which places no real obligations on any party to do anything at all. On that basis it is virtually meaningless.

5.0 Traffic Flows

The ARCADY assessment is, as has been pointed out to MB, wrong. The introduction of a mini-roundabout at the Barkam Road / Molly Millar's Lane junction has changed the traffic flows and patterns observed in the year 2000. Caution regarding the use of other consultant's traffic flows

was urged in a fax to Mayer Brown of December 2001 (enclosed). This fax also stated that the existence of these flows did not imply WDC approval. The traffic flows used are incorrect and the conclusions drawn are meaningless.

5.1 There remains congestion in the area and the impact of the additional traffic should be stated in percentage terms of additional queuing and additional delay.

6.0 Contributions

WDC are seeking a contribution in the order of £270,000 from the developer for local sustainable transport initiatives. The developer considers that the site had consent for a 345 space car park and that the current proposal would generate less traffic movements. They have nevertheless offered £25,000.

6.1 The developer needs to provide details of the previous usage, dates, whether or not the permission was ever used and the level of usage if it was used.

6.2 It is our belief that sufficient car parking exists in the Molly Millar's Lane area and that a car park, if established, would not attract the level of traffic claimed by the developer.

6.3 It is our view that the car park, if ever used, would have been used by employees and visitors to businesses in Molly Millar's Lane. The car park would have therefore served existing trips and would not in itself have generated any additional traffic. The proposed development, on the other hand, will generate new trips.

7.0 Conclusions

The requests for additional information made by WDC in March 2002 (enclosed) have been largely ignored. That information is needed in order to establish the appropriate level of car and cycle parking and to determine the application properly.

7.1 The "Heads of Terms" for a travel plan is a document of no value. A Travel Plan is still needed.

7.2 Further information is required regarding the site's previous usage in order for the level of contribution to be reconsidered.

7.3 WDC have spent a great deal of time in discussions with Mayer Brown and it was thought that an understanding existed. The Mayer Brown letter suggests that we have to go right back to the beginning with a new Transport Assessment.

PARKMAN

FAX			
To	James Graham	**Date**	28 March 2002
Of	Mayer Brown	***Direct Contact***	0118 9367325
Fax	01483 750 437	**Job No**	51313/10
From	Steve McMillan		
Re:	Lamron, Molly Millar's Lane		

James

Proposed B1 development at Molly Millar's Lane

Thank you for your fax of 27th March and I apologise again for my delay in getting back to you.

I have the following comments regarding the December 2001 Transport Assessment supporting the above development proposal.

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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 poor accessibility. A case would have to be made why this level would be appropriate at Molly Millar's Lane.

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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.

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.

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.

Steve McMillan
PARKMAN

PARKMAN

FAX			
To	James Graham	**Date**	13 December 2001
Of	Mayer Brown	**Direct Contact**	0118 9367325
Fax	01483 750437	**Job No**	W2159/51313
From	Steve McMillan		
Re:	Scoping Report for proposed development at Molly Millars Lane		

James

Scoping Report

Just to confirm, and expand on, what we discussed this morning.

The scoping report is fine and the only comments I have as are follows;

i) The amount of car parking referred to in the report exceeds the maximum levels from PPG13.

ii) The existing priority junction of Barkham Road with Molly Millars Lane will be a mini-roundabout by early next year.

iii) Use of the TRICS database is OK but details of the sites selected should be provided. It should be noted that an employee density of about 13/100m² is likely to be assumed in the absence of any more specific information from Mayer Brown.

iv) Information contained in the reports of other consultants may not be accurate and the existence of that information does not imply any Wokingham District Council approval.

I'll look out the Fluidrive information you want.

Steve

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT :	**LAMRON DEVELOPMENTS (WOKINGHAM) PLC.**
APPEAL SITE :	**LAND WEST OF MOLLY MILLARS CLOSE/MOLLY MILLARS LANE, WOKINGHAM**
REASON FOR APPEAL :	**APPEAL AGAINST NON-DETERMINATION FOR OUTLINE PLANNING APPLICATION FOR 3 BUILDINGS FOR B1(a) USE AND ASSOCIATED PARKING AND ACCESS**

LOCAL PLANNING AUTHORITY REFERENCE : O/2001/5282

DEPARTMENT OF THE ENVIRONMENT TRANSPORT & THE REGIONS REFERENCE : APP/X0360/A/02/1103394

DATE FOR INFORMAL HEARING : 03.06.2003

CONTENTS

1.0 Site Description

2.0 Relevant Planning History

3.0 Policy Background

4.0 The Case of the Local Planning Authority

5.0 Conclusion

6.0 Suggested Conditions in the Event of the Appeal Being Allowed.

APPENDICES

A. Site plan

B. Report to Development Control Committee 11th December 2002 and relevant extract from Member's Update

C. Letter from PDP dated 11.12.2002

D. Extracts from Berkshire Structure Plan 1991-2006; policies OS1, BU1, LD5 & LD6.

E. Extracts from South East Area Local Plan; policies SE1, SE3, SPS1, SR3, SBE2 & ST5

F. Extracts from Wokingham District Local Plan (as proposed to be modified); policies WOS1, WOS3, WOS4, WEM2, WT1, WT2, WT6, WT7, WR8, WBE1 & WIC18

G. Extracts from the Supplementary Planning Guidance entitled "Planning Obligations – Principles and Practice"

1.00 LOCATION AND SITE DESCRIPTION

1.01 The appeal site, 0.999 ha in total, is located on the northern side of Molly Millars Lane and west of Molly Millars Close, approximately 0.85km from Wokingham Town Centre. The area is predominantly characterised by commercial development.

1.02 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. The line of lime trees adjoining this boundary are protected by tree preservation order TPO 336/1987. There is currently a grass embankment fronting Molly Millars Lane and levels rise to the north and east by a maximum of 2 metres.

1.03 The site is currently vacant and was used last for car parking by Radyne, *located opposite the site.*

1.04 A site plan is contained in Appendix 'A'.

2.00 PLANNING HISTORY

2.01 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 contributed 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 insufficient parking information had been provided. The IDR scheme has now been abandoned.

2.02 The planning application, which is the subject of this appeal was received by the Council on 12th November 2001. Following negotiations with the Environment Agency to overcome their objection revised plans were received on 14th August 2002, which also incorporated revisions to the landscaping of the site. In addition there have been ongoing negotiations with the Highway Authority relating to contributions.

2.03 On 15th November 2002 an appeal against non-determination was lodged. A report was considered by the Development Control Committee on 11th December 2002. A copy of the officer's report, together with the relevant extract of the Member's update, are contained in Appendix B. On the day of Committee a letter was received from the agent confirming the applicant's agreement to a financial contribution of £14,000 towards improvement of recreational facilities. A copy of this letter is contained in Appendix C.

2.04 The Committee resolved that if the appeal against non-determination had not been lodged the application, based on the submitted information, would have been refused on the following grounds and therefore the deemed reason for refusal is as follows: .

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).

2.05 A further planning application has also been submitted (LPA ref: O/2002/8136) for a similar scheme, although the 3 buildings have been subdivided into 9 smaller units. At the time of writing this statement the planning application was invalid awaiting further information.

3.00 POLICY BACKGROUND

3.01 The relevant development plans are Berkshire Structure Plan 1991-2006 and the South East Area Local Plan. Consideration should also be given to the emerging Wokingham District Local Plan.

Berkshire Structure Plan 1991-2006

3.02 The Berkshire Structure Plan 1991-2006 was adopted on 4th November 1995 and therefore carries full statutory weight. The relevant policies are as follows:

OS1: Overall strategy
BU1: Business Industrial, Distribution and Storage Development
LD5: Transport Considerations
LD6: Provision of Infrastructure, Services and Amenities

The relevant policy extracts are contained in Appendix D.

South East Area Local Plan

3.03 The South East Area Local Plan was adopted on 15th April 1994 and is the statutory local plan for the area in which the site is situated. The Planning and Transportation Committee at their meeting on 21st November 1996 resolved to "re-affirm the decisions of this Committee and the Council in relation to the current adopted local plans and to note that they will continue to carry weight as the most up to date adopted policies, except in relation to housing provision".

3.04 Within this plan the site is within a recognised employment area and part of the site falls within a general industrial area. The following policies are relevant:

SE1: Recognised employment areas
SE3: General Industrial, Storage and Distribution Areas
SPS1: Infrastructure, Amenities and Services Requirements
SR3: Public open space in new employment areas
SBE2: Inappropriate Design
ST5: Car Parking Provision

The relevant policy extracts are contained in Appendix E.

Wokingham District Local Plan (Deposit Draft)

3.05 The Draft Wokingham District Local Plan was placed on deposit from 21st October to 2nd December 1997 and has formed the basis for development control decisions since 21st October 1997. The County Council issued a statement of general conformity with the structure plan in May 1997. The public local inquiry into the plan commenced on 6th October 1998. The Inspector's report on the local plan inquiry (with the exception of policy WSM1), was published by the Council on 22nd

November 2001. The Council has now considered the Inspector's reports and has agreed modifications. These will be placed on deposit in spring 2003. The Council's Executive agreed on 4th December 2002 that the Deposit Plan, as agreed to be modified, be implemented as policy of the District Council for development control purposes with immediate affect.

3.06 Within this plan the site is located in a core employment area and in an area suitable for B2/B8 uses. The following policies are relevant:

WOS1: Sustainable development
WOS3: Development Control Principles
WOS4: Infrastructure, Amenities and Services Requirements
WEM2: Core Employment Areas
WT1: Location of development
WT2: Access to development
WT6: Parking provision
WT7: Road Safety
WR8: Provision of Public Open Space in new commercial development.
WBE1: Development in its local context.
WIC18: Works affecting watercourses

The relevant extracts are contained in Appendix F.

4.00 THE CASE FOR THE LOCAL PLANNING AUTHORITY

4.01 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.

4.02 The general principle of development is considered acceptable in this location (refer to Appendix B) subject to adequate services, infrastructure and amenities requirements.

4.03 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 adopted by this Council. Extracts from the Supplementary Planning Guidance entitled "Planning Obligations – Principles and Practice" are contained in Appendix G. Furthermore provision of additional facilities or contributions need to be as a consequence of the development and directly related and contributions need to meet the relevant tests laid down in Circular 1/97 on Planning Obligations.

4.04 In this instance the development would result in an estimated 201-258 additional employees increasing the use of existing recreational facilities during lunchtime or after work. Based on 1.5ha of public open space being provided per 1,000 employees (refer to policies SR3 of South East Area Local Plan and WR7 of Wokingham District Local plan as proposed to be modified), a contribution of £14,000 towards Elms Field play area has been requested in lieu of on-site provision. The applicant has agreed to this contribution (refer to Appendix C) and subject to this being included in a unilateral undertaking agreement or a s106 agreement the Council will not pursue this element of the refusal.

4.05 The highway issues are dealt with in a separate statement by the Highway Authority.

5.00 CONCLUSION

5.01 Without adequate contributions towards highway improvements and recreational facilities, the proposed development which would generate an additional 201-258 employees working from the site, the development would have an unacceptable adverse impact upon the amenities of the area and existing infrastructure and exacerbating congestion. The proposal is therefore contrary to policies LD6 of the Berkshire Structure Plan, policy SPS1 of the South East Area Local Plan and policy WOS4 of the Wokingham District Local Plan (as proposed to be modified).

5.02 In view of the above, the Inspector is respectfully requested to DISMISS the appeal.

6.0 SUGGESTED CONDITIONS IN THE EVENT OF THE APPEAL BEING ALLOWED WITHOUT PREJUDICE TO THE COUNCIL'S CASE

6.01 In the event of the appeal being allowed the following conditions are suggested:

1. a) Approval of the details of the siting, design (including floorspace, height, massing, internal planning and refuse storage and disposal facilities) and external appearance of the building(s), and the landscaping treatment of the site)(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.

   Reason: a) No such details have been submitted.
   b) & c) In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

2. 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 Friday and 08.00 to 13.30 Saturdays and no construction work shall take place on Sundays or Bank Holidays.
   Reason: In the interests of residential amenity

3. 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.
   Reason: In the interests of the character and amenities of the locality.

4. 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.
   Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

5. 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.
Reason: In the interests of highway safety and convenience.

6. 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.
Reason: In order to encourage the use of alternative forms of transport.

7. No building shall be occupied until the access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience.

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

9. 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 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 of other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, etc. indicating lines, manholes, supports, etc.).
Reason: To enhance the appearance of the development.

10. 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.
Reason: To enhance the appearance of the development.

11. 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.
Reason: To enhance the appearance of the development.

12. 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 in writing 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.
Reason: To enhance the appearance of the development.

13. 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.
Reason: To enhance the appearance of the development.

14. 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).
Reason: To enhance the appearance of the development.

15. No materials or equipment shall be stored on the site outside the building except for waste materials contained within containers for removal.
Reason: In the interests of the character and amenities of the locality.

16. 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.
Reason: To protect the safety of existing/proposed occupants of the application site from landfill gas.

17. 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 of the site. The Local Planning Authority is to be consulted at all key stages in this investigation process.
Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.

18. Development shall not be commenced until a travel plan has been submitted to, and approved in writing by the Local Planning Authority. 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.
Reason: In order to encourage the use of alternative forms of transport.

19. 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.

20. 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.

21. Any walls or fencing constructed within the area liable to flood 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.

22. 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.

23. 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).

24. The developer must not store materials within a buffer zone 8 metre 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.

25. 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.
(Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

26. 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).

27. No mezzanine floors shall be inserted without prior written permission of the Local Planning Authority.

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

Informatives

1. The requisite Travel Plan would need to comply with 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.

2. 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 45 4331 for further details.

3. 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 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 454509 for further details.

4. 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.

5. No soakaways should be constructed such that they penetrate the water table, and they should not in any event exceed 3 metres in depth below existing ground level.

Tel. (0118) 974 6448 (Direct Line)
Date: 23rd Dec. 2002
My ref: O/2001/5282
Your ref: APP/X0360/A/02/1103394

Mrs M Pocock
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

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

Dear Mrs Pocock

APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: Land west of Molly Millars Close, Molly Millars Lane, Wokingham

With reference to this appeal, I enclose 2 copies of the Authority's statement of case..

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

APPENDICES

APPENDICES

A. Site plan

B. Report to Development Control Committee 11th December 2002 and relevant extract from Member's Update

C. Letter from PDP dated 11.12.2002

D. Extracts from Berkshire Structure Plan 1991-2006; policies OS1, BU1, LD5 & LD6.

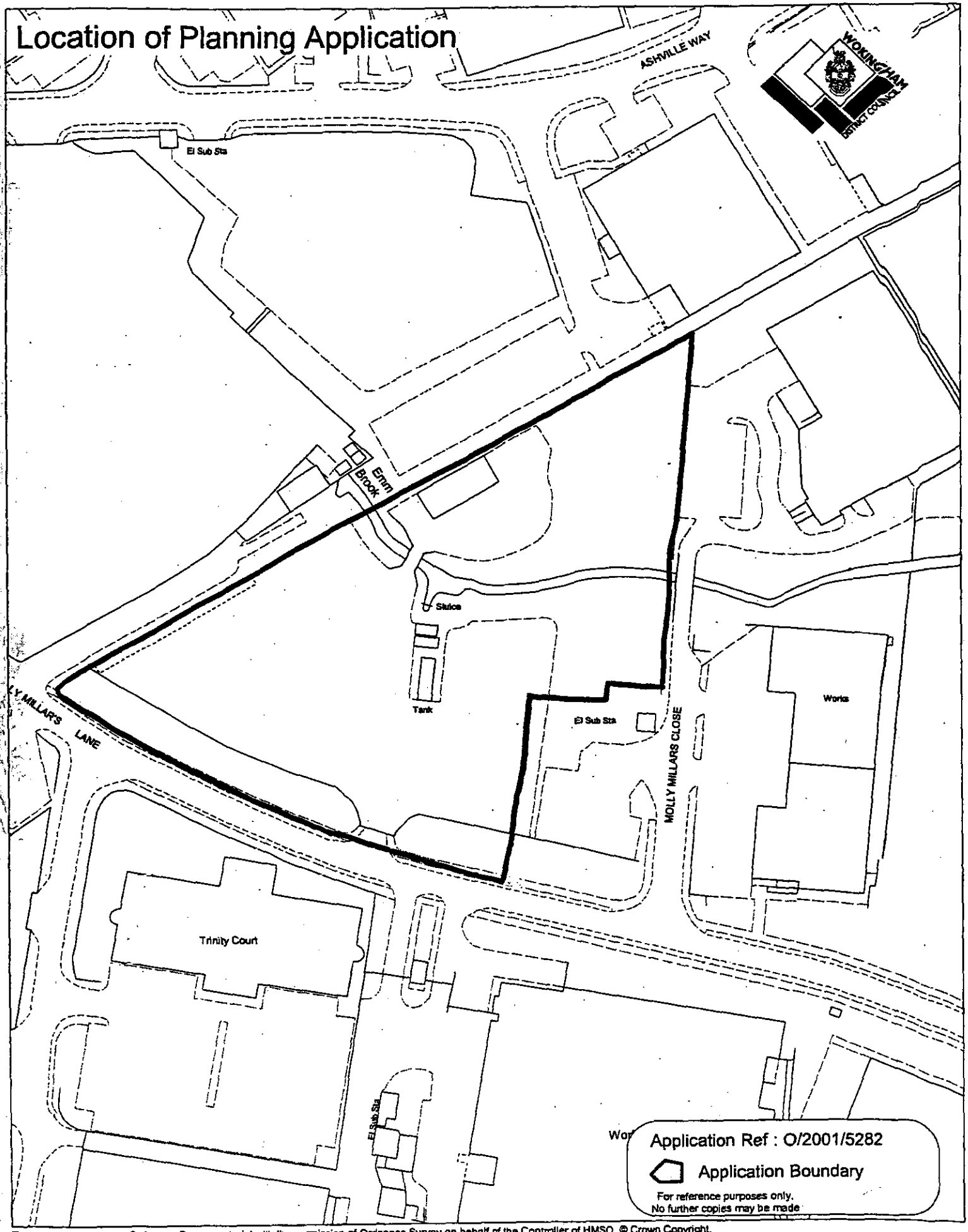
E. Extracts from South East Area Local Plan; policies SE1, SE3, SPS1, SR3, SBE2 & ST5

F. Extracts from Wokingham District Local Plan (as proposed to be modified); policies WOS1, WOS3, WOS4, WEM2, WT1, WT2, WT6, WT7, WR8, WBE1 & WIC18

G. Extracts from the Supplementary Planning Guidance entitled "Planning Obligations – Principles and Practice"

APPENDIX A

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

APPENDIX B

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

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

REPORT PREPARED FOR : DEVELOPMENT CONTROL COMMITTEE

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

SUMMARY:

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

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

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

RECOMMENDATION: TO ESTABLISH WHAT DECISION MEMBERS WOULD HAVE MADE HAD THE APPEAL FOR NON-DETERMINATION OF THE APPLICATION NOT BEEN LODGED

Background Papers

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

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

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

BACKGROUND

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

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

3. **Consultations** -
   - ***Access and Movement Officer***: Still seeking additional information to establish an appropriate level of parking provision. The current proposed 'Heads of Terms' for the Travel Plan contain no real obligations for addressing journeys to/from work and therefore is unacceptable. Negotiations are continuing with regard to the developer making an appropriate financial contribution towards local highway/traffic management/ sustainable transport initiatives and schemes, in order to mitigate potential adverse impact arising from the development.
   - ***Landscape Architect*** . Revised site layout, Drawing No. 3467/P/11, clearly shows the protected Lime trees on the adjacent site and their relationship to building A and proposed car park which are well outside the protected distances required for tree protection given in BS 5837.
     The applicant will need to submit under reserved matters details of tree protection measures in accordance with BS 5873 for all existing trees to be retained within the site and for the Lime trees growing along the north-western boundary of the site. This protection will need to be approved and erected on site before commencement of works.
     The layout now provides for a minimum 3m strip along the front of the site adjacent to Molly Millars Lane for planting, which is acceptable. A detailed landscape scheme for the site will need to be submitted as part of the reserved matters.
   - ***Recreation*** : Request a contribution of £14,000 towards improvements at Elms Field playing area.
   - ***Environmental Health :*** Site is located within 30m of two landfill sites and therefore a condition is recommended for a landfill gas risk assessment to be carried out, in addition to ground condition investigation and restriction of hours of construction.
   - ***Policy & Plans***: Provided that there are no adverse highway effects that are overriding or any unacceptable housing growth pressure associated with the proposal there is no reason under employment policies why the application should not be approved.
   - ***Ecologist :*** A part of the site lies within an area liable to flooding and therefore the Environment Agency needs to be consulted. (*Officer comment*: The Environment Agency have been consulted and their comments are reported below.)

TPO 336/1987

- ***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).~~ (as proposed to be modified)

Informatives:

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

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

WEM12

residential buildings. Policy WH1 is not relevant and should be removed from Reason Number 3.

Site Address: Methodist Church and Centre, Rose Street, Wokingham
Application No: F/2002/7290 and CA/2002/7291, Pages 308-323.

In response to the Local Plan Inspector's recommendations, the Council has proposed modifications to the Wokingham District Local Plan (Deposit Draft). These were considered by the Executive at the meeting on 4 December 2002. The proposed modifications were generally in accordance with the Inspector's recommendations and the resolutions made by the Executive, except with regard to the following policies:

Policy WHE5: The Inspector did not comment on this policy but suggested that the approach taken should be consistent with that recommended in relation to other policies. Hence, the policy has been deleted with part (f) being incorporated in policy WHE4. This would not alter the principle that extensions to buildings in the conservation area should respect the original building and its setting.

Policy WT6: The policy would now apply across the district and the second paragraph relating to cycle parking would be deleted from the policy, to be replaced by additional details in Appendix 7. This would not alter the assessment of this proposal.

Policy WIC12: Additional text has been inserted in this policy but this would not alter the principle involved or the assessment of this proposal.

Site Address: Land Adjoining Warren Lodge and Warren Cottages, Warren Lane, Finchampstead
Application No: F/2002/7284, Pages 324-332.

The agent for the proposal has requested that the application be deferred, as the applicant and architect currently have commitments out of the country and the applicant is unable to be contacted.

Policy Changes:
Policy WCC4 within Reason for Refusal number 2 should now be deleted. This policy only refers to new non-residential buildings outside of the settlement boundary and is therefore no longer applicable.

All other policies referred to remain relevant to the application.

(K) **Site Address: Land west of Molly Millars Close/ Molly Millars Lane, Wokingham**
Application No: O/2001/5282 Pages 333 -340.

Following the consideration of the Inspector's report by the Council on 4th December 2002 the proposed modifications were generally in accordance with the Inspector's

recommendations and the resolutions of the Executive would not alter the assessment of the site except for the following:

Policy WOS2: reference should be deleted as this now relates to housing development as opposed to development in general.
Policy WEM12: The Council agrees with the reasoning of the Inspector but proposes to augment the supporting policy to indicate that when development is proposed it will first seek B2 and B8 uses on the sites identified. As such the wording of the policy has been strengthened and the proposed modification now states " In these locations the Council will seek uses in B2 and B8 classes. Clear justification will be required if other uses are proposed."
Within the Wokingham District Plan the whole of the site falls within such an area. In this instance a report has been submitted with the application concluding that there is an unsatisfied demand for office and industrial uses and that if existing permissions in Molly Millars Lane ie. Fluidrive and Phase 1 on the adjoining site are not forthcoming there will be a significant shortfall in office floorspace. According to the report office use on these sites is unlikely to be forthcoming.

Confirmation has been received today that the applicant is willing to contribute £14,000 towards recreational facilities, as requested, and therefore this part of the refusal will be withdrawn, subject to this being included in a s106 agreement/unilateral agreement.

Members are also informed that the appeal is due to be heard on 3rd June 2003 (Informal Hearing) and that a new planning application has been submitted O/2002/8136 for a similar scheme although the 3 buildings have been subdivided into 9 smaller units. This application is currently invalid and will be reported to the Development Control Committee in due course.

See attachment F (letter from Highways Consultants).

Site Address: University of Reading, Whiteknights Campus, Earley.
Application No: F/2002/7510, Pages 341-352.

I would like to confirm that the proposed alterations to the previously approved scheme does not include the reduction in the number of parking spaces. The parking spaces would remain as approved at 20 spaces.

The recommendation on page 344 should be amended to read as follows:

"...and the transfer of the parcel of land..."

Site Address: University of Reading, Whiteknights Campus, Earley.
Application No: O/2002/7417, Pages 353-363.

Reading Borough Council have confirmed that their Planning Application Committee of the 4 December 2002, resolved to raise no objections to the proposed development subject to suitable conditions. The committee also resolved to grant conditional approval for the application for the part of the development within their boundary.

APPENDIX C

+ PAY

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PLANNING SERVICES	INIT
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PROJECT DESIGN PARTNERSHIP
Architects and Quantity Surveyors

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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
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APPENDIX D



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





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Public Services Division

3 STRATEGY FOR BERKSHIRE

OVERALL APPROACH

3.1 The overriding aim of the Structure Plan is to ensure that development is 'sustainable' in terms of the capacity of the County to accommodate further growth and change. This means protecting and, where possible, enhancing the overall quality of Berkshire's environment, and within this framework seeking to meet the County's social and economic needs and aspirations.

3.2 Protecting and improving Berkshire's environment for the benefit of existing and future generations is not only desirable in its own right, but is fundamental in ensuring a prosperous County with a high quality of life for those who live and work in or visit the area. At a time of growing concern about maintaining and enhancing the quality of both the global and local environment, there is increasing interest in the contribution which land-use planning can make to these objectives.

3.3 The Government's strategy for sustainable development[1] emphasises the key role that the land-use planning system can play in delivering a sustainable future. This role is also emphasised in recent Planning Policy Guidance Notes, which stress the need for sustainable development, the conservation of non-renewable natural resources, the protection of the countryside for its own sake and making the environment more attractive, cleaner and safer, for example by limiting CO_2 emissions.

3.4 Increasing environmental concerns are also reflected in the Regional Planning Guidance for the South East[2] which makes sustainable development and environmental improvement one of its key objectives. It states that, "All development should be planned in ways which work towards securing the objectives of sustainable development". To help achieve this objective Regional Guidance seeks a shift in the balance of development between the west and east of the region.

3.5 Whilst it is recognised that land-use planning policies can have only a limited impact, the Structure Plan can nevertheless provide a practical and effective means of helping to deal with wider environmental concerns such as pollution, the depletion of non-renewable resources, global warming and habitat and species destruction, as well as tackling local environmental issues.

3.6 At the same time, the County Council recognises that a positive response is needed to pressures for growth and change in Berkshire. Some development is required to help provide homes for local people, to contribute towards maintaining the prosperity of the local economy and to assist in meeting demands for movement, shopping, recreation, tourism and mineral extraction in the County.

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1 *'Sustainable Development : The UK Strategy' - HMSO, 1994. CM2426*

2 *'Regional Planning Guidance for the South East : RPG9' - Department of the Environment, March 1994*

3.7 Sustainable levels, forms and locations for development are therefore sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within the environmental and other limits described in Chapter 2.

3.8 This approach is considered appropriate in view of :

- the limited capacity of the County to absorb further development;
- the need to husband land so that there is scope for development beyond 2006;
- the cumulative impact of development on existing communities, on the transport network and on pollution;
- the extent of existing commitments;
- uncertainties as to the timing and extent of recovery from the recent recession;
- changing economic factors which may affect people's aspirations and ability to form new households in separate accommodation;
- emphasis in the Regional Guidance on sustainable development, respecting environmental constraints and reducing rates of development in the west of the region.

3.9 Wthin this framework it is intended that scope and flexibility should be provided for helping to meet local housing needs, to secure and maintain a balanced local economy and to allow the provision of a wide range of job opportunities.

The Overall Strategy

Policy OS1 **The overall strategy of the Plan is to seek sustainable development and improvement to the quality of life in Berkshire by pursuing the following objectives :**

(i) to restrain development to levels that respect the limits set by environmental, infrastructure and other constraints upon the development of land;

(ii) to give priority within (i) to meeting Berkshire's economic and social needs, including the provision of low-cost housing and wider employment opportunities;

(iii) to protect and enhance the character and quality of Berkshire's landscape, environment and heritage;

(iv) to steer development to locations which minimise the need for travel and can be well served by public transport;

(v) **to conserve natural resources;**

(vi) **to minimise pollution;**

(vii) **to seek improvements to infrastructure, services and amenities;**

(viii) **to promote an appropriate balance between all forms of transport by continuing to develop an integrated transport strategy.**

MAIN THEMES OF THE STRATEGY

3.10 The main themes of the Structure Plan strategy are outlined below and developed in more detail in subsequent chapters. Environmental concerns are reflected in policies in all sections of the Plan. References to policies in the Plan of particular relevance are listed under each sub-heading.

Restraining Levels of Growth

3.11 The Plan seeks to keep growth down to levels which can be accommodated within the limits set by environmental, infrastructure and other considerations (Policies OS1; LD1, LD3, LD6, LD7; H1, H2; BU1; TC1; R1; M1, M3).

3.12 A restrained level of growth will generally take less open land for development, generate less traffic and waste and help towards reducing pollution, energy consumption, the depletion of water resources and the demand for minerals and aggregates. It will also allow more scope for catching up in the provision of social and physical infrastructure (subject to the environmental acceptability of proposals and availability of the necessary resources).

3.13 This approach is in line with key objectives in the regional planning guidance for the South East, in which it is suggested that levels of development should respect the region's valuable environmental features and avoid the wasteful use of land and other natural resources. The regional guidance also states that a reducing rate of growth is appropriate in the west of the region to enable infrastructure and services to catch up with rapid rates of development in the recent past.

3.14 The overall housing provision for the period 1991-2006 was increased by the County Council from 37,000 to 40,000 dwellings in response to a direction issued by the Secretary of State for the Environment on 29 June 1995. While the Council has welcomed the fact that the Secretary of State has not pressed it to accept the total of 48,000 dwellings recommended by the Panel which conducted the Examination in Public in 1993, it remains concerned that increasing the provision above 37,000 dwellings could have serious environmental consequences contrary to the overall objectives of the Structure Plan.

Bracknell Forest Borough	121,520 sq.m. plus 12.0 hectares
Newbury District	180,160 sq.m. plus 15.6 hectares
Reading Borough	237,730 sq.m. plus 6.6 hectares
Slough Borough	131,400 sq.m.
Royal Borough of Windsor & M'head	17,750 sq.m.
Wokingham District	237,570 sq.m.
Berkshire	**926,130 sq.m. plus 34.2 hectares**

In addition to the above commitments, there are a number of sites being proposed in draft local plans. Approximately 13,400 sq.m. of BIDS floorspace could be built on such sites identified at March 1994.

Further Business and Industrial Development

8.15 Although the County Council is not proposing any major new allocations for business, industrial, distribution and storage development it considers that some flexibility needs to be made for development beyond the existing provision. Policy BU1 therefore gives some scope for development additional to the provisions in paragraph 8.14 where it would not unduly add to transport problems or pressures for housing development. The flexibility afforded by Policy BU1, together with the substantial amount of floorspace already committed or currently vacant, will help the County to retain its prosperity and attractiveness for investment. It will also allow opportunities for businesses to expand, premises to be modernised or redeveloped and jobs lost in declining industries to be replaced. It will assist urban regeneration and the re-use of urban land in line with Government guidance[1] and will also allow more flexibility for the provision of local services and for helping the needs of the local labour force.

8.16 However, the County Council is concerned to ensure that a significant intensification of employment uses is avoided in many areas. Many of the existing industrial areas in Berkshire have experienced considerable change and redevelopment in recent years, often leading to additional floorspace and the replacement of traditional industrial and warehousing premises by more intensively occupied business premises. These trends have been encouraged by the flexibility offered by the 1987 Use Classes Order. The result has in many cases been a significant intensification of employment potential which has added to transport problems, additional labour supply demands and associated pressures for additional housing. It has also led to a reduction in the variety of premises available (see paragraph 8.21).

8.17 The redevelopment and intensification of large research and other institutional establishments in rural locations can also lead to significantly increased employment, drawing workers from a wider area, increasing traffic flows and the length of journeys to work, contrary to the objectives of sustainable development. The following policy therefore deals with redevelopment and changes of use as well as new sites.

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1 *Advice in Planning Policy Guidance Note (PPG4) 'Industrial and Commercial Development and Small Firms'*

Assessment of Proposals for Further Business, Industrial, Distribution and Storage Development

Policy BU1 **In considering proposals for business, industrial, distribution and storage development other than that already committed, permission will normally be granted where the proposal would :**

(i) aid urban regeneration;

(ii) contribute (when compared with existing or committed development) towards meeting the employment needs of the local population in the County, including the rural areas;

(iii) meet the needs of existing firms in Berkshire, including small businesses; or

(iv) meet the need for a particular type of business which would serve the local economy and which cannot be accommodated in existing or committed premises;

provided that it does not give rise (either by itself or cumulatively with other such schemes) to:

- **pressures for housing development additional to the provision in this Plan; or**
- **transport problems, having regard to the capacity of the transport network, the rate at which the transport strategy is being implemented and accessibility by public transport;**

Other factors to be taken into account in considering proposals will include:

- **the amount of suitable land and premises already available, including development that is committed or agreed in principle and property that is being marketed at the time:**
- **the rate of completions and occupation of premises over the Structure Plan period, and changing densities of occupation.**

8.18 Policy BU1 allows for local considerations to be taken into account. The County Council will be providing further guidance on the interpretation of Policy BU1 and will work with the local planning authorities to produce regular statements on the current state of the economy to assist with the implementation of the policy. The weight given to each criterion in the policy will depend upon local circumstances.

8.19 The use of the term 'urban regeneration' in the context of Policy BU1 does not imply the acceptance of wholesale redevelopment of BIDS uses in urban areas, as this could lead to the unacceptable intensification of activities and a loss of variety of types of premises and uses. Rather, it is the targeted redevelopment of existing underused, vacant and derelict land and premises where this is appropriate in accordance with other policies in this Plan. Urban regeneration also includes the redevelopment of older BIDS premises which due to age and specification may not be suitable for the modern needs of business and industry.

8.20 Particular attention will be given to proposals for major additional floorspace. The distinction between major and small scale developments may vary in different parts of the County, according to local circumstances and definitions adopted in local plans, but normally a major development will be one involving a net increase in floorspace of 500 sq.m. and over.

MAINTAINING A VARIETY OF PREMISES

8.21 The County Council is seeking a broad-based local economy in which local firms have opportunities to grow and prosper, and local people have access to a wide range of job opportunities. Although rentals may have fallen over the last few years, high rental and land values limit the supply of reasonably priced premises for small or recently established firms, and can lead to an over-emphasis on floorspace for office and business uses at the expense of industry, storage and distribution (a trend reinforced by changes in planning legislation).

8.22 Local planning policies can provide valuable assistance in controlling the scale and type of development and redevelopment. Measures that help achieve a variety of sizes and types of premises, a range of uses and the retention of areas for industrial and warehousing activities, as well as controls on the height, mass and density of development, are particularly welcomed.

8.23 While planning policies are only one of the factors that can influence the range of types and sizes of premises that are provided, encouragement can be given, where appropriate, to proposals which assist the maintenance of a balanced local economy and provide for the expansion of local firms.

Provision of a Variety of Premises

Policy BU2 **Within the provisions of Policy BU1, favourable consideration will normally be given to proposals for :**

(i) existing businesses wishing to expand in situ;

(ii) the provision of a range of small units;

(iii) the provision of industrial, distribution and storage units.

8.24 This policy seeks to guide any future employment development towards meeting the needs of existing local firms and providing a wide range of job opportunities, rather than an excessive provision of business (office) development. Small industrial starter or nursery units of less than 100 sq m each will be particularly encouraged. Where proposals involve the provision of smaller units the County Council will support measures by the local planning authorities to ensure that the units are not subsequently amalgamated without their prior agreement.

TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

INFRASTRUCTURE, SERVICES AND AMENITIES

4.19 Many of the concerns expressed in the past about development in Berkshire have been linked to the inadequacy of the supporting infrastructure, services and amenities. Rates of development reached their peak at a time when public spending was constrained. Consequently, there is today often little spare capacity in physical and social infrastructure in many parts of the County, while the ability of the public sector to fund new facilities remains limited. Thus it is important that landowners and developers should make appropriate provision for infrastructure, services and amenities made necessary by new development. In general, the costs will be offset against the development value of the land.

Provision of Infrastructure, Services and Amenities

Policy LD6 **Before proposals for development are permitted, the local planning authorities will require to be satisfied that infrastructure, services and amenities made necessary by the development are provided or will be provided at the appropriate time so as to ensure the proper planning of an area.**

To this end local planning authorities may require contributions to be made by landowners or developers to provide additional infrastructure or facilities where they are :

(i) needed to enable development to take place;

(ii) directly related to the proposed development; and

(iii) fairly and reasonably related in scale and kind to the proposed development.

Local planning authorities may also require an acceptable balance of uses in mixed development or the implementation of local plan policies for a particular area or type of development. Where appropriate, any amenity or resource lost or damaged as a consequence of development should be offset by new provision elsewhere either on or off-site.

4.20 The County Council has produced jointly with the district councils a guide[1] for developers which sets out the general service standards that will be applied in considering the adequacy of any proposal. Account will also be taken of any spare capacity in the existing provision of facilities and services in an area and specific requirements and programmes set out in other policy documents such as local plans, development briefs and the Transport Policy and Programme.

4.21 The guide itself has been drawn up in the light of Government advice (DoE Circular 16/91) and includes references to the provision of public open space and to community facilities such as schools, libraries and halls, as well as to the physical infrastructure required for development to be implemented. This document will be updated on a regular basis. Legal agreements will be sought in appropriate instances to cover the provision of specific services and facilities related to the proposed development.

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1 *Infrastructure, Services and Amenity Requirements for New Development in Berkshire*

4.22 In addition to the County and district council services the requirements of other agencies, including the National Rivers Authority, the water companies and health authorities, will need to be taken into account in considering development proposals.

4.23 In considering any legal agreement, local planning authorities will need to consider not only whether the scale of provision is adequate, but also whether the timing of provision meets the needs likely to be generated.

Water Resources

4.24 While it may be possible to identify how additional infrastructure for water, sewerage and sewage disposal may be provided, it will be important to look at the wider environmental consequences of such additional facilities. The County Council is particularly concerned that :

- discharges into rivers are strictly controlled to ensure the maintenance of water quality; and
- water resources are not depleted to the extent that they have an unacceptable impact on river flow, water quality, amenity and nature conservation.

Development and Water Resources

Policy LD7 **Proposals for development will only be permitted where existing water resources are adequate, or where they can be augmented in time to support the proposed development without adversely affecting existing water resources, water quality, amenity or nature conservation.**

4.25 These issues will be considered in consultation with the National Rivers Authority and the appropriate water companies.

4.26 The County Council considers that local planning authorities should be satisfied that adequate resources are available before development is permitted and that where resources need to be augmented, this can be undertaken without any significant adverse environmental effects.

BENEFITS TO THE WIDER COMMUNITY

4.27 As well as minimising the impact of development and remedying the consequences of any unavoidable damage, the County Council considers that it is important to enhance the environment of Berkshire and to further other policies in the Structure Plan wherever appropriate opportunities arise.

Development and Benefits to the Wider Community

Policy LD8 **In considering proposals for development, opportunities will be sought for securing environmental improvements and other benefits both on site and in the surrounding area.**

APPENDIX E

Southern Area

STRATEGIC CONTEXT

1.5.05 Following the introduction of the 1987 Use Classes Order, in June 1987, the control of land uses is now based on the classes in that Order. The most significant change compared with the previous Order was the creation of Business Use Class (B1). This comprises offices (apart from those providing services to the public and found in shopping streets e.g. solicitors and estate agents), light industry, and research and development uses, including those previously described as "high-tech".

1.5.06 The introduction of the new Use Classes Order has required substantial changes to the policies in the Replacement Structure Plan for Berkshire. These changes are contained in the County Council's Explanatory Memorandum, and the accompanying Interpretation of the Employment Policies in the Approved Replacement Structure Plan. This document was approved by the County Council on 22 August 1989. It sets out the County's employment policies for the period 1984-96 in terms of the new Use Classes.

MAJOR SITES

1.5.07 The Replacement Structure Plan identifies a number of sites in Berkshire where development for industry, warehousing and associated uses is to be encouraged. Direct reference is made to two at South Reading and North Earley, neither of which are within this Plan area.

RECOGNISED AREAS

1.5.08 The nature of industrial development in Berkshire is changing, and many firms now require higher specification premises than traditional industrial and warehousing uses. In addition, many new firms require premises which allow flexible use of floorspace to accommodate a range of uses. The revised policies in the Explanatory Memorandum of the Structure Plan, and the accompanying Interpretation of the employment policies in the Approved Structure Plan set aside certain existing industrial/warehousing areas as Recognised Employment Areas where increases in floorspace would not be controlled. Such areas have been identified in the Plan in accordance with strategic guidance using criteria relating to size, environment, planning background and site history. Since this policy was produced, there have been considerable changes in the context of employment policies. The amount of employment development which has taken place has resulted in an overcommitment; moreover, 94% of the commitment at March 1992 is for B1 business use. Consequently, the Council is concerned that restraint should be exercised in relation to all further employment development. At the same time, it is concerned that the dominance of business use should not prevent the provision of premises for small and traditional firms; in this it is supported by recent government legislation. To this end, part two of the policy is aimed at encouraging a range of uses and a variety of sizes and types of buildings.

❖ *SE1 RECOGNISED AREAS*

IN VIEW OF THE EXHAUSTION OF THE PROVISIONS FOR EMPLOYMENT DEVELOPMENT IN THE STRUCTURE PLAN, EXTREME CAUTION IS REQUIRED IN DEALING WITH DEVELOPMENT PROPOSALS WHICH RESULT IN NEW EMPLOYMENT FLOORSPACE. WITHIN THE RECOGNISED AREAS OF TOUTLEY EMPLOYMENT AREA, HOGWOOD LANE EMPLOYMENT AREA AND MOLLY MILLAR'S LANE EMPLOYMENT AREA AS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT PROPOSALS WILL GENERALLY BE ACCEPTABLE IN PRINCIPLE PROVIDED THEY INVOLVE:

A) SMALL SCALE SCHEMES PROVIDING AN INCREASE IN FLOORSPACE OF LESS THAN 300 SQUARE METRES NET,

B) EXTENSIONS TO THE PREMISES OF EXISTING FIRMS,

C) CHANGES OF USE WITHIN EXISTING PREMISES,

D) REDEVELOPMENTS OF EXISTING PREMISES WHICH RESULT IN LESS THAN 300 SQUARE METRES INCREASE IN FLOORSPACE,

E) THERE ARE NO OVERRIDING TRANSPORT OBJECTIONS,

F) THERE ARE NO OVERRIDING ENVIRONMENTAL OR OTHER OBJECTIONS DUE TO THE POTENTIAL EFFECTS OF THE PROPOSED USES ON NEIGHBOURING LAND USES, ON THE LANDSCAPE, OR ON THE CHARACTER OF THE SURROUNDING AREA.

ENCOURAGEMENT WILL ALSO BE GIVEN TO THE PROVISION, WHERE APPROPRIATE, OF:

A RANGE OF USES, INCLUDING LIGHT/GENERAL INDUSTRIAL, DISTRIBUTION AND STORAGE USES, AND

A VARIETY OF SIZES AND TYPE OF BUILDING, INCLUDING SMALL STARTER UNITS.

WOKINGHAM TOWN CENTRE

1.5.09 The Principal Business Area of the town is the main focus of retail, office and service activity within the plan area. The area closely approximates to the historic core of the town with its unique architectural and townscape character. As a result this area is capable of taking only limited further development without placing pressure on environmentally sensitive sites. In addition overprovision would be likely to place unacceptable strains on local services, particularly the highway network. Accordingly, it has been necessary to identify sites for business development on the basis of the following criteria:-

a) the proximity of the site to the main business core of the town centre,

b) the effect of development of the site on nearby residential areas,

c) the likelihood of development on the site proceeding, having regard to problems of land assembly and vehicular access factors,

d) the environmental impact of development, to ensure the minimum effect of development on the historic and architectural character of the town, and to encourage positive contributions in areas of important townscape,

e) the possible alternative uses of the site,

f) the availability of existing and future car parking facilities,

g) the need to achieve other aims and objectives identified in this Plan,

h) the provision of additional social and community facilities.

1.5.10 Having regard to these criteria, the Local Plan identifies a number of sites within the Principal Business Area and on its periphery for business or mixed uses. This should enable the impact of such development upon the historic core of the town to be minimised, whilst making best use of the town centre infrastructure. All sites proposed are, in addition, easily accessible to the town's range of services and facilities.

❖ PSE1 WOKINGHAM PBA SITES FOR BUSINESS USES

WITHIN AND ADJACENT TO THE PRINCIPAL BUSINESS AREA BUSINESS USES WILL GENERALLY BE LIMITED TO THOSE SITES AND LOCATIONS SHOWN ON THE PROPOSALS MAP (TOWN CENTRE INSET MAP) AS SITES FOR B1 OR MIXED USES.

G) THERE IS NO SIGNIFICANT CONFLICT WITH ANY OTHER POLICY CONTAINED IN THE REPLACEMENT STRUCTURE PLAN, OR LOCAL PLAN.

UNEMPLOYMENT IN THE PLAN AREA

1.5.16 Information on unemployment in the Plan area is provided by the Regional Manpower Intelligence Unit of the Manpower Services Commission. The information is not available on a level below Parliamentary constituency travel to work area or local government area.

1.5.17 Whereas in April 1992 in Great Britain the unemployment rate was 9.6% and in the South East Economic Planning Region it was 9.1%, in Berkshire it was 6.4%. In the Reading travel to work area, which includes the Plan area, it was 6.2%.

1.5.18 In Wokingham District the total number of unemployed in April 1992 was 3251 comprising 2460 males and 791 females. Whilst the district had less than 12.5% of Berkshire's unemployed it has something approaching 20% of the population. This suggests that the unemployment rate in the Plan area is actually well below the County rate.

RANGE OF EMPLOYMENT OPPORTUNITIES

1.5.19 Although unemployment is not seen as a major problem in Berkshire, the County and District Councils are concerned to maintain as wide a range of employment opportunities as possible The District Council is concerned that sites and premises which allow traditional industrial and warehouse uses to continue and flourish should not be lost through incursion by other uses.

1.5.20 In recent years it has been widely accepted that there has been an overall decline in the numbers and size of firms engaged in traditional types of industry. There has been a tendency for firms operating in new technology-based activities to replace more traditional forms of industry, thus creating pressure for development or redevelopment.

1.5.21 The District Council is concerned to retain a range of employment opportunities in the District and wishes to resist the erosion of traditional industry wherever possible. Areas of traditional industry are coming under pressure for redevelopment for business uses which command higher land values. The District Council has identified areas where industrial uses continue to be well-represented, and have characteristics which make them suitable for such activities. It will therefore seek to maintain and reinforce these areas for uses falling outside the B1 Use Class as defined in the Town and Country Planning (Use Classes) Order 1987, by only permitting new development which falls within Use Classes B2 and B8 within or adjoining those areas.

1.5.22 The Council will also seek to resist the loss of buildings proposed for industrial, storage and distribution uses (defined as Use Classes B2 to B8) to Business use (Use Class B1)by entering into legal agreements which place restrictions on permitted uses within their use class.

❖ *SE3 GENERAL INDUSTRIAL, STORAGE AND DISTRIBUTION AREAS*

WITHIN THE FOLLOWING 'GENERAL INDUSTRIAL, STORAGE AND DISTRIBUTION AREAS' IDENTIFIED ON THE PROPOSALS MAP, THERE WILL BE A PRESUMPTION IN FAVOUR OF USES IN CLASSES B2 TO B8.

A) HOGWOOD LANE

B) MOLLY MILLARS INDUSTRIAL ESTATE (PARTS)

1.5.23 The District Council is as concerned with the types of employment that are seeking



to locate on new small sites, as it is with those looking for accommodation on existing sites. It is concerned to make provision for as broad a base of employment development as possible, to provide maximum flexibility and scope for meeting local employment needs. In particular, the Council wishes to encourage the provision of new premises suitable for general industrial and other uses, specifically not in the B1 Use Class. The Council will therefore give appropriate consideration to proposals for uses in Classes B2 to B8, on small sites that may come forward for development.

SIZE OF UNITS

1.5.24 With regard to existing firms, the Council considers it necessary to ensure that alternative provision exists for those currently occupying inappropriate premises and sites. This includes firms that require alternative premises as a result of needing to expand their operations. In addition, small units or cheap refurbished premises are often required by newly-formed firms.

❖ SE4 SIZE OF UNITS IN NEW EMPLOYMENT DEVELOPMENT

IN CONSIDERING PLANNING APPLICATIONS FOR NEW EMPLOYMENT DEVELOPMENT THE DISTRICT COUNCIL WILL SEEK THE PROVISION OF A RANGE OF UNIT SIZES INCLUDING UNITS OF LESS THAN 100 SQUARE METRES.

❖ SE5 REFURBISHMENT OF EXISTING EMPLOYMENT BUILDINGS

PROPOSALS INVOLVING THE REGENERATION OF BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE AREAS AND THE REDEVELOPMENT/SUB-DIVISION OF LARGE OBSOLETE BUILDINGS INTO SMALL UNITS WILL NORMALLY RECEIVE PARTICULARLY FAVOURABLE CONSIDERATION.

EXISTING LOCAL CENTRES

1.5.25 It is likely that pressure for business development whilst focusing on Wokingham Town centre, will continue to be experienced throughout the Plan area in local shopping and service centres. Whilst business uses in local centres are able to add to the variety of locations, types and sizes of premises available, their presence can also adversely affect the character of the centres. Much of the pressure has been experienced for changes of use of residential and retail properties. To allow business uses in such properties would conflict with other policies in this Plan.

❖ SE6 BUSINESS USES IN EXISTING LOCAL CENTRES

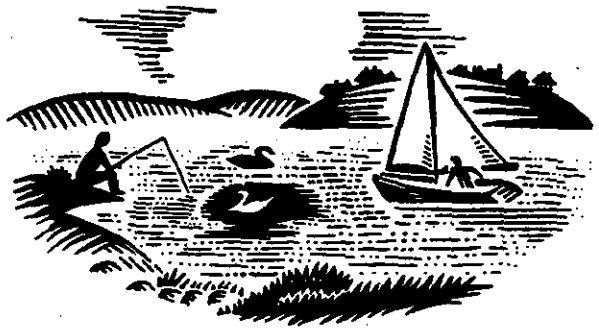
DEVELOPMENT FOR BUSINESS USES (CLASS B1) IN EXISTING LOCAL SHOPPING AND SERVICE CENTRES WILL NOT NORMALLY BE ALLOWED UNLESS AT LEAST ONE OF THE FOLLOWING CRITERIA APPLIES:

A) THE SITE IS SPECIFICALLY IDENTIFIED BY THE DISTRICT COUNCIL FOR BUSINESS PURPOSES; OR

B) THE BUSINESS USE WOULD BE AT FIRST FLOOR LEVEL OR ABOVE IN PREMISES THAT ARE UNSUITABLE FOR RESIDENTIAL USE; OR

C) THE SITE IS CURRENTLY USED FOR A PERMITTED NON-RESIDENTIAL OR NON-RETAIL PURPOSE; OR

1.9 PUBLIC & COMMUNITY SERVICES



INTRODUCTION

1.9.01 The provision of adequate public and community services is essential to satisfactory development in the Plan area. The policies and proposals of this Local Plan should assist the many agencies involved in the provision of public services (water, electricity, gas, telephone, sewerage and sewage disposal, health, education etc) by identifying where development is likely to take place and what its scale will be.

1.9.02 A major concern of both existing and new residents in the Local Plan area in recent years has been that the dramatic rate of new development has not been matched by the concurrent provision of services. In general those services directly related to new developments, water supply, sewerage, electricity etc have been provided, though there has been a problem with sewage treatment facilities causing river pollution and noxious odours. It is other services such as local shops, recreation space and community buildings which are not essential in functional terms which have not kept pace with development. At the same time demographic factors have reduced school populations in established areas and allowed children from new developments to attend existing schools and consequently reduce the school building programme proposed for the development areas. In some cases this means much longer school journeys for pupils and reduces the opportunity for schools to act as a focus for the community.

1.9.03 The concern about the lack of, or inadequate provision of, community services is one of the factors that has led to the Replacement Structure Plan for Berkshire seeking to slow the rate of development throughout the County. This Local Plan area has seen considerable development in the past 10 years, much of it at Woosehill and at The Rides, and though the rate of development envisaged in this Plan is slower it remains substantial.

1.9.04 As a land use document this Local Plan can only make a limited contribution to the solution of service problems. However what it can do is:

a) provide some certainty of direction and volume of growth to guide the capital programmes of providing authorities;

b) identify needs for community services both in existing and new developments and ensure that land is reserved from their development to accommodate them;

c) ensure in new development that the services required to service it are provided concurrently with the development by the use of phasing schemes.

1.9.05 The functions embodied in a) and b) above are found elsewhere in the Plan, in the case of b) largely in the locally based proposals in Part 2. The Replacement Structure Plan for Berkshire does not deal adequately with the

need for comprehensive plans for infrastructure to be prepared for the major new development sites identified in that plan. It is desirable for the provision of services to be considered in relation to any development, large or small, and for the provision of services appropriate to the development to be linked with it. This will involve, in appropriate cases, the provision of land for built and open space facilities at no cost to the appropriate authority, and/or contributions in full or in part to the construction of new facilities or the extension or enlargement of existing facilities.

❖ SPS1 PHASING OF SERVICES IN NEW DEVELOPMENTS

WHERE DEVELOPMENT WHICH IS ACCEPTABLE IN PRINCIPLE UNDER THE POLICIES OF THIS PLAN GIVES RISE TO THE NEED FOR THE PROVISION OF NEW PUBLIC AND COMMUNITY SERVICES, PERMISSION WILL NOT BE GIVEN UNTIL THE DISTRICT PLANNING AUTHORITY IS SATISFIED, BY SEEKING A LEGAL AGREEMENT WHERE NECESSARY, THAT AN APPROPRIATE LEVEL OF INFRASTRUCTURE, SERVICES AND AMENITIES REQUIRED AS A CONSEQUENCE OF AND DIRECTLY RELATED TO THE DEVELOPMENT IS CAPABLE OF BEING AND WILL BE PROVIDED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

UTILITIES

1.9.06 There is a need to ensure the economic planned provision of water, electricity, gas and telephone services in the area to meet the overall demands for future development. It is not anticipated that the provision of these services will pose significant difficulties within the Plan area, unless there are significant changes in the characteristics of supply and demand, as the Plan's proposals seek to keep new development either within or immediately adjoining the main built-up areas of the settlements where these services are available. Further consideration will need to be given to the provision of these services at the stage of detailed proposals. The views of the providing bodies will be sought on development proposals as appropriate.

FOUL AND SURFACE WATER SEWERAGE

1.9.07 The District Council as agent for Thames Water is responsible for foul and surface water sewerage. For all new connections for domestic purposes, the developer will be required to pay a flat rate infrastructure charge as a contribution towards the cost of providing additional capacity in the general sewerage system, including treatment, as a consequence of his development. The developer will also be required to meet the cost of requisitioning any new sewers necessary to convey foul and surface water from the development into the existing sewerage system together with a connection charge for each premises connected. It will be necessary to ensure that sufficient time is allowed for the completion of infrastructure provision prior to occupation at all phases of development. Thames Water is consulted by the District Council on relevant planning applications so that it has the opportunity to satisfy itself that adequate sewerage and treatment facilities are or can be made available to serve the proposed development.

FLOODING AND THE WATER ENVIRONMENT

1.9.08 The National Rivers Authority (NRA) established by the Water Act 1989, seeks to maintain and where practicable, to restore the natural washlands of rivers and to reduce the danger of flooding. The NRA also advises on (and has limited powers for) the control of development in flood risk areas to ensure that satisfactory safeguards are provided for the limited development which can be allowed within the floodplain. Works in, under, over and adjacent to watercourses are also of concern needing to be properly evaluated to receive any necessary statutory consents due to the sensitivity of watercourses to drainage works.

❖ SR2 PUBLIC OPEN SPACES IN NEW RESIDENTIAL DEVELOPMENT

THE DISTRICT COUNCIL WILL SEEK TO ENSURE THE PROVISION OF 4.3 HA OF PUBLIC OPEN SPACE PER THOUSAND POPULATION TOGETHER WITH ASSOCIATED FACILITIES/EQUIPMENT AS A PHASED PROGRAMME OF WORKS IN NEW RESIDENTIAL DEVELOPMENT

The provision of open space within new employment development

1.7.19 There has been a rising trend for businesses to organise recreational activities. Such activities e.g. football and hockey teams, put additional pressure on existing community facilities. The provision of recreational facilities in proximity to employment locations would cope with this ever increasing demand.

1.7.20 There is also a need to provide open spaces within employment areas for the enjoyment and use of employees. Areas available for passive recreation, pedestrian and cycle routes of benefit to both the employee and the community, will be sought. A general guideline for the provision of 1.5 hectares per 1000 employees is considered to provide sufficient open space to accommodate the recreational requirements generated by employees within new employment developments.

❖ SR3 PUBLIC OPEN SPACES IN NEW EMPLOYMENT AREAS

THE DISTRICT COUNCIL WILL SEEK TO ENSURE THE PROVISION OF 1.5 HECTARES OF PUBLIC OPEN SPACE PER THOUSAND EMPLOYEES AS A PHASED PROGRAMME OF WORKS WITHIN NEW EMPLOYMENT AREAS.

Redevelopment of existing public open spaces and recreation facilities

1.7.21 Where the redevelopment is proposed of existing open space or recreational facilities there will need to be the provision of alternative areas and/or facilities which offer an improved recreational use for local residents. Improved facilities will be considered in the light of the quality of the alternative and its access arrangements, including provision for disabled participants. An alternative which suitably provides for a facility which is currently lacking and for which a demand has been identified will be considered favourably.

❖ SR4 PUBLIC OPEN SPACES AND THEIR ALTERNATIVE DEVELOPMENT

DEVELOPMENT WILL NOT BE ALLOWED WHICH WILL RESULT IN THE LOSS OF EXISTING PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES UNLESS AN ALTERNATIVE RECREATIONAL SITE OR FACILITY HAS RECEIVED PLANNING PERMISSION WHICH WOULD DIVERSIFY AND IMPROVE RECREATIONAL FACILITIES FOR LOCAL RESIDENTS AND EMPLOYEES.

1.7.22 There is a growing desire by residents to acquire additional private garden space. Where residential properties abut existing public open space often planning applications are submitted for the change of use of the land together with the erection of fencing. Such applications, whilst benefiting the needs of a single residence often detract from the environmental amenity of the area, encroaching into public open space in a haphazard fashion.

1.7.23 The enclosure of recreational land for private use will not be allowed unless there are overriding considerations including the following:

i) the area is not visible or accessible by the public for recreational use and it has no environmental, amenity or nature conservation purpose,

ii) the area has been inadequately maintained, suffers from vandalism or fly tipping to such an extent that demonstrable harm is caused to local residents and enclosure is considered to be the only solution,

iii) the Leisure and Technical Services Department supports the change of use and enclosure of the area.

1.4 QUALITY & CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT REDEVELOPMENT AND REFURBISHMENT

1.4.01 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the design of new buildings or extensions to existing buildings and the creation of new spaces within that environment, are very important.

1.4.02 The District Council is particularly concerned to promote a high standard of design in new buildings, and to ensure that new buildings are responsive to their location. This means that new buildings need to be appropriate in terms of their function, siting, scale, form, massing, materials, colour and texture in their relationship with adjoining buildings and sites. Accordingly, new buildings will be expected to make an acceptable and positive contribution to the built environment. In addition, developments that incorporate public access should accommodate sculptures or other works of art to provide visual interest, where this is considered appropriate by the local planning authority. For particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers.

1.4.03 In the case of schemes involving more than one building, regard will be paid to the impact of the development over a wider area, involving an assessment of criteria additional to those referred to in paragraph 1.4.02 above. Accordingly, schemes should relate to the "grain" of the area, and take account of their effect on the skyline, pedestrian and vehicular movements in the area, vistas, safety and environmental constraints. Where large sites exist which would significantly affect the urban fabric urban design briefs/appraisals will be prepared/required to establish the wider context within which applications will be considered.

❖ SBE1 DESIGN OF NEW DEVELOPMENT

NEW DEVELOPMENT SHALL BE OF A HIGH STANDARD OF DESIGN APPROPRIATE TO THE CHARACTER OF THE AREA IN WHICH IT IS TO BE SITUATED. IT SHOULD:

(A) MAKE A POSITIVE CONTRIBUTION TO ITS SETTING AND THE CHARACTER OF THE AREA,

(B) CONTRIBUTE TO THE CREATION OF A SAFE AND ATTRACTIVE ENVIRONMENT IN WHICH TO LIVE AND WORK,

(C) RETAIN IMPORTANT NATURAL, MAN-MADE OR LANDSCAPE FEATURES OF THE SITE COMPATIBLE WITH GOOD DESIGN.

❖ SBE2 INAPPROPRIATE DESIGN

PROPOSALS FOR DEVELOPMENT THAT IS INAPPROPRIATE IN TERMS OF ITS RELATIONSHIP WITH ADJOINING SITES AND BUILDINGS, OR WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF AN AREA, BY

VIRTUE OF ITS SITING, SCALE, FORM, MASSING, MATERIALS, COLOUR OR TEXTURE, WILL NOT NORMALLY BE PERMITTED.

ENVIRONMENTAL IMPROVEMENT

1.4.04 Within the built environment it is important not only to safeguard those buildings, undeveloped areas and special features which contribute to the character and attractive qualities of the area but to seek opportunities to enhance the quality of the built environment.

1.4.05 Often the more attractive and successful urban environments have evolved organically over a period of many years and incorporate a variety of architectural styles. In more recent years development in some parts of the District has taken place more comprehensively with little variety in design. In other areas particularly since the war and up to the early 1970's some development has been inserted into an existing area to the detriment of the older urban fabric.

1.4.06 In some areas, local shopping centres in particular, where comprehensive development has taken place, the opportunity may arise for comprehensive refurbishment since a large part of the urban fabric will tend to age and decay simultaneously. In other areas environmental enhancement of the urban fabric surrounding the buildings may be sufficient to rejuvenate the area as a whole.



❖ SBE3 REFURBISHMENT AND REDEVELOPMENT

ENCOURAGEMENT WILL BE GIVEN TO THE REFURBISHMENT OR PARTIAL REDEVELOPMENT OF AREAS OR INDIVIDUAL SCHEMES WHERE A SIGNIFICANT ENVIRONMENTAL ENHANCEMENT WILL RESULT TO THE BENEFIT OF THE COMMUNITY.

❖ SBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

ENVIRONMENTAL ENHANCEMENT SCHEMES WILL BE ENCOURAGED WITHIN THE PLAN AREA AS OPPORTUNITIES ARISE AND WILL INCLUDE THE AREAS AS SHOWN ON THE PROPOSALS MAP AND AS SET OUT IN PART TWO OF THE PLAN.

SUNLIGHT, DAYLIGHT AND NOISE

1.4.07 Daylight penetration into new buildings, and existing buildings affected by new development, is an important amenity consideration as is sunlight penetration of spaces outside windows. In this respect it should always be the intention to maximise penetration of new development and minimise the impact of new development on old as far as is possible. The orientation of rooms, gardens and both public and private spaces is therefore critical since together the two aspects can provide warmth, comfort and pleasant living and working conditions. They can also have some impact on energy consumption by reducing the dependence on artificial lighting and heating. Further guidance on this matter can be found in the District Council's Development Control Guidelines.

❖ SBE5 SUNLIGHT AND DAYLIGHT

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT, REDEVELOPMENT AND



1.8.16 In order to ensure the more efficient use of parking space the District Council will seek the use of private office car parks for shoppers on Saturdays and after office hours. The District Council's own office car parks are already operated in this way.

❖ ST4 USE OF PRIVATE OFFICE PARKING BY THE PUBLIC

THE DISTRICT COUNCIL WILL SEEK TO ENSURE THE USE OF PRIVATE OFFICE CAR PARKING FOR THE GENERAL PUBLIC ON SATURDAYS AND AFTER OFFICE HOURS, WHERE THEY ARE WELL LOCATED FOR SUCH USE. THE DESIGN OF NEW DEVELOPMENT WILL BE ASSESSED AGAINST ITS SUITABILITY TO ENABLE EFFECTIVE PUBLIC USE.

1.8.17 The allocations in the local plan for retail use within Wokingham town centre will create a need for an additional 377 spaces. In addition there may be a need to replace some 310 parking spaces due to the development of the IDR. The District Council has provided 280 of the spaces required on the Paddocks car park and has identified sites for a further 430 public spaces.

1.8.18 It is expected that parking will generally be provided as an integral part of development, subject to design and environmental considerations. Commuted payments may also be acceptable provided that underprovision of space in the area will not result.

❖ ST5 CAR PARKING PROVISION

THE DISTRICT COUNCIL WILL SEEK THE PROVISION OF APPROPRIATELY LOCATED CAR PARKING AND CAR PARKS IN ACCORDANCE WITH THE DISTRICT COUNCIL'S ADOPTED STANDARDS, TO BE PROVIDED EITHER IN CONJUNCTION WITH NEW DEVELOPMENT, OR WHERE APPROPRIATE, BY OBTAINING A COMMUTED PAYMENT WHERE THE COUNCIL HAS AN INTENTION TO PROVIDE, OR HAS IDENTIFIED A NEED FOR, PUBLIC SPACES AND UNDERPROVISION WILL NOT RESULT.

NOTE 1:- The sum required per parking space by way of a commuted payment will be regularly reviewed.

NOTE 2:- The District Council's parking standards are attached as Appendix 1.

1.8.19 Motorcycles are often informally parked on parts of the highway not used by pedestrians or vehicles. It is recognised that motorcycles are a convenient and efficient form of travel, and that motorcycle owners generally prefer highly visible locations for the parking of their vehicles. As more of the carriageway and traffic islands are reclaimed for the pedestrian it will be necessary to ensure that adequate parking for motorcycles is retained.

❖ ST6 MOTORCYCLE PARKING

THE DISTRICT COUNCIL WILL SEEK APPROPRIATELY LOCATED MOTORCYCLE PARKING FACILITIES.

PEDESTRIANS

1.8.20 In general more vehicular traffic makes journeys by foot less pleasant in some cases more dangerous. In older villages and towns in the Plan area pavements are often narrow, can be uneven and are sometimes non- existent. The total exclusion of traffic is rarely achievable or desirable and the Council is constrained at all times by the existing layout of the built environment.

APPENDIX F

WOKINGHAM DISTRICT COUNCIL

WOKINGHAM UNITARY
Aiming for Excellence

WOKINGHAM DISTRICT LOCAL PLAN

(as proposed to be modified)

CONSOLIDATED MODIFIED LOCAL PLAN

November 2002

previously developed land and the re-use of existing buildings. It will also include schemes that exploit and/or deliver accessibility by public transport and other non-car modes to jobs, education and health facilities, shopping, leisure and local services. Such accessibility will not be provided at the disadvantage of any section of the community. (M/1/2)

1.5B Furthermore, in order to ensure sustainable patterns of development, the Council has investigated the cumulative effects of development on the District's environment. With regard to this, the traffic generated by the housing allocations in Policies WH2, WH2A, WH2B and WH2C was a particular concern. The Council subsequently assessed the cumulative implications of the Inspector's recommended housing sites prior to the Modification stage of the Plan. However, when applications are submitted on the housing allocations or other sites, the Council may require further cumulative studies to be undertaken to ensure the proposal accords with Policy WOS1. (M/1/3)

POLICY WOS1: SUSTAINABLE DEVELOPMENT

THE COUNCIL WILL ENSURE, ~~WHERE POSSIBLE,~~ THAT DEVELOPMENT IS SUSTAINABLE AND IMPROVES THE QUALITY OF LIFE WITHIN THE PLAN AREA BY PURSUING THE FOLLOWING OBJECTIVES: (M/1/4)

A) ~~TO CONTINUE TO SLOW DOWN THE RATE OF DEVELOPMENT WITHIN THE PLAN AREA TO ENSURE THAT THE BEST OF THE EXISTING ENVIRONMENT IS CONSERVED WHILST PROVIDING APPROPRIATE DEVELOPMENTS WHICH MEET LOCAL NEEDS~~ (M/1/5)

~~B)~~A) GIVE PRIORITY ~~WITHIN a)~~ TO MEETING THE DISTRICT'S ECONOMIC AND SOCIAL NEEDS, INCLUDING THE PROVISION OF AFFORDABLE HOUSING~~LOW COST HOUSING~~ AND A WIDER RANGE OF EMPLOYMENT OPPORTUNITIES (M/1/6)

~~C)~~B) MAXIMISING THE USE OF EXISITNG LAND AND BUILDINGS, AND EXPLOITING THE POTENTIAL OF PREVIOUSLY DEVELOPED LAND WITHIN IDENTIFIED SETTLEMENTS BEFORE THE COUNTRYSIDE IS BUILT UPON~~CONSERVING AND ENHANCING THE PATTERN OF TOWN AND PARISH COMMUNITIES BY RETAINING AND EMPHASISING THE BALANCE BETWEEN TOWNS AND VILLAGES, COUNTRYSIDE AND SETTLEMENTS, OPEN RIVER VALLEYS AND ENCLOSED WOODLANDS~~ (M/1/7)

~~D)~~C) TO PROVIDE FOR EMPLOYMENT, HOUSING, SHOPPING AND SERVICES IN PLACES THAT MINIMISE THE NEED FOR TRAVEL BY PRIVATE CAR

~~E)~~D) THAT NEW DEVELOPMENT MAKES A POSITIVE CONTRIBUTION OR MAKE NO MATERIAL HARM TO THE CHARACTER, ENVIRONMENT, LANDSCAPE, HERITAGE WITHIN THE PLAN AREA (M/1/8)

~~F)~~E) TO CONSERVE NATURAL RESOURCES ~~TO MINIMISE POLLUTION~~

F) TO MINIMISE POLLUTION (M/1/9)

G) TO MAXIMISE THE REUSE OF MATERIALS (M/1/10)

~~G)~~H) TO SEEK IMPROVEMENTS TO INFRASTRUCTURE, SERVICES AND AMENITIES.

~~OF THE IDENTIFIED SETTLEMENTS SHOWN ON THE PROPOSALS MAP AND LISTED IN THE TEXT.~~

~~OUTSIDE THESE SETTLEMENTS DEVELOPMENT WILL ONLY BE ALLOWED IN EXCEPTIONAL CIRCUMSTANCES AND WILL BE STRICTLY CONTROLLED THROUGH THE APPLICATION OF THE DETAILED POLICIES AND PROVISIONS OF THIS PLAN AND STRUCTURE PLAN POLICIES C2 (DEVELOPMENT OUTSIDE BUILT UP AREAS AND SETTLEMENTS) AND C4 (CONTROL OF DEVELOPMENT IN THE GREEN BELT).~~ (M/1/16)

Implementation: Through the development control process.

Monitoring: Planning applications determined.

1.11 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the appropriateness of the use of existing buildings and the design of new buildings or extensions to existing buildings, are very important.

1.12 The Council is particularly concerned to promote a high standard of design in new buildings, to ensure that new buildings are responsive to their location and to their potential occupants' and/or users' needs. New development needs to be appropriate in terms of function, siting, scale, form, massing, materials, colour and texture in its relationship with adjoining buildings and sites. Accordingly, new development will be expected to make an acceptable and positive contribution to the built environment. In addition new development should be appropriately located so as to reduce the need to travel and to encourage alternative modes of transport to the car.

1.12A Landscaping schemes should be comprised predominantly, if not wholly, of locally native species. (M/1/17)

1.12B People with disabilities are a diverse population and may include individuals with visual, hearing or cognitive impairments, ambulant disabled, the elderly, or wheelchair users. Many of these groups may be denied access to development by ill-considered design solutions.

1.12C PPG1 states that "When a new building is proposed, or when planning permission is required for the alteration or change of use of an existing building, the developer and local planning authority should consider the needs of people with disabilities at an early stage in the design process. They should be flexible and imaginative in seeking solutions, taking account of the particular circumstances of each case."

1.12D Policy WOS3 seeks to ensure appropriate facilities are provided for disabled people in all developments to ensure equal access for everybody. (M/1/18)

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

THE COUNCIL WILL REQUIRE ALL DEVELOPMENT PROPOSALS THAT ARE ACCEPTABLE IN PRINCIPLE WHEN ASSESSED AGAINST OTHER POLICIES OF THIS PLAN TO:

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHICH THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOUT DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) ~~RETAIN~~ HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE OF DEVELOPMENT AND/OR THE PROTECTION OF LOCAL VISUAL AMENITY (M/1/19)

C) BE BOTH LOCATED AND DESIGNED SO AS TO REDUCE THE NEED TO TRAVEL AND ENCOURAGE THE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT AS ALTERNATIVES TO THE CAR

D) HAVE NO SIGNIFICANT EFFECT ON ROAD SAFETY OR CAUSE HIGHWAY, TRAFFIC GENERATION OR TRAFFIC RELATED ENVIRONMENTAL PROBLEMS

E) PROVIDE BUILDINGS, FACILITIES AND SPACES THAT ARE SUITABLE FOR ~~CAPABLE OF~~ USE BY PEOPLE WHO HAVE MOBILITY OR SENSORY IMPAIRMENT (M/1/20)

F) BE OF HIGH QUALITY OF DESIGN THAT RESPECTS THE LOCAL CONTEXT BY VIRTUE OF SITING, LAYOUT, MASSING, MATERIALS, COLOUR AND TEXTURE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

1.13 It is a principle of good planning that new development should provide the necessary infrastructure, including services and amenities, needed to support the development. This could include infrastructure required to provide necessary statutory services. This is a material consideration in considering planning applications (as set out in Circular 1/97, *Planning Obligations* and PPG12 paragraph 6.16). An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met. Such provision is a key element in the quality of life or new and existing residents. Supplementary planning guidance has been produced setting out the implementation of Policy WOS4 below. (M/1/21)

POLICY WOS4: SERVICE, AMENITIES AND INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, UNDER THE POLICIES OF THIS PLAN, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE REGARD TO EXISTING LEVELS OF INFRASTRUCTURE, SERVICES AND AMENITIES.

WHERE THE DEVELOPMENT GIVES RISE TO THE NEED FOR THE PROVISION OF NEW OR EXTENDED PUBLIC AND COMMUNITY SERVICES, THE COUNCIL WILL ASSESS THE NATURE AND EXTENT OF PLANNING OBLIGATIONS

REQUIRED AS A RESULT OF NEW DEVELOPMENT IN ACCORDANCE WITH NATIONAL PLANNING GUIDANCE. PLANNING PERMISSION WILL NOT BE GIVEN UNTIL THE PLANNING AUTHORITY IS SATISFIED, BY IMPOSING CONDITIONS, OR WHERE THESE ARE NOT APPROPRIATE OR ADEQUATE, BY SEEKING A LEGAL AGREEMENT, THAT AN APPROPRIATE LEVEL OF INFRASTRUCTURE, SERVICES AND AMENITIES REQUIRED AS A CONSEQUENCE OF, AND DIRECTLY RELATED TO, THE DEVELOPMENT IS CAPABLE OF BEING, AND WILL BE, PROVIDED WITHIN THE TIMESCALE OF THE PROPOSED DEVELOPMENT IN ACCORDANCE WITH AN AGREED PHASING PROGRAMME. (M/1/22)

~~THE COUNCIL WILL PRODUCE SUPPLEMENTARY PLANNING GUIDANCE REGARDING THE IMPLEMENTATION OF THIS POLICY.~~ (M/1/23)

Implementation: Through the development control process and in consultation with service providers.

Monitoring: Planning applications determined and reporting to Services, Amenities and Infrastructure Working Party.

Environmental Improvements

1.14 It is important that wherever possible development makes best use of existing resources and enhances the existing area to reduce impacts on amenities and preserve non-renewable resources such as greenfield sites. This accords with Central Government advice and policies contained within the Berkshire Structure Plan 1991 - 2006. Such opportunities may occur both on and off the development site when they are directly related to the proposal.

POLICY WOS5: ENVIRONMENTAL IMPROVEMENTS

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT, OPPORTUNITIES WILL BE SOUGHT TO SECURE ENVIRONMENTAL IMPROVEMENTS, BOTH ON AND OFF-SITE. THESE MAY FOR EXAMPLE INCLUDE:

A) MAXIMISING THE USE OF EXISITNG LAND AND BUILDINGS, AND EXPLOITING THE POTENTIAL OF PREVIOUSLY DEVELOPED LAND WITHIN IDENTIFIED SETTLEMENTS BEFORE THE COUNTRYSIDE IS BUILT UPON~~THE USE OF BROWNFIELD SITES IN PREFERENCE TO GREENFIELD SITES~~ (M/1/24)

B) LANDSCAPING, INCLUDING MAJOR STRUCTURAL LANDSCAPING ON SENSITIVE AND EXPOSED SITES

C) PROVISION OF RECYCLING FACILITIES

D) WHERE APPROPRIATE, THE COUNCIL WILL SEEK THE RE-USE AND REFURBISHMENT OF EXISTING BUILDINGS IN PREFERENCE TO COMPLETE REDEVELOPMENT SCHEMES (M/1/25)

E) UPGRADING OF THE EXISTING URBAN FABRIC

accompanied by a Design Statement to demonstrate how the development will take account of the character of the area. (M/4/5)

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

4.9 ~~4.9 Proposed development should be considered in the context of the surrounding area. This will allow vernacular style and any good features to be interpreted in the new development, helping to contribute to its sense of place.~~

Policy WBE1 seeks to achieve better quality in the design of individual developments and this should reinforce local identity and result in improvement of the wider built environment. The emphasis of Policy WBE1 is on good design.

This policy should ensure that local distinctiveness is not diluted and internationalisation of style is avoided within the district. The provision of safe and secure environments which deter crime in both public and private spaces are a prime objective of the Council. This issue will be addressed through good layout and building design as well as a mixture of land uses, which together will promote good natural surveillance. (M/4/6)

POLICY WBE1: ~~DEVELOPMENT IN ITS LOCAL CONTEXT~~

~~THE COUNCIL WILL REQUIRE GOOD CONTEMPORARY DESIGN THROUGHOUT THE PLAN AREA, WHICH RESPECTS ITS LOCAL CONTEXT. WHEN CONSIDERING ANY APPLICATION FOR DEVELOPMENT THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING CONSIDERATIONS:~~

~~a)ITS ENVIRONMENTAL IMPACT~~

~~b)ITS VISUAL IMPACT~~

~~c)ACCESSIBILITY~~

~~d) LANDFORM AND ANY NATURAL FEATURES, INCLUDING LANDSCAPE TREATMENT AND ENVIRONMENTAL WORKS~~

~~e)THE LOCAL TOWNSCAPE~~

~~f)THE LAYOUT, FORM, SCALE, MASSING, AND MATERIALS OF DEVELOPMENT~~

~~g)SAFETY AND SECURITY~~

~~h)THE PRIVACY AND AMENITY OF THE EXISTING ENVIRONMENT~~

~~i)SUPPLEMENTARY PLANNING DESIGN GUIDANCE ADOPTED BY THE COUNCIL.~~

DESIGN AND NEW DEVELOPMENT

NEW DEVELOPMENT WILL BE EXPECTED TO ACHIEVE HIGH STANDARDS OF DESIGN AND LAYOUT, WHICH MAKES EFFICIENT USE OF LAND AND

BUILDINGS. A SCHEME SHOULD CREATE ITS OWN IDENTITY, WHILST TAKING ACCOUNT OF THE WIDER LOCALITY, INCLUDING THE SURROUNDING TOWNSCAPE AND LANDSCAPE. IN ADDITION, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE REGARD TO THE FOLLOWING PRINCIPLES:

A) A REDUCTION IN THE LEVEL OF CAR PARKING BELOW MAXIMUM STANDARDS WHEREVER POSSIBLE IN ORDER TO PROMOTE SUSTAINABLE TRANSPORT CHOICES;

B) ENCOURAGEMENT OF MEASURES THAT PROMOTE ACCESSIBILITY TO SERVICES AND FACILITIES BY PUBLIC TRANSPORT, CYCLING AND WALKING;

C) INCORPORATION OF FEATURES THAT MAXIMISE THE SAFETY AND SECURITY OF PEOPLE LIVING IN OR USING THE DEVELOPMENT;

D) CREATION OF EASILY ACCESSIBLE AND ATTRACTIVE OPEN SPACES. (M/4/7)

Implementation: Use of design guidance in the development control process.

Monitoring: Consider quality of development on the ground, including through design awards.

~~4.10 Not all of the plan area is of the same visual quality. Some parts of it could benefit from environmental improvement, and in some circumstances, this may be achievable through redevelopment opportunities.~~ (M/4/8)

~~**POLICY WBE2: IMPROVING ON THE LOCAL CONTEXT**~~

~~IN AREAS WHERE THE EXISTING ENVIRONMENT DOES NOT EXHIBIT ESPECIALLY PRONOUNCED OR HISTORIC ARCHITECTURAL STYLES, ANY PROPOSALS FOR INFILL DEVELOPMENT SHOULD BE USED AS AN OPPORTUNITY TO CREATE ADDED VISUAL INTEREST AND RAISE THE AREA'S ARCHITECTURAL QUALITY.~~

~~Implementation: Through the development control process.~~

~~Monitoring: Check quality of development on the ground.~~ (M/4/9)

~~4.11 Because of their extent, large developments are likely to have a greater impact on the environment than smaller scale ones. It is therefore particularly important to ensure a high quality of development within such proposals. Large development areas are probably best considered in terms of a series or pattern of smaller areas, each with its own layout and form of development, and hence its own distinctive character. This should lead to the avoidance of extensive areas of characterless development that bear no relationship to features on the ground.~~ (M/4/10)

~~**POLICY WBE3: CHARACTER OF LARGE SCALE DEVELOPMENT**~~

~~ANY PROPOSALS FOR LARGE SCALE DEVELOPMENT SHOULD PROVIDE A CLEAR AND COHERENT LAYOUT THAT CREATES AREAS OF IDENTIFIABLE CHARACTER WITHIN THE DEVELOPMENT. WHERE DEVELOPMENT IS TO BE CARRIED OUT IN PHASES, THE COUNCIL WILL REQUIRE THE SUBMISSION OF A INDICATIVE LAYOUT FOR THE ENTIRE SITE PRIOR TO THE APPROVAL OF ANY SINGLE PHASE. APPLICATIONS FOR SUBSEQUENT STAGES AND/OR~~

annual probability of flooding. Buildings for Class B1 use should be constructed in a range of unit size including small units for light industrial use. In connection with the development, satisfactory provision for access and the effects of additional traffic on the surrounding highway network must be made. Structural planting will be required to reduce the visual impact of the buildings on the landscape and provide a well defined settlement boundary. (M/7/10)

7.27 It is also appropriate to provide limited business job opportunities in Wokingham Town Centre under Proposal WSH22 in order to support its function as a multi purpose centre. These are described in chapter 8, Shopping and Town Centres, and are shown on the inset map for Wokingham. ~~Employment Policy WEM16 also allows the principle of small office units in other town and local shopping centres.~~ (M/7/11)

Development in Existing Core Employment Areas

7.28 The majority of the District's employment floorspace is located in the business parks and industrial estates. The following areas, each over 4 hectares in extent, are defined as core employment areas for the purposes of this plan and are indicated on the proposals map:

~~a)~~ a) *Sutton's Industrial Estate, Earley*
~~b)~~ b) *Thames Valley Park, Earley (site under construction)*
~~c)~~ c) *Hogwood Industrial Estate, Park Lane, Finchampstead*
~~d)~~ d) *Ruscombe Business Park ~~and Works~~, ~~Twyford~~/Ruscombe*
~~e)~~ e) *Winnersh Triangle, Winnersh (site nearing completion)*
~~f)~~ f) *Molly Millar's Industrial Area, Wokingham*
~~g)~~ g) *Toutley Industrial Estate, Wokingham*
~~h)~~ h) *Headley Road East, Woodley Airfield*
~~i)~~ i) *The Manor, Shinfield (commitment for redevelopment)*
~~j)~~ j) *Land South of Reading, North of the M4 (committed greenfield site also ~~to be~~ known as Green~~Reading Business~~ Park)* (M/7/12)

7.29 Redevelopment of established areas enables modernisation of the stock of premises while reducing uptake of greenfield sites. In situ expansion aids economic reinvestment and retains jobs. As many core employment areas are in existing built up areas with access to sizeable populations and public transport there is also potential to reduce car travel. Where a redevelopment site is poorly served by public transport, or pedestrian and cycle routes, the Council will consider using planning obligations to gain improvements. However, minor extensions to existing premises will be considered flexibly in respect of contributions to public transport provision.

7.29A There is already an imbalance in labour demand over supply in central Berkshire. (M/7/13) New development may add to skill and labour shortages and add to in-commuting and pressures for more housing to accommodate new workers. Where a development proposal involves a net increase of business, industrial, distribution or storage floorspace in excess of 500 sq. m. assessment against Berkshire Structure Plan Policies BU1 and BU2 will be required. (M/7/14)

POLICY WEM2: DEVELOPMENT IN CORE EMPLOYMENT AREAS

PROPOSALS FOR BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE USES WILL BE ACCEPTABLE WITHIN THE CORE EMPLOYMENT AREAS.

HOWEVER, SUCH PROPOSALS SHOULD NOT RESULT IN THE LOSS OF A SMALL UNIT, UNLESS:

A) IT CAN BE DEMONSTRATED THAT THERE IS ALREADY SUFFICIENT PROVISION WITHIN THE AREA; OR

B) IT IS NECESSARY IN ORDER TO ALLOW AN EXISTING SMALL BUSINESS TO EXPAND ON ITS EXISTING SITE

~~WITHIN THE CORE EMPLOYMENT AREAS, BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE DEVELOPMENT THAT ACCORDS WITH THE DEVELOPMENT CONTROL PRINCIPLES CONTAINED IN POLICY WOS3 AND CRITERIA I) – IV) OF STRUCTURE PLAN POLICY BU1 WILL NORMALLY BE ACCEPTABLE EXCEPT WHERE THE PROPOSAL WOULD:~~

~~A) RESULT IN THE LOSS OF SMALL UNITS (I.E. BELOW 150 SQ.M)~~

~~B) CONFLICT WITH THE REQUIREMENTS OF POLICY WEM12 (RELATING TO B2 – B8 USE)~~

~~C) GIVE RISE TO PRESSURES FOR HOUSING DEVELOPMENT ADDITIONAL TO THE PROVISION MADE IN THIS PLAN~~

~~D) RESULT IN THE LOSS OF PREMISES FOR CHILD CARE, TRAINING FACILITIES AND OTHER SMALL SCALE SERVICES THAT SUPPORT THE EMPLOYMENT USE OF THE SITE AND REDUCE THE NEED TO TRAVEL~~ (M/7/15)

Implementation: Through the development control process.

Monitoring: Annual employment monitoring.

GreenReading Business Park (M/7/16)

7.30 Enabling work is in progress to serve the core employment area at GreenReading Business Park. This planning commitment is a greenfield development of 83,600 sq.m. of floorspace. Further floorspace on this site falls within Reading Borough and West BerkshireNewbury District. Subject to a traffic generation cap the most recent outline application permits 75% of the floorspace to be either B1 (business) or B8 (storage or distribution) development with the balance as light industry. The development brings major highway improvements to the A33 into Reading, the Earley Outer Peripheral Road and at junction 11 of the M4. (M/7/17) ~~The County Council has identified a future need for a second crossing of the M4 to link the A33 with the Swallowfield by-pass. The protected line for this passes through the business park.~~ (M/7/18)

7.31 ~~At March 1996, 384,000 sq.m. of BIDS floorspace was committed in the plan area. About 84% of this is for offices (including research and development).~~ At March 2002 about 198,200 sq. m gross (147,600 sq.m. net) of bids floorspace was committed in the plan area. About 98% of the gross floorspace is for B1 development. The Wokingham part of the development alone is expected to generate between 2,900 to 3000 jobs whilst still remaining within the limits of the traffic cap. In view of the importance of this site in meeting the business and workforce needs of the District, the Council wishes to see a wide range of employment opportunities and types of premises constructed here. A high quality open design, which includes retention of

Provision of Public Open Space and/or Recreational Facilities in New Commercial Development

9.21 There is also a need to provide open spaces within employment areas for the enjoyment and use of employees. Commercial development is likely to create the need for facilties where staff can take breaks both during and after the working day. Activity may range from team games to more individual activities. The Council will apply, where appropriate, planning obligations and conditions where development proposals are likely to contribute to demand in accordance with Policy WOS4. (M/9/26) As a general guideline the provision of 1.5 hectares per 1,000 employees is considered to provide sufficient open space to accommodate the recreational requirements generated by employees within new employment areas. Provision of recreational facilities close to employment locations reduces the need to travel and the pressure on existing facilities.

POLICY WR8: PROVISION OF PUBLIC OPEN SPACE IN NEW COMMERCIAL DEVELOPMENT

~~THE COUNCIL WILL ENSURE THE PROVISION OF A MINIMUM 1.5 HECTARES OF PUBLIC OPEN SPACE (P.O.S.) PER THOUSAND EMPLOYEES TOGETHER WITH ASSOCIATED FACILITIES/EQUIPMENT AS A PHASED PROGRAMME OF WORKS IN NEW EMPLOYMENT AREAS. AREAS OF P.O.S. WILL BE EXPECTED TO BE OF A SIZE, SHAPE AND LOCATION SUITABLE FOR RECREATIONAL USE.~~

PROVISION SHOULD BE MADE FOR THE LIKELY NEED FOR RECREATIONAL AND LEISURE FACILITIES, INCLUDING OPEN SPACE, IN ASSOCIATION WITH NEW COMMERCIAL DEVELOPMENTS. (M/9/27)

WHERE A SITE CANNOT PHYSICALLY, OR APPROPRIATELY, ACCOMMODATE THE REQUIRED OPEN SPACE, THE BALANCE WILL BE SOUGHT THROUGH FINANCIAL CONTRIBUTIONS TOWARDS THE FUTURE PROVISION OF NEW, OR THE ENHANCEMENT OF EXISTING, OFF-SITE FACILITIES.

Implementation: Through the development control process and, where necessary, contributions.

Monitoring: Planning applications determined.

Provision of Indoor Sports and Recreational Facilities in New Residential Development

9.22 In addition to the provision of public open space in new residential development Sports Council research shows that a population of between 3,500 and 6,000 can support a small community/recreation centre. Therefore, where ~~a community of 4,000 persons or more will result~~ residential development takes place (either ~~from~~ a single development or ~~by~~ additions to existing developments), (M/9/28) indoor sports and recreational facilities should be provided, either on-site or by contributions. Such provision will be proportionate to the scale of development proposed ~~and the needs of the settlement and surrounding area~~ where appropriate consideration will be given to the acceptability of upgrading facilities as an alternative to providing new facilities. (M/9/29)

~~schemes including safety measures, footpaths, environmental improvements and traffic calming.~~

LOCATION OF DEVELOPMENT AND GENERAL TRANSPORT ISSUES

Location of Development

10.14 ~~One way to reduce the demand for transport is to implement policies on the location of development. Policy LD5 in the Berkshire Structure Plan gives guidance on the location of development in relation to the transport network. The policy requires major development to be well located in relation to public transport. In addition, residential areas should have activities that people wish to use frequently such as a shop for convenience goods, a primary school, some employment opportunities, recreation and community facilities in reasonable proximity, in order to reduce the need for longer journeys. Activities generating large numbers of trips should be located together so that a single trip can serve several purposes. Development that tends to attract journeys should be located where it is readily accessible by a choice of transport modes. Major trip generators should not be located independently thereby attracting single purpose trips but be in mixed use areas, such as the centres named in this plan, so that a single trip will serve a number of purposes. This policy covers all development and is in addition to policies on pedestrian routes, cycling and public transport. Certain uses have to be located in rural areas or away from other uses and in these and other special circumstances it may be necessary, if justified, to relax the requirements of the policy.~~ (M/10/1)

POLICY WT1: LOCATION OF DEVELOPMENT

MAJOR DEVELOPMENT WILL BE LOCATED ON SITES THAT ARE CAPABLE OF BEING WELL SERVED BY PUBLIC TRANSPORT. DEVELOPMENT THAT IS LIKELY TO ATTRACT MANY JOURNEYS SHOULD BE LOCATED WHERE IT IS READILY ACCESSIBLE BY A CHOICE OF TRANSPORT MODES. MAJOR TRIP GENERATORS SHOULD NOT BE LOCATED INDEPENDENTLY THEREBY ATTRACTING SINGLE-PURPOSE TRIPS BUT BE IN TOWN CENTRES AND OTHER MIXED USE AREAS SO THAT A SINGLE TRIP WILL SERVE A NUMBER OF PURPOSES. EXISTING AND PROPOSED RESIDENTIAL AREAS SHOULD HAVE, IN REASONABLE PROXIMITY, ACTIVITIES THAT PEOPLE WISH TO USE FREQUENTLY, SUCH AS SHOPS SELLING CONVENIENCE GOODS, A PRIMARY SCHOOL, SOME EMPLOYMENT OPPORTUNITIES, AND RECREATION AND COMMUNITY FACILITIES.

Implementation: Through development control having regard to information on the location of services and the availability of public transport.

Monitoring: Through the annual commitments exercise which gives details of the location of development.

Accessibility Profiles

10.15 Local authorities are told in PPG 13 that they should establish 'accessibility profiles' for public transport in order to determine those sites that could meet its policy goals. These profiles should reflect the catchment area served and the likely quality of service. The likely availability and use of public transport is stated to be a very important ingredient in determining locational policies designed to reduce the need for travel by car. The Council will prepare an accessibility profile of the District,

which will be increased in sophistication as resources permit. Initially it will concentrate on the availability of public transport and the location of services that people could walk or cycle to. (M/10/2)

~~10.16 Much of this information has already been collected for the environmental appraisal of this plan. In particular, information has been collected as part of the appraisal of potential housing sites on distances to the following:~~

- ~~main employment centre~~
- ~~main retail centre~~
- ~~local retail centre~~
- ~~main recreation facilities~~
- ~~local community facilities~~
- ~~primary school~~
- ~~secondary school~~
- ~~A or B road.~~

~~The examination of energy efficient transport modes has included:~~

- ~~existing access to public transport e.g. buses and trains~~
- ~~good connections to cycling network~~
- ~~satisfactory pedestrian links.~~

~~In respect of employment sites distances to main trunk roads, motorways and identified settlements were also examined.~~ (M/10/3)

10.17 Whilst there is considerable emphasis in national and strategic guidance on the reduction in the use of cars, this must be applied in the context of already high car ownership and the limited availability of public transport services in some locations. At present in many parts of Wokingham District there is simply no practical alternative to the private car. The problems of the lack of a suitable alternative have been clearly made by many respondents to the consultation exercises. Non-car users are disadvantaged in comparison with car users.

Access to Development

10.18 It is important to ensure that all development is accessible both for all modes of transport and by all users irrespective of any handicap.

POLICY WT2: ACCESS TO DEVELOPMENT

ALL DEVELOPMENT MUST BE PROVIDED WITH A SATISFACTORY ACCESS INCLUDING FOR THOSE WHO ARE HANDICAPPED IN MOBILITY TERMS AND PROVISION FOR ACCESS BY FOOT AND BY CYCLE. IN LARGER DEVELOPMENTS THE PROVISION OF BUS ACCESS AND SUITABLY LOCATED BUS STOPS WITH SHELTERS WILL ALSO BE REQUIRED.

Implementation: Through the development control process.

Monitoring: Through the evaluation of development on site.

10.19 Accessibility to development in terms of the built environment is covered by Policy WBE9 in chapter 4, Built Environment, Design and Heritage. Issues of general access are addressed in policy WOS3 and the supporting text thereto. (M/10/4)

given to the needs of ~~proper provision will be sought for~~ visitors. ~~Thus some of the parking to meet the standard can be provided by means of communal spaces rather than exclusively within the curtilage. This will be by means of designated spaces rather than simple on-street provision~~. (M/10/22)

10.37 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cycle parking facilities should be well related to cycle tracks. The provision of such facilities will prevent obstruction of footways and assist security. Such facilities should be provided in connection with all ~~retail, business, leisure and educational~~ development. (M/10/23)

POLICY WT6: PARKING PROVISION

~~IN THE CENTRES OF WOKINGHAM, WOODLEY, EARLEY AND TWYFORD ON-SITE PARKING WILL BE LIMITED TO THAT REQUIRED FOR OPERATIONAL NEEDS. ELSEWHERE~~ **WHERE ADDITIONAL DEVELOPMENT TAKES PLACE** THE COUNCIL WILL SEEK THE PROVISION IN APPROPRIATE LOCATIONS WITHIN THE DEVELOPMENT **OF** ~~FOR~~ CAR, CYCLE, MOTORCYCLE AND LORRY PARKING IN ACCORDANCE WITH THE COUNCIL'S ~~ADOPTED~~ STANDARDS.

~~WITHIN CAR PARKS AND OTHER SUITABLE PUBLIC AREAS PROVISION WILL BE MADE FOR COVERED, WELL LIT AND SECURE CYCLE PARKING~~

~~THE COUNCIL WILL REVIEW THE NUMBER AND LOCATION OF DISABLED PARKING SPACES AND SEEK TO MEET ANY SHORTFALL IN AVAILABILITY OR LOCATIONAL CONSIDERATIONS, AND INCREASE PROVISION WHERE APPROPRIATE.~~

~~WHERE APPROPRIATE, IN ORDER TO PROMOTE ROAD SAFETY, ON-STREET PARKING WILL BE RESTRICTED.~~

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement **and the local transport plan programme.**

Monitoring: ~~Through surveys of need including problems caused by vehicles parked on-street, restricting access particularly by the emergency services, and problems of cycle parking on the pavement and obstruction~~. **Through the Local Transport Plan Process.** (M/10/24)

Safety

10.38 The Council considers it important to meet the government's targets in relation to safety and the reduction in accidents. ~~Measures to improve safety will have a high priority, particularly in the vicinity of schools. In recent years many improvements for road safety reasons have been implemented.~~ The development control process gives the Council the opportunity to consider the road safety aspects of all new developments. All measures designed to improve safety must be carried out in an environmentally sensitive manner.

10.39 ~~10.39 For safety and for environmental reasons a number of traffic calming schemes have been implemented in the District. Traffic calming measures aimed at reducing the speed and penetration of traffic, particularly in residential areas, combined with environmental improvements can improve road safety and make the~~

~~streets a more pleasant place in which to be. There is, however, concern about the detail of some of the traffic calming schemes that have been implemented. Speed humps have been opposed by the emergency services who consider that they increase response times; they are a problem for patients in ambulances. The bus operators have also opposed speed humps for reasons of passenger comfort and safety. Concern has been expressed about the effect of traffic calming measures on roads that are used as an alternative to avoid such measures, particularly road humps, and the lack of alternative approaches to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other approaches include footway widening, width restrictions and variation in surface treatments. Traffic calming schemes, however modest, do incur a cost. In view of this, and the fact that schemes can arouse opposition, they will only be undertaken where clearly justified.~~

The control and design of proper vehicular access to the public highway can have an important effect on safety. The Council wishes to ensure that all new accesses are designed to a good standard incorporating adequate visibility for vehicles and pedestrians, pedestrian facilities and signing where appropriate. On primary, secondary and other busy routes it is important to ensure that accesses are designed to permit vehicles to turn round on site, thereby avoiding the need for reversing on to the highway, which is a particularly dangerous activity. In considering the location of accesses for new development, decisions will be taken having regard to the proximity to other road junctions, traffic signals, pedestrian crossings, other highway features and the access arrangements for adjoining properties.

~~10.40 Although there has been opposition to traffic calming, the issue of excessive speed is a matter of great public concern, although generally resolution of the problem is outside the scope of land use planning. Speed is a major influence on the severity of accidents.~~

The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.

The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway as well as an attractive environment. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps. (M/10/25)

POLICY WT7: ROAD SAFETY

~~THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO PROMOTE ROAD SAFETY FOR ALL ROAD USERS INCLUDING:~~

~~a)MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS~~

~~b)GIVING HIGH PRIORITY TO IMPROVEMENTS THAT WILL REDUCE ACCIDENTS INCLUDING THOSE INVOLVING PEDESTRIANS AND CYCLISTS~~

~~c)ENSURING THAT ALL RELEVANT INVESTMENT CONFORMS TO BEST PRACTICE IN RESPECT OF ROAD SAFETY~~

~~d)EXAMINING THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS FOR DEVELOPMENT, AND~~

~~e)~~a) ~~THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.~~

IN ORDER TO PROMOTE ROAD SAFETY FOR ALL ROAD USERS, THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS WILL BE EXAMINED AND SAFETY MEASURES IMPLEMENTED WHERE IT IS JUSTIFIED BY A NEW DEVELOPMENT PROPOSAL.

Implementation: Through ~~the annual capital programme of transport investment and environmental improvement.~~ development control. (M/10/26)

Monitoring: Through road safety and accident monitoring and the *Road Safety Plan*.

Street Lighting

10.41 The provision of street lighting is an important aid to safety at night and promotes security and a feeling of well being. It is, however, an extremely sensitive issue in rural areas. There can be strong opposition to the introduction of street lighting into presently unlit rural areas. In considering whether to introduce street lighting it is important to consult the local community and its representatives.

10.42 Any lighting scheme must be well designed taking into account the character of the location. This is particularly necessary in areas of environmental quality and conservation areas. In a number of places street lighting is not continuous leading to problems for motorists arising from the alternation of lit and unlit areas.

~~**POLICY WT8: STREET LIGHTING**~~

~~THE PROVISION OF STREET LIGHTING IN PRESENTLY UNLIT AREAS WILL BE SOUGHT WHERE JUSTIFIED FOR SAFETY AND SECURITY REASONS HAVING REGARD TO:~~

~~a)THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS~~

~~b)THE EFFECT ON THE CHARACTER OF THE LOCATION, PARTICULARLY IN RURAL AREAS~~

~~c)THE VIEWS OF THE LOCAL COMMUNITY.~~

~~Implementation: Through the annual capital programme of transport investment and environmental improvement.~~

~~Monitoring: Through road safety statistics, information on traffic flow and liaison with the Community Safety Officer.~~ (M/10/27)

ALTERNATIVES TO THE PRIVATE CAR

Pedestrians

POLICY WIC17: SURFACE WATER RUN-OFF LIABLE TO CAUSE FLOODING

PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS IF SUCH DEVELOPMENT WOULD RESULT IN AN INCREASED FLOOD RISK IN SURROUNDING AREAS AND DOWNSTREAM DUE TO ADDITIONAL SURFACE WATER RUN-OFF. WHERE DEVELOPMENT IS PERMITTED THAT ~~IS LIKELY TO INCREASE THE RISK OF FLOODING~~ (M/11/47), IT MUST INCLUDE APPROPRIATE ATTENUATION MEASURES DEFINED BY THE COUNCIL IN CONSULTATION WITH THE ENVIRONMENT AGENCY.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

POLICY WIC18: WORKS AFFECTING WATERCOURSES

THE COUNCIL WILL ENSURE THAT ALL WORKS IN, UNDER, OVER AND ADJACENT TO WATERCOURSES DO NOT ADVERSELY AFFECT THE WATERCOURSE.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

11.36 The Environment Agency and the relevant water company or sewerage undertaker - Thames **Water will be consulted on foul water and surface water drainage aspects of relevant developments so that they can satisfy themselves that adequate sewerage and treatment facilities are, or can be, made to serve the proposed development. Developers undertaking new development involving foul and surface water sewers should refer to advice contained in "Sewers for Adoption (5th Edition) – a design and construction guide for developers" published by Water UK/WRc plc (M/11/49)**

POLICY WIC19: FOUL WATER DRAINAGE

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE UNDER THE POLICIES OF THIS PLAN, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO PROVIDE ADEQUATE CAPACITY FOR FOUL WATER DRAINAGE

IN CONSIDERING PROPOSALS FOR DEVELOPMENT, ACCOUNT WILL BE TAKEN OF THE IMPACT ON EXISTING INFRASTRUCTURE PROVISION, WHERE POSSIBLE, THE APPROPRIATE CAPACITY WILL BE ACHIEVED THROUGH THE USE OF APPROPRAITE PLANNING CONDITIONS OR OBLIGATIONS. (M/11/50)

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

APPENDIX G

Adopted Supplementary Planning Guidance.

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PLANNING OBLIGATIONS: PRINCIPLES AND PRACTICE.

The Provision Of Service And Amenity Infrastructure Related To New Development In The Wokingham District.

1.0 INTRODUCTION

1.1 This guide sets out the District Council's requirements for developers' contributions towards service, amenity and infrastructure improvements. The guidance will enable developers to be aware at an early stage in the development process what infrastructure, services and facilities may be sought and how they are to be provided. It will enable developers to take planning obligations into account when formulating their development proposals and costs. This is only guidance and must not be considered a definitive list of potential planning obligations. The Council will regularly review this guidance to take account of, for example:

- Changing Government guidance
- Changing needs of the District
- Adoption of new Development Plans
- Development taking place
- Experience gained through negotiating and securing contributions

1.2 Infrastructure, service and amenity facilities are a key issue within the Wokingham District. The planning system should operate in the public interest and should aim to foster sustainable development, providing homes, investment and jobs in a way that adds to rather than detracts from the quality of the environment. These objectives are achieved through the preparation of development plans and exercise of development control functions. In granting planning permission, or in negotiating with developers, the Council may seek modifications or improvements to the proposals submitted for their approval.



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1.3 The Council may grant permission subject to conditions and where appropriate may seek to enter into planning obligations with a developer regarding the use or development of the land concerned or of other land and buildings. The Council will use planning conditions that satisfy the policy tests of Circular 11/95 and shall not enter a planning obligation that requires compliance with the conditions imposed on a planning permission. Such an approach would entail unnecessary duplication. Planning Obligations shall be sought where they are necessary to make a proposal acceptable in land-use terms and may relate to matters other than those covered by a planning permission, provided that there is a direct relationship between the planning obligation and the planning permission. Further advice on the statutory framework for planning obligations can be found in Annex A of Circular 1/97.

1.4 To address this, the Council is setting out clearly the standards for the provision of common types of infrastructure, services and amenities, which the Council considers, are directly and reasonably related to new development. The Local Plans provide for substantial quantities of new development in the District in the next few years. It is essential that in association with these developments proper provision be made for services, amenities and infrastructure.

1.5 The Council aims to develop, improve and fulfill local social, economic, health and environmental aspirations by leading, advising and supporting our local communities. By seeking to secure the appropriate levels of developer contributions, which are permitted by planning legislation, the Council considers that it is working towards achieving these community aspirations. This guidance has been written following an examination of both experience and examples of best practice used by other Councils in the Country. This guidance has been tailored to local circumstances and does not seek to imitate other guidance.



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1.6 Appropriate contributions will be negotiated with all developers of sites of 10 or more dwellings, or the residential development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development comprises 10 or more dwellings. Non-residential development involving 500 square metres or more of employment/ commercial space or development carried out on a site having an area of one hectare or more. The thresholds are in accordance with the General Development Procedure Order 1995 that define "major" development and those defined as being major sites in Berkshire for monitoring purposes. In addition, where a development of less than 10 dwellings takes place in close proximity to or as an extension to another development then the Council will consider whether any contribution is justified by the cumulative impact of the developments. These thresholds exclude the affordable housing requirements that are subject to separate guidance contained in Circular 6/98.

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2.0 CONTEXT

The National Legislative Framework and Guidelines

2.1 The District Council recognises the legal powers and advice contained in the following documents and other relevant guidance in force. At the time of writing the main elements were:

- **Highways Act 1980 (Sections 38 and 278)**
- **Housing Act 1985 (Sections 8, 9 and 17)**
- **Local Government Act 1972 (Section 111)**
- **Crime and Disorder Act 1998 (Section 17)**
- **DoE Circular 11/95**
- **Town and Country Planning Act 1990 (Sections 106 and 227)**
- **DoE Circular 1/97**
- **Water Industry Act 1991 (Sections 41, 98 and 104)**
- **DoE Circular 5/94**
- **DoE Circular 6/98**

Further advice is provided throughout the Planning Policy Guidance (PPG) documents and Department for Transport, Local Government and the Regions (DTLR) Circulars. These can allow the use of planning obligations for specific land uses or situations. This list is not intended to be exhaustive and other powers may also be appropriate for particular cases.

2.2 Providing a context for the use of obligations is Planning Policy Guidance Note 1 (PPG1) *General Policy and Principles* that states that the availability of infrastructure is a material consideration. PPG 12 *Development Plans and Regional Planning Guidance* states that the development plan has to show how development will be served by infrastructure. In addition it states "*the capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all development plans*".



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2.3 Section 106 of the Town and Country Planning Act 1990 provides for any person with a legal interest in land to enter into certain types of obligation whether by agreement or unilaterally. An obligation may:

- restrict the development or use of land;
- require specified operations or activities to be carried out in, on, under or over the land;
- require the land to be used in a specified way; and
- require a sum or sums of money to be paid to the local planning authority on a specified date or dates, or periodically.

And the obligation may:

- be unconditional or subject to conditions;
- impose any restriction or requirement mentioned in the first three bullet points above either indefinitely or for any such period or periods as may be specified*; and
- if it requires a sum or sums of money to be paid (including periodical sums), require the specified* amount be paid indefinitely or for a specified period.

*In the above cases, the word 'specified' means specified in the instrument by which the planning obligation is entered into (Section 106(13)).

However, the benchmark that the Council will be use, if it comes to a test, will be the relevant policy guidance in Circular 1/97, which presents a much narrower interpretation of these provisions.

2.4 A planning obligation is enforceable by the local planning authority against the person entering into it and any person deriving the title to the property from that original person (See paragraph 3.18). It can subsequently be modified or discharged by agreement, or upon application to the Council (with appeal to the Secretary of State) after a period of 5 years.

2.5 Case law has established that there must be a connection between the planning obligation and the planning permission sought. Where such a connection is demonstrated, the local planning authority can decide the weight to be given to the obligation in determining the application.



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Circular 1/97: Planning Obligations

2.6 This Circular provides advice where local authorities can seek developer contributions to infrastructure, service and amenity requirements arising from new developments. Planning obligations have a positive role to play in the planning system. Circular 1/97 emphasises the need for any contributions that are required from a development to meet five stringent tests. Contributions should be:

- *relevant to planning;*
- *necessary;*
- *directly related to the proposed development;*
- *fairly and reasonably related in scale and kind; and*
- *reasonable in all other respects.*

2.7 Planning Obligations must be operated in accordance with the fundamental principle that planning permission may not be bought or "sold". The Circular indicates that local planning authorities and developers should place more emphasis on the overall quality of a development proposal rather than on the number, nature and value of any planning benefits that can be obtained or offered. Used properly, developer contributions can remedy genuine planning problems and enhance the quality of development. It is not the intention of Circular 1/97 to impose an open-ended "development levy".

CRIME AND DISORDER

2.8 In October 1998 the Government introduced the Crime and Disorder Act. This placed a new statutory duty on the Council and Thames Valley Police to work together in Partnership with other agencies and organisations to address issues of crime and disorder.

2.9 'Levels of Crime' are now included in the Government's headline indicators of sustainability, and the science of designing out crime can now give strategies to address many kinds of offending which are influenced by the design of the built environment.



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2.10 Land-use planning implications are an integral part of a development itself e.g. layout and siting of facilities. The Council in partnership with Thames Valley Police has produced design guidance note A6 "Designing to reduce the opportunity for crime". The Council may seek developer contributions that address these issues and secure a safer environment. Areas where planning obligations may be sought include:

- Proper lighting and physical security measures
- Road Safety
- Safe routes to school
- Youth provision
- CCTV
- Good surveillance from development of the open space and communal areas

2.11 A developer will be expected to provide evidence that issues of crime and disorder have been fully considered as part of a planning application and that this is reflected in the layout etc of a development.

DEVELOPMENT PLANS

Berkshire Structure Plan 1991 - 2006

2.12 The Adopted Berkshire Structure Plan 1991 – 2006 (Incorporating Alterations adopted in August 1997) sets out in Policy LD6 that:

Before proposals for development are permitted, the local planning authorities will require to be satisfied that infrastructure, services and amenities made necessary by the development are provided or will be provided at the appropriate time so as to ensure the proper planning of an area.



To this end local planning authorities may require contributions to be made by landowners or developers to provide additional infrastructure or facilities where they are:

(i) needed to enable development to take place;
(ii) directly related to the proposed development; and
(iii) fairly and reasonably related in scale and kind to the proposed development.

Local planning authorities may also require an acceptable balance of uses in mixed development or the implementation of local plan policies for a particular area or type of development. Where appropriate, any amenity or resource lost or damaged as a consequence of development should be offset by new provision elsewhere either on or off-site.

Wokingham Local Plans

2.13 Wokingham District's Adopted South East Area Local Plan and Loddon Area Local Plan continue to apply. The District Council does have a more up to date Wokingham District Local Plan, which was placed on Deposit from 21st October to 2nd December 1997. The Local Plan Inquiry commenced on 6th October 1998 and closed on 29th November 2000. The Part One Local Plan Inspector has already reported on Chapter 6.0 "Major Development South of the M4 Motorway". The Part Two Local Plan Inspectors reports on the rest of the Local Plan are expected towards the end of 2001. A version with the current proposed amendments highlighted was published in the District on 1st February 2000.

2.14 The Council is using the policies and proposals contained in the Deposit Draft (As Amended) as the policy of the Council for development control purposes pending its adoption as a statutory local plan. For the sake of clarity both the District Local Plan Deposit Draft and the Loddon Area / South East Area Local Plan policies remain referred to throughout the document.



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2.15 Policy WOS4 of the *Wokingham District Local Plan (Deposit Draft, As Amended)* is the relevant policy and states that:

POLICY WOS4: SERVICE, AMENITIES AND INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT
Where development is acceptable in principle, under the policies of this plan, development proposals will be expected to have regard to existing levels of infrastructure, services and amenities.

Where the development gives rise to the need for the provision of new or extended public and community services, permission will not be given until the Planning Authority is satisfied, by imposing conditions, or where these are not appropriate or adequate, by seeking a legal agreement, that an appropriate level of infrastructure, services and amenities required as a consequence of, and directly related to the development is capable of being and will be provided within the timescale of the proposed development in accordance with an agreed phasing programme.

The Council will produce supplementary planning guidance regarding the implementation of this policy.

2.16 Two of the three adopted local plans for the District contain the following infrastructure policy:

LPS1 / SPS1 PHASING OF SERVICES IN NEW DEVELOPMENTS

Where development which is acceptable in principle under the policies of this plan gives rise to the need for the provision of new public and community services, permission will not be given until the District Planning Authority is satisfied, by seeking a legal agreement where necessary, that an appropriate level of infrastructure, services and amenities required as a consequence of and directly related to the development is capable of being and will be provided at the appropriate time in the development process.

2.17 This policy is not contained within the *Green Belt Local Plan for Berkshire (1985)*. This was prepared prior to the consideration of planning obligations and policy relating to this. However, the requirements contained in Policy LD6 of the Berkshire Structure Plan 1991 - 2006 supersede this.



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2.18 As Supplementary Planning Guidance (SPG) adopted by the Council, this guidance is a material consideration to be used in the determination of planning applications and the Council expects applicants to consider and meet those infrastructure and community requirements as set out in this guidance. It will form the basis of discussions on individual planning applications with the aim of creating planning obligations.

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3.0 IMPLEMENTATION

Taking requirements into account

3.1 Early notification of the District Council's requirements will allow landowners and developers to take account of the additional costs and resources when undertaking development appraisals of sites. They may have to take into account several types of contribution (E.g. Open Space, Car Parking and Community Facilities) to calculate the development value of a site.

3.2 Staff in the Development Control Section of the Environmental Services Department act as the first point of contact. They will be pleased to discuss the Council's requirements with developers at the preliminary stages of their development appraisals, and to liaise with their colleagues in other services. They will preserve the confidentiality of such contacts and may be able to give further contact names for specialist topic areas in the Council. This guide sets out the general level of planning obligations. However, some proposals may be subject to other requirements such as river maintenance and management or new needs generated by the development.

3.3 Planning obligations prior to the granting of planning permission will cover the District Council's requirements for services, amenities and infrastructure. Developers should allow sufficient time to negotiate and prepare such planning obligations. In making an assessment for any planning obligation, it will be for the Local Planning Authority to make the final decision, having taken into account comments and recommendations made by others.

Action by the Council

3.4 Flowcharts showing all likely procedural stages of the consideration of Planning Obligations from pre-application advice to the granting of a planning permission by the Council are attached to this guidance.



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3.5 Councillors are able to publicly debate the contents of section 106 agreements at the Development Control Committee. There is scope for input by members and effective negotiation by officers with developers depending on the individual planning application. Under the Councils protocol, Councillors cannot negotiate directly with developers or their representatives. In law an individual Councilor cannot make a decision on behalf of the Council. Councillors input must be through Officers in the Development Control Section of the Environmental Services Department or public debate in Committee.

3.6 In accordance with Circular 1/97 the Council will not fetter its judgement of planning obligations because the developer has offered a contribution. A planning application linked with an offer of a contribution that is incompatible with the Council's planning policies will not be considered favourably. Developer's contributions will not "buy" planning permissions and consents on unacceptable schemes or sites.

3.7 The Council will not accept any poorly designed schemes because of potential planning obligations from developers. For example, the quality of building materials and landscaping shall not suffer in order for the developer to meet the Council's requirements for planning obligations such as affordable housing.

3.8 In making provision for Infrastructure, Services and Amenities controlled by this Council, all relevant planning policies, development briefs and planning guidelines and any other relevant strategies such as the Local Transport Plan for example will be taken into account. The areas of provision that would normally be considered by this Council are set out below. Some of these areas of provision are set out in more detail in the separate appendices attached to this guidance. The absence of detailed guidance does not negate a potential need in respect of planning obligations. The ultimate tests for planning obligations are not those set out in this supplementary planning guidance but those within Circular 1/97 and case law. Each application has to be considered on its own merits. The Development Control Case Officer should be the first point of contact in discussions on potential planning obligations. The Case Officer can inform applicants or their agents upon what information a need is based.



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3.9 The main areas include the following topics:

- *Affordable Housing*
- *Education Provision*
- *Transport and Movement (including Travel Plans)*
- *Community Facilities (including Health Care & Social Services)*
- *Sport, Recreation and Leisure*
- *Library Services*
- *Landscape and Biodiversity*
- *Waste Disposal & Recycling*
- *Air Quality*
- *Berkshire Fire & Rescue Facilities*
- *Local Plan Sites (To be published later in 2002)*
- *Flood Risk & Pollution (To be published later in 2002)*
- *Community Projects*
- *Archaeology*

3.10 Some planning obligations may require provision on or off-site. Where development requires improvements to transport and movement, proposals should consider measures to meet the needs of motorised travel, public transport, cyclists and pedestrians. Developers should in all cases check the Council's current published documents to establish both policies and local need.

3.11 The majority of developments by themselves may not warrant major investment in new infrastructure, services or facilities. For example, a development of ten houses in itself would be of insufficient size to require an extension to a primary school or health centre. However, a number of small developments are likely to have a cumulative impact on existing infrastructure, services and facilities and those responsible for their provision will find it more cost effective to make a single improvement after a number of small developments have been developed.



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3.12 The level of contributions required will depend on the size and form of the development and the nature, location, extent and use of the existing facilities towards which contributions are being sought. The payments will be subject to legal agreements where by money will be spent locally on improvements to meet the needs of the development from which the payments were sought. In the event of a cash sum being required, this will be placed in a fund controlled by the organisation responsible for the provision of that service or facility, and reserved for that purpose.

3.13 A "Commuted Sum" involves a payment in lieu of services or infrastructure that cannot, or in policy terms should not, be accommodated on site. For example, if parking spaces cannot be accommodated on site, the Council will use a money payment to either provide or improve existing public car parking nearby, or to improve access by modes of transport other than the car.

3.14 It is important that both conditions and legal agreements are clear and transparent to all parties. The type and amount of contributions required, whether material or financial, and the time at which they are to be paid must be clearly and unambiguously stated. The Council will seek that planning obligations are:

- Concise and clear in their purpose.
- Acceptable in all other respects taking account of case law and advice in Circular 1/97.
- Accurate. All those with an interest in land must be signed up to it. The obligation should clearly identify the land, and be clear in its wording.

3.15 With regard to commuted sums, as with any planning obligations, the tests set out in the circular have to be met. As the commencement of development can be delayed and in the case of major schemes which are the subject of section 106 agreements, implementation can take several years. To maintain the value of contributions any payment due to the District Council as the development progresses, will be subject to an increase to reflect changes in the Building Price Index. This additional payment will be calculated by changes in the Index between the date the payment is agreed and the date the payment is made.



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3.16 The applicant will be expected to pay the Council's Solicitor legal costs in connection with the preparation and execution of an agreement. The Council's Solicitor will require an undertaking from the Solicitor acting on behalf of the applicant to pay the Council's reasonable legal costs in full whether or not the agreement is completed.

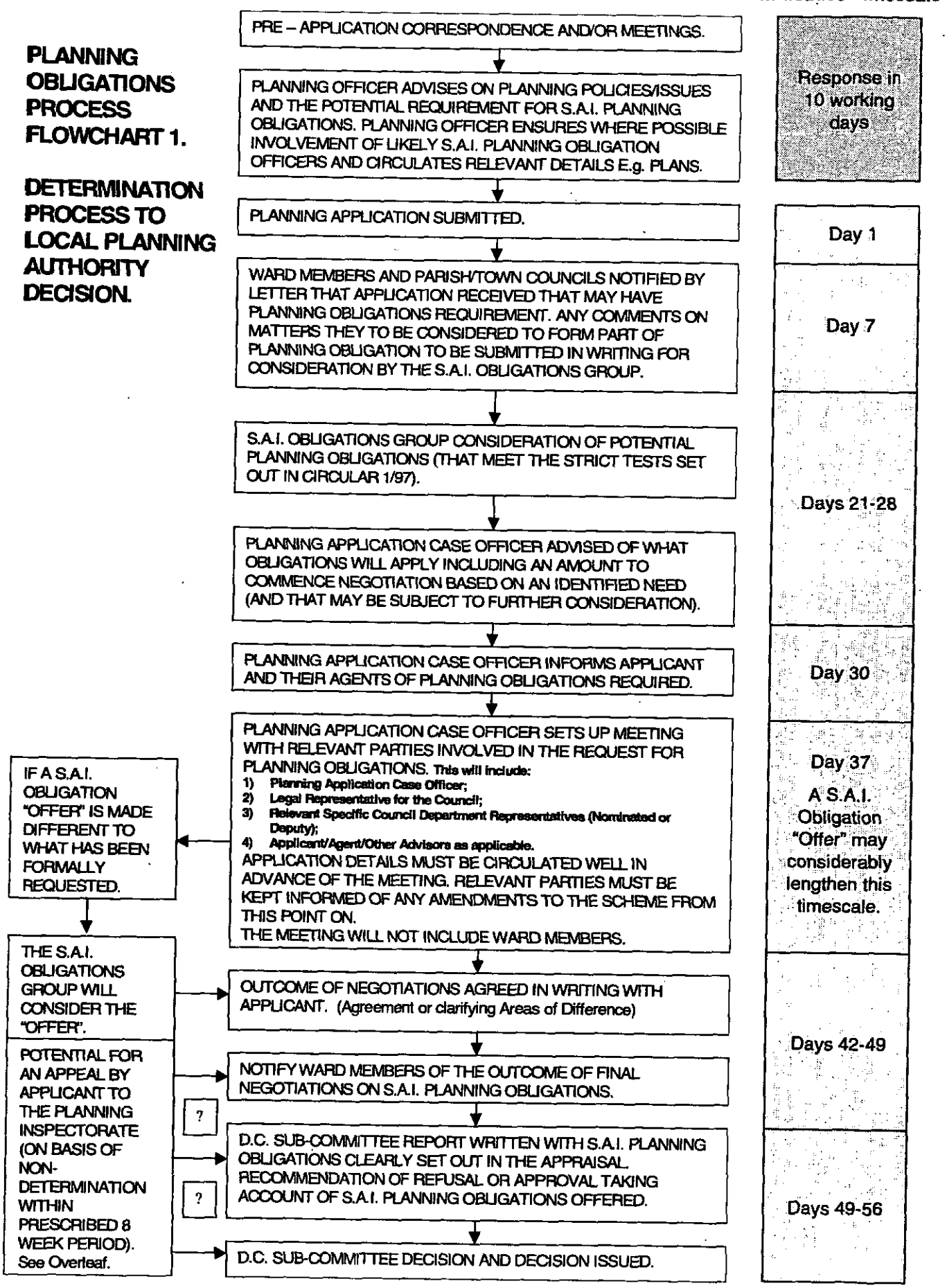
3.17 The developer will be expected to produce unilateral obligations promptly in the event of an appeal(s).

3.18 Any legal agreements requiring developer contributions will be enforceable against any future freehold or leasehold owners of the land who may derive the title from the person who originally entered into the agreement. This would include subsequent freehold or leasehold owners of any property developed on a site but not usually individual householders.

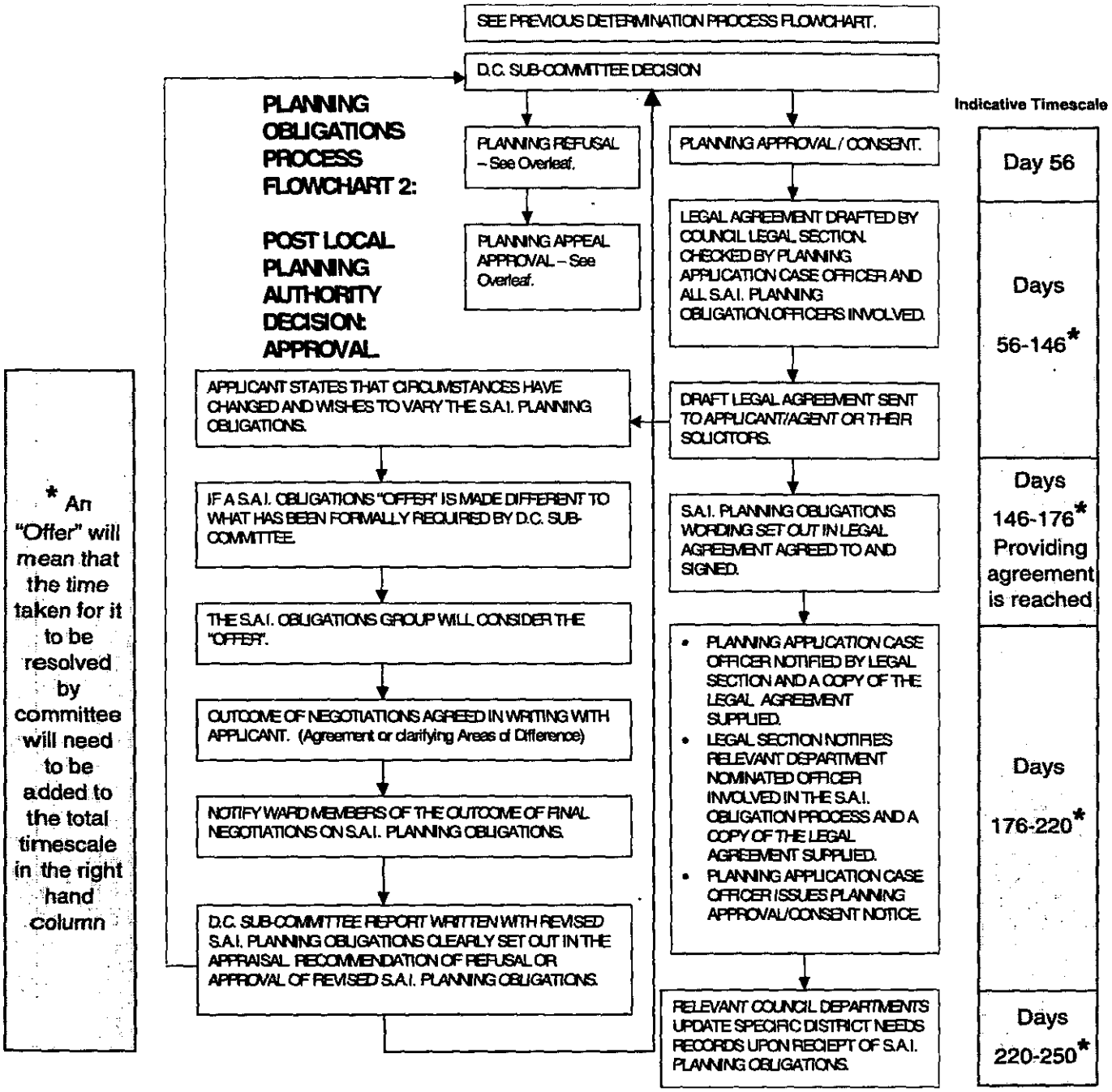
APPENDIX SIX

PLANNING OBLIGATIONS PROCESS FLOWCHART 1.

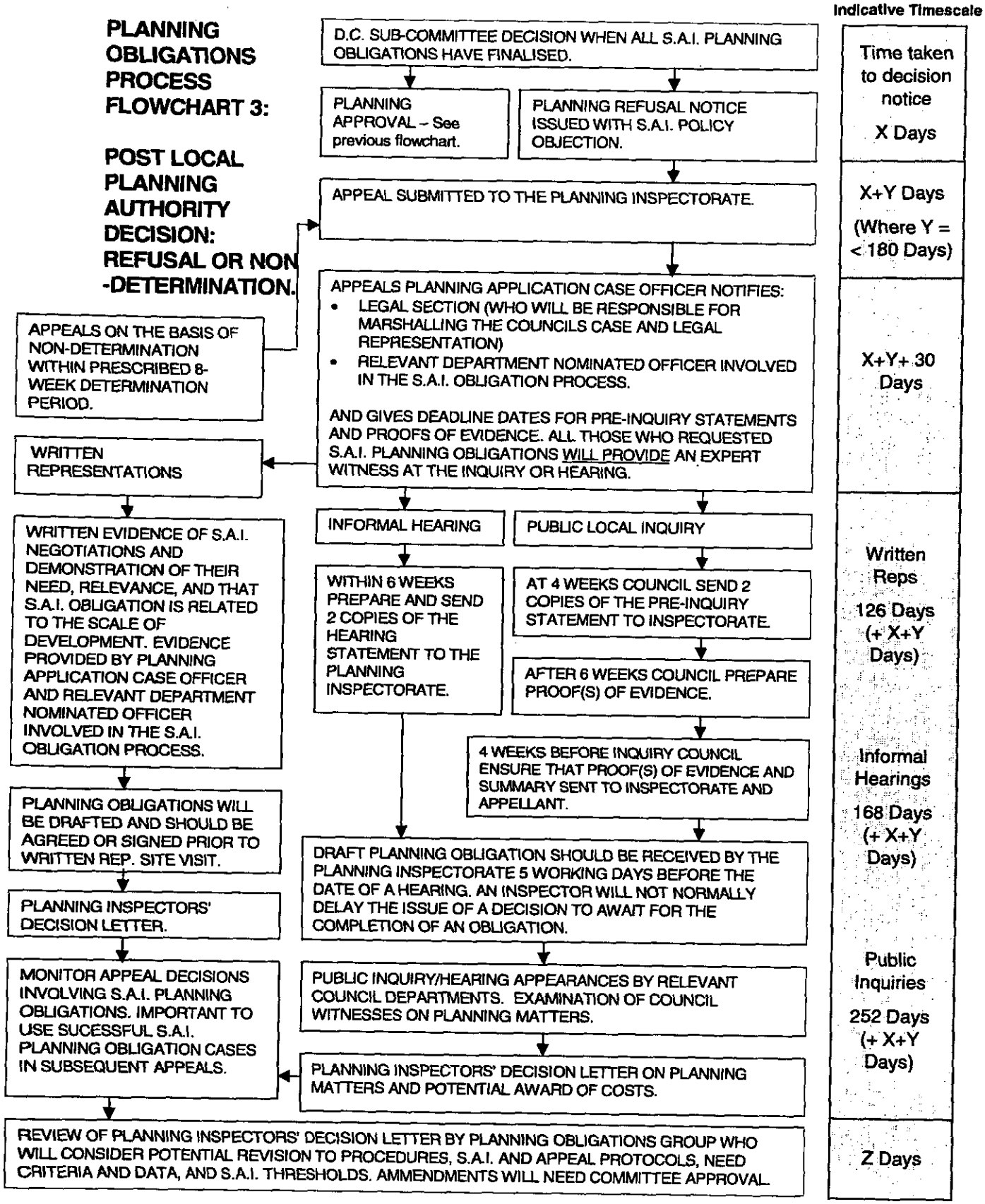
DETERMINATION PROCESS TO LOCAL PLANNING AUTHORITY DECISION.



APPENDIX SIX



APPENDIX SIX



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APPENDIX J: PROVISION OF RECREATION AND LEISURE FACILITIES.

J1.0 INTRODUCTION TO RECREATION AND LEISURE

J1.1 One of the roles of the Council is to enable and co-ordinate the provision of recreation and leisure facilities to meet the needs of all those within its community. The land-use planning system makes an important contribution to this function.

J1.2 This guidance must also be read inconjunction with other appendices in the Planning Obligations Document. Recreation & Leisure Facilities may also relate to, and include elements of guidance included in other appendices attached to this document. For example, a requirement for community and amenity facilities may relate also to Landscape & Nature Conservation (See appendix C), and Community Facilities (See appendix D), amongst others.

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J1.3 **National Planning Guidance**

Sport and recreation are activities with major land-use planning implications. There is an awareness of the importance of Sports and Recreational facilities of all kinds in our towns and cities, and increasing use of the countryside for these purposes. Planning Policy Guidance Note 1 (PPG1) *General Policy and Principles* that states that the availability of infrastructure is a material consideration. PPG 12 *Development Plans and Regional Planning Guidance* states that the development plan has to show how development will be served by infrastructure. In addition it states

"*the capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all development plans*".

PPG 17 *Sport and Recreation* (1991) acknowledges that sport and recreation are important components of civilised life. Participation can help improve the individuals' health and sense of well being; promotion of sporting excellence can help foster civic pride. It has an important social and economic role. Such opportunities should be available for everyone, including the elderly and those with disabilities for whom access to facilities is especially important. The Council will consider and take into account where appropriate, any advice contained within the Consultation Draft of PPG 17 (March 2001).

J1.4 **Regional Planning Guidance**

Recreation and leisure aspects form part of the key development principles that will define the pattern of development of the Region to ensure its continued environmental, economic and social health. Chapter 5 deals primarily with recreation and leisure issues in the rural and urban areas.

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J1.5 **Development Plans and Other Guidance.**
This is set out for the basis of establishing need and implementation of planning obligations in the next section. Recreational provision include areas of open space, sporting and recreational facilities (e.g. Public Rights of Way, bridleways, changing facilities, pavilions, tennis and other courts, running tracks, basketball hoops, various sports pitches and associated buildings). The need for leisure and recreational space and buildings/facilities should be assessed at the beginning of the planning process. The Council as at December 2001 is carrying out a Community facility review known as the "*Community And Leisure Facilities Audit*". The results of this baseline review will be used to develop plans, policies and strategies. The document will highlight areas with deficiencies, at capacity or with spare capacity. It will form a factual basis to any future negotiations with applicants.

J2.0 REQUIREMENT FOR PUBLIC OPEN SPACE FACILITIES IN RESIDENTIAL DEVELOPMENT

J2.1 The District Council's policy for public open space within new developments is set in the *Wokingham District Council Local Plan Deposit Draft (As Amended)*, (February 2000) policy WR7 – *Provision of public open space in new residential development.*

J2.2 A standard of 4.3 hectares of open space 1,000 population has been adopted by the Council, which is considered a reasonable size to accommodate various recreational facilities in demand by the local population.

J2.3 This open space is intended to provide both for active and passive recreation. The balance between various types of open space is set out in the District Plan along with definitions. The 4.3 hectares should comprise of the following categories.

Pitches and recreation grounds	1.6 – 1.8 ha/1000 population
Children's Play Areas (equipped)	0.2 – 0.3 ha/1000 population
Casual/Informal Play Space	0.4 – 0.5 ha/1000 population
Amenity Open Space	2.0 ha/1000 population
Allotments	0.1 ha/1000 population



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J2.4 The District Council is currently working to the figure of 2.7 persons per dwelling to calculate development populations. This figure was established, in evidence, given at the Wokingham District Local Plan Inquiry.

J2.5 This balance may be varied in individual circumstances to take account of local provision and site characteristics, for example a development of predominantly retirement dwellings will have a lesser need for playing pitches, but may generate more demand for bowls for instance.

J2.6 The open space provided must be well located to the rest of the development and be of a usable size and shape. For larger residential developments further guidance will be set out in development briefs.

J2.7 The council does not consider that balancing ponds represent useable open space and they will not therefore be taken into account for the purposes of calculating areas of open space provision. But they can, if attractively landscaped, or contribute to biodiversity of acknowledged importance, be a good environmental asset in its own right. This would be taken into account in any decision using Appendix C of this guidance.

J2.8 The provision sought will include essential facilities connected with it, such as play equipment, changing facilities / pavilions and equipment suitable for teenage groups such as shelters, basket ball hoops and goal posts for informal social and recreational purposes. This should also be read in conjunction with section 3.0 of Appendix D regarding youth and community provision.

D3.0 DESIGN DETAILS

D3.1 The Council in partnership with Thames Valley Police will consider community safety aspects in the design of any development involving recreational and leisure aspects. The Council may seek developer contributions that secure a safer environment. Developers should ensure that prospective purchasers of the dwellings are clear as to the specific use of areas of open space within the developments, particularly equipped areas.



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D3.2 **Children's play areas**

The required design standards for play areas are set out in Appendix 6 of the District Plan giving details of size, content and location. The District Council, particularly with regard to the location, will strictly adhere to these standards. Play areas should be provided on the development site, except where for example two small sites are adjacent and could through the need generated by that proposal be accommodated in off site provision nearby. They should be located where they can be overlooked from adjoining homes to allow informal supervision whilst also being located so as not to cause undue disturbance to residents. To this end the District Council has adopted the National Playing Field Associations standards for buffer zones as its minimum requirements. The required buffer zones can either be included within the requirements of open space provision or made up of highways, or other suitable land uses. There is not a requirement for more land.

D3.3 **Informal play space**

Where this category provides kickabout areas they should be of sufficient size to be usable by older children and they should be located so as not to cause undue disturbance to residents. Appropriate equipment should also be provided.

D3.4 **Playing fields**

(A) In some cases playing fields may be more appropriately provided away from the site, particularly if they can be provided in conjunction with or located close to existing or proposed playing fields. However, these off-site locations should be within a reasonable distance of the residential development providing it. Both on and off site provision will require the developer to lay out the pitches and provide pavilions with changing rooms and parking. Applicants should liase with Thames Valley Police and design in security with any proposal including parking areas at risk from car crime.



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(B) The Development Control Officer should be supplied with details on the size and layout of all open space provision to be included within a residential development at the pre application stage. They will consult the Head of Arts and Leisure and Landscape Officer. The Development Control Officer will report back relevant comments. This will allow an input by the District Council to ensure that standards are conformed to from the early stages. This should facilitate the speed of decision making when an application is submitted for consideration. Developers will be expected to lay out all open spaces in accordance with the final plans approved by the Development Control Officer.

D3.5 Maintenance and Transfer of Open Spaces and Play Areas

(A) The District Council will normally be prepared to adopt and maintain properly laid out public open space and play areas within residential areas, subject to a payment by the developer of a commuted sum.

(B) The open space will be transferred to the Council once is has been laid out, fully equipped and maintained for a minimum period of 12 months to the satisfaction of the District Council.

(C) The commuted sum for maintenance is payable on the transfer of the land. The figure is calculated using the current contract prices for maintaining the open space, as detailed in the approved landscape plans, or play area. This figure is multiplied to establish a 20-year maintenance figure, which allows for inflation of the contract prices.

(D) Planning permission for developments will be subject to a legal agreement that will include all the above details. Commuted sums within these agreements will be index linked from the date the agreement was signed.

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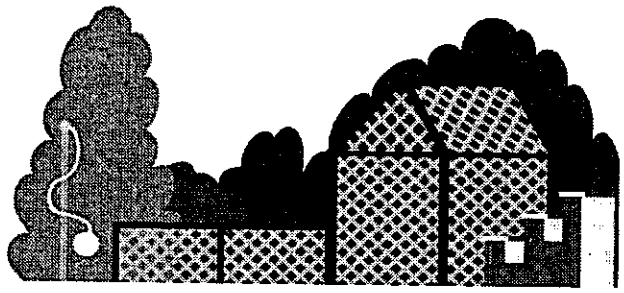
(E) If developers do not intend to offer these areas for adoption, the Council will need to be satisfied that alternative arrangements have been made for their long-term maintenance.



D3.6 **Off site provision**

(A) In some circumstances, (especially for small developments where it is not practical for open space to be provided on site as it would be too small to be usable for the purpose intended), it may be more appropriate to seek off site contributions. These would be put towards the extension or enhancement of existing open space in the locality so that the needs arising from the development can be met. The key element will be the cumulative effect of the development and its triggering of the thresholds.

(B) Any contribution will be proportionate to the scale of the development. Again the provision sought will include essential facilities connected with it, such as play equipment, changing facilities / pavilion, and equipment suitable for the teen age groups.

(C) It is not possible to set pre-determined levels at which the size of the various open space become usable, this will be a matter for determination depending on the individual character of a scheme. However, informal open space is essential on most developments regardless of size. Discussions on this aspect should take place with the Development Control Officer at the pre application stage (who will liaise with the Head of Arts and Leisure in accordance with the procedures/protocols set out earlier in this document).



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(D) Where new development will place additional pressure on existing facilities then a contribution will be sought towards upgrading or provision of new facilities to meet the additional demand generated by new development.

D4.0 REQUIREMENT FOR PUBLIC OPEN SPACE FACILITIES IN COMMERCIAL DEVELOPMENT

D4.1 The District Council's policy for public open space within new commercial developments is set down in Wokingham District Council Local Plan Deposit Draft (February 2000) policies WR8 – *Provision of public open space in new commercial development.*

D4.2 Commercial developments within the District also put pressure on existing facilities within the District. Workers frequently use existing recreational facilities at lunchtime and after work. People who make use of these facilities are not always residents of the District and additional burdens are put on District resources as a result.

D4.3 The Council has adopted an off-site, as opposed to on-site, contribution standard of 1.5 hectares of open space per 1,000 employees. The areas of public open space will be expected to be of a size shape and location suitable for recreational use by employees in the vicinity of the development. The provision sought will include essential facilities connected with it such as changing facilities/pavilions.

D4.4 This requirement will normally be sought from development on sites of over one hectare or buildings in excess of 2,000 square metres.

D4.5 **Maintenance and Transfer of Open Spaces**
As for open space in new residential areas the District Council will normally be prepared to adopt and maintain properly laid out public open space provided by commercial developments, subject to the payment by the developer of a commuted sum. The requirements for maintenance and transfer are identical to those applied to open space provided by residential developments above. They will meet the tests of Circular 1/97 and be time limited.

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D4.6 **Off site Contributions**
Where a site cannot physically, or appropriately, accommodate the required open space, the balance will be sought through financial contributions towards the future provision of new, or enhancement of existing, off site facilities. However, depending on the amount of open space in question the District Council may seek provision of all, not just the balance off site.

D5.0 REQUIREMENT FOR INDOOR SPORTS PROVISION

Indoor sports facilities to be provided where a residential or business development takes place.

D5.1 The District Council's policy for indoor sports provision within new developments is set in the Wokingham District Council Local Plan Deposit Draft (As Amended), (February 2000). The following policies: WR9 *Provision of Indoor Sports and Recreational Facilities with New Residential Development* – and WR10 *Provision of Indoor Sports and Recreational Facilities with New Commercial Development* are important to this.



D5.2 The Council will use the guidance contained in the Sport England document "*Providing for Sport and Recreation through new housing development, a good practice guide.*" (February 2001). Planning obligations will reflect local circumstances such as the scale and type of the development proposal and the current position in terms of local facilities.

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D6.0 RECREATION AND LEISURE FACILITY LEGAL AGREEMENT

D6.1 Applicants or their Agents will be required to enter into a legal agreement with the Council to safeguard the provision of appropriate recreation and leisure facilities to meet the requirements of current national guidance, development plan policies and any supplementary guidance used by the Council.

D7.0 FOR MORE INFORMATION

For more information about our recreation and leisure requirements, or to receive copies of any of the documents referred to in this guideline, please contact:

Leisure Policy and Development Officer
☎ Tel (0118) 974 6255
Fax (0118) 974 6135

Head of Arts & Leisure
☎ Tel (0118) 974 6264
Fax (0118) 974 6135

Education and Cultural Services
Shute End
Wokingham
Berkshire
RG40 1WN

Team Leader – Grounds Maintenance Contracts
☎ Tel (0118) 974 6341
Fax (0118) 974 6313

Environmental Services
Shute End
Wokingham
Berkshire
RG40 1WN

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Source Documents

- *Regional Planning Guidance for the South East* (RPG9). *
- *There are currently a number of capacity studies being undertaken to look at levels of provision in the District.*
- *Wokingham District Local Plan (Deposit Draft, As Amended)* (February 2000)*
- *The Adopted Berkshire Structure Plan (Incorporating Alterations adopted in August 1997)* 1991-2006*
- PPG 17 *Sport and Recreation* (1991)
- Consultation Draft of PPG 17 (March 2001)
- Sport England document "*Providing for Sport and Recreation through new housing development, a good practice guide.*" (February 2001).

**Available from Wokingham District Council Planning Department*

BP

THE BELL CORNWELL PARTNERSHIP

CHARTERED TOWN PLANNERS

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Tel: (01256) 766673
Fax: (01256) 768490
E-mail: bcp@bell-cornwell.co.uk

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IS/3673/Nov.appeal

The Planning Inspectorate,
Customer Support Section,
Temple Quay House,
2 The Square
Temple Quay
BRISTOL
BS1 6PN

COPY

7th November 2002

Dear Sirs,

Re: Town & Country Planning Act, 1990 - Section 78
Appeal by: Lamron Estates (Wokingham) Limited
Site at: Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire.

Please find attached an appeal made on behalf of Lamron Estates (Wokingham) Ltd. against the failure of Wokingham District Council to determine an outline planning application for the erection of 3 x Class B1(a) office buildings, together with associated car parking and external works, at the above address.

We confirm that a copy of this letter and the appeal papers have been sent direct to Wokingham District Council, as required under the current Appeals Regulations.

We look forward to receiving your acknowledgement letter and the District Council's Questionnaire response in due course; meanwhile, should you require any further information, please do not hesitate to contact the writer.

Yours faithfully

THE BELL CORNWELL PARTNERSHIP

Ian Sowerby

IAN SOWERBY BA MSc MRTPI

cc: Environmental Services Department, Wokingham District Council
cc: Malcolm McPhail - Lamron Estates Ltd
cc: Chandra Gopal - PDP
cc: Martin Knowles - Mayer Brown Ltd.
cc: Richard Hoskins - Upton McGougan

The Appeal Application,
as submitted

- agent's supporting letter, dated 9th November 2001
- application forms (parts 1 & 2)
- Article 7 Certificate B
- location plan *(3467/P/31)*
- proposed layout plan *(3467/P/32)*
- landscaping plan *(3467/P/33)*
- Transportation Assessment

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: 9th November 2001

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

PLANNING JOB FILE
DO NOT REMOVE

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

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer **ALL QUESTIONS** in **BLOCK LETTERS**. If a question is not applicable, answer N/A in space. *Please submit* **SIX** *copies of this* form and plans to:-

THE DISTRICT PLANNING OFFICER
WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
P O Box No. 157
COUNCIL OFFICES
SHUTE END
WOKINGHAM
BERKSHIRE, RG40 1WR

FOR OFFICE USE ONLY

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 2
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 specie 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 [signature] 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'.

1789/a,

SECTION 66 CERTIFICATE

PLANNING. JOB FI

DO NOT REMOVE

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

I certify that:

at the beginning of the period of 21 days ending with the date of accompanying application, nobody, except the applicant, was the owne (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 v at the beginning of the period of 21 days ending with the date of accompanying application was the owner (a) of any part of the land to wl the application relates, as listed below.

Owner's(a) name	Address at which notice was served	Date on which notice was serv
Radyne (Overseas) Limited	Molly Millars Lane Wokingham Berks RG41 2PX	9th November 20

CERTIFICATE C

I certify that

- I/The applicant* cannot issued a certificate in accordance with eit paragraph (a) or paragraph (b) of Section 66(1) of the Act in respect of accompanying application.

- I have/The applicant has* given the required notice to the pers specified below, being persons who at the beginning of the period of days ending with the date of the application were owners (a) of any p of the land to which the application relates.

Owner's(a) name	Address at which notice was served	Date on which notice was serv

- I have/The applicant has* taken all reasonable steps open to me/him/her* find out the names and addresses of the other owners (a) of the land, or c part of it, but have/has* been unable to do so. These steps were as follow

(b) . . . . . .

. . . . . .

- Notice of the application as attached to this Certificate, has been publishec

the (c) . . . . . .

on (d) . . . . . .

1789/b

CERTIFICATE D

I certify that

● I/The applicant cannot issue a certificate in accordance with paragra
(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/
to find out the names and addresses of everyone else who, at the begin
of the period of 21 days beginning with the date of application was
owner (a) of any part of the land to which the application relates, but have/
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
the (c)
on (d)

ALL APPLICANTS MUST COMPLETE THIS SECTION

Agricultural Holdings Certificate

One or other section must be crossed through as not applicable

(a) If any of the site is part of an agricultural holding, i.e. an area of land which is let to a tenant farmer, or there is an agreement to let the land for agricultural purposes to a tenant farmer, it may be an agricultural holding. Further advice may be obtained from the Department

If the applicant is the sole agricultural tenant he or she must delete the
alternative and insert "not applicable" as the information required by the seco
alternative

● None of the land to which the application relates is or is part of an agricultu
holding

OR

● I have/The applicant has given the required notice to every person other th
my/him/herself who, at the beginning of the period of 21 days ending with t
date of the application, was a tenant of an agricultural holding on all or part
the land to which the application relates, as follows:

Tenant's name	Address at which notice was served	Date on which notice was serve

Signed C M Gopal

On behalf of Lampton Developments (Wokingham) Ltd

Date 9th November 2001

TOWN AND COUNTRY PLANNING ACT 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

3467/B15

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,

James Graham

Enclosures

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

PDP RECEIVED
27 DEC 2001
JOB NO

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 4524147
Registered Office Mayer Brown House, 77-79 Maybury Road, Woking, Surrey, GU21 5JH

William D Mayer B.Sc. M.Sc. C.Eng. M.I.C.E.
Timothy M Brown B.A. M.C.I.T. M.I.H.T.
Timothy P Moore B.Sc.(Hons) C.Eng. M.I.C.E. M.I.H.T.
Philip E Stanton B.A(Hons) C.Eng. M.I.C.E. M.I.H.T.

Technical Directors: Nicholas D Readshaw M.C.I.T.
Paul Stocker M.C.I.T. M.I.H.T.
Jason Grayburn B.Eng. C.Eng. M.I.C.E. M.I.H.T.

Associates: Mrs Rosemary Kirkpatrick B.Eng(Hons) C.Eng. M.I.C.E. M.I.H.T.
Mr Stephen Bell B.Eng(Hons) C.Eng. M.I.C.E. M.I.H.T.
Mr Graeme Bell B.Eng(Hons) M.Sc. C.Eng. M.I.C.E. M.I.H.T.

Please insert the relevant drawings and reports from your files

The Appeal Application,
as amplified & amended

- revised layout plan *(3467/P/41)*
- revised landscaping plan *(3467/P/42)*
- Flood Risk Assessment
- Office & Industrial Market Report
- associated covering letters

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: 16th August 2002

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

COPY

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

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: 13th 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

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.

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:

3467/D1/CMG/KC

29th May 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

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

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:

Please insert the relevant drawings and reports from your files

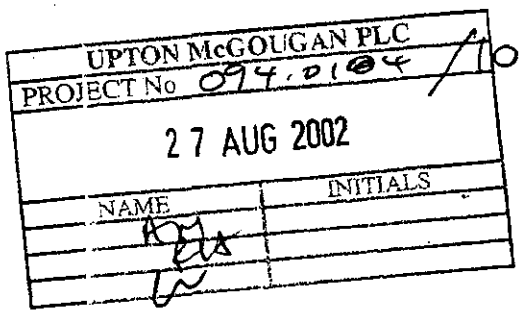
Relevant Correspondence, etc.

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

Date : 23 August 2002

ENVIRONMENT AGENCY

Upton McGougan Plc
VAC House
Moorside Rd.
Winchester
Hants
SO23 7RX



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

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 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

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

reduction of flood storage capacity.

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

3467/D1

Tel: (0118) 974 6450 (Direct Line)
E-Mail: Basia.Polnik@wokingham.gov.uk
Date: 02 October 2002
My ref: BP/O/2001/5282

WOKINGHAM UNITARY
Aiming for Excellence

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: 33508 – Wokingham

PDP
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

By Fax and post

Dear Mr Gopal

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

Further to your planning application for the above-mentioned site I have received comments from the Highway Officer which are as follows:

The proposed site access is to be located some 20m 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 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 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 travel plan needs to be considered at this stage of the application rather than as a 'bolt on' at a later date. The requisite Travel Plan would need to comply with 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.

In addition to the above a contribution of £250,000 is requested towards local highway /traffic management schemes/sustainable transport initiatives in order to mitigate the traffic impact of the development. With regard to the contributions towards recreational facilities, I am still awaiting a reply from the Recreation Officer and will notify you of this in due course.

I would be grateful if you could confirm the acceptability of the highway contribution in writing and submit revised plans as requested. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours sincerely

B. Polnik

B. POLNIK (Mrs)
Senior Planning Officer

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: 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

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
Architects and
Quantity Surveyors

PDP

Ryebrook Studios, Woodcote Side, Epsom, Surrey KT18 7HD
Telephone: 01372 744446 Fax: 01372 745597
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Our Ref: 3467/D1/CMG/KC
Your Ref:
Date: 4th October 2002

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

Dear Mrs Polnik

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

I thank you for your letter of the 2nd October and respond as follows:

The proposed site access is indeed located some 20m west of the existing access all in accordance with the advice received from the transportation consultants Mayer Brown appointed by the applicant. In accordance with a programme to be agreed with the Highways department the existing access will be stopped up. I will be obliged to receive details of the location of the recently constructed shared footway adjacent the application site so that our drawings can be accordingly amended.

I note your advice regarding the internal planning of roadways and footpaths to enhance accessibility for pedestrians etc. As you have stated this can be discussed at the detailed planning stage.

I note your requirements for consideration of a travel Plan. This has been passed on to Mayer Brown.

Your request for a contribution of £250,000 towards local highway schemes and other projects as listed in your letter has been drawn to our client's attention. The contribution will require to be proved by necessity and our consultants will discuss this with the Highways department. I note that you are still awaiting response from your Recreation officer. I will be most obliged if you could prompt the officer in view of the fact that this planning application was lodged in early November last year.

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

Ms B Polnik
Wokingham District Council
Re: Molly Millars Lane, Wokingham

3467/D1/CMG/KC
4th October 2002

I would also be obliged to receive your response to the proposal for a small suite office development as shown on our drawing no. 3467/F/46 a copy of which was handed to you at our meeting on the 13th September 2002.

I await hearing from you of the date when our application will be put to the planning committee for their consideration, so that a resolution can be obtained and the issue of the planning consent can be subject to highway and other agreements.

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
Martin Knowles Esq — Mayer Brown

Project:	**Wokingham, Molly Millars Lane**	Ref:	3467/D1/CMG/KC
Subject:	**Brief Notes of Telephone Conversation with Mrs B Polnik, Planning Officer at Wokingham District Council**	Date:	08.10.02

CMG telephone BP on Monday 7th October 2002 to enquire if she was now able to provide the information awaited from the Recreation Officer and also to request information regarding the location of the cycleway and footpath. BP was also asked if the contribution of £250,000 that the Council was seeking towards Highway and Transport improvements has been justified by necessity. BP's response to the above three questions was as follows:

1. There is no response yet from the Recreation Officer Mr Auton and BP has undertaken to prompt the Recreation Dept.

2. PDP to obtain information in respect of the location of the cycleway/footpath from the Highways department.

3. The figure of £250,000 has been put forward by the Council's Highways department and BP will endeavour to obtain from Highways department their justification for asking for this level of contribution.

CMG informed BP that the transportation consultants Mayer Brown dealt with the Highway Engineer, Mr Callaghan in agreeing with all issues related to transport and that the subject of this level of contribution had not been mentioned by the Council. BP informed CMG that was a long time ago and that Callaghan was no longer with the Council and that the matter was now being dealt with by Mr Keith Rogers. CMG reminded BP that the application was lodged in November of last year and it appears that this application has been left in abeyance for this length of time for lack of proper response to the consultations by the Council's own departments.

CMG asked if the policy issue on this site has now been cleared and whether this application will be put to Committee with the Officers recommendation for approval. BP stated that until the level of contributions for Highways / Transport and Recreation facilities has been resolved the application will not be taken to Committee. She added whether or not the application is recommended for approval will depend on resolution on the issue of contributions. CMG argued that the level of contributions has nothing to do with planning policy and that she must inform the applicant whether this application was going to be recommended for approval before he starts spending professional and legal fees to establish the correct contribution figure and to prepare the legal agreements. BP stated that she was not entirely convinced by the report prepared by GVA Grimley justifying the need for office space, because justification was subject to some other sites not being developed for office use.

On further insistence by CMG, BP read out a policy memo, which suggested that subject to certain agreements there would be no policy objection to an office development on this site, however BP was not prepared to make available a copy of this memo. The conversation was concluded by BP insisting that this application will not be taken to Committee until the issue of the various contributions has been resolved. She undertook to remind the Recreation department, the Officer dealing is currently away on sickness leave, for someone else to deal.

CMG
08.10.2002

cc: Malcolm McPhail Esq — Lamron Estates Ltd
Ian Sowerby Esq — The Bell Cornwell Partnership
Martin Knowles Esq — Mayer Brown

3467/D1

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
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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

mayer brown

WOKING BRISTOL LEEDS



Mr K Rogers
Wokingham District Council
Civic Offices
Shute End
Wokingham
RG40 1BN

4th November 2002

Our Ref AJP/LEWOKINGHAM
Your Ref

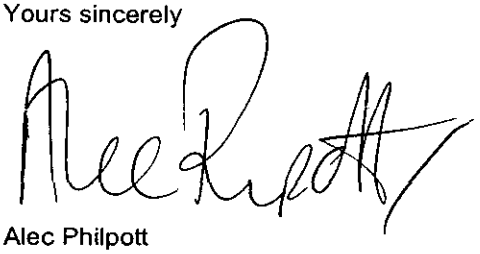
Dear Mr Rogers

Molly Millars Lane, Wokingham

Further to our recent meeting, please find enclosed a copy of the minutes highlighting the main points of discussion. Please let me know if you wish to make any amendments to its content.

I will be in contact shortly to address the points raised that require our input.

Yours sincerely



Alec Philpott

Senior Consultant

email aphilpott@mayerbrown.co.uk

enclosure

cc.

Steve MacMillan	Wokingham District Council (Parkmans)
Malcolm McPhail	Lamron Estates (Wokingham) Limited
Chandra Gopal	PDP
Ian Sowerby	Bell Cornwell Partnership

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

echnical/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

MAYER BROWN

TRANSPORTATION, TRAFFIC & HIGHWAYS CONSULTANTS

MEETING MINUTES

Client:	Lamron Estates (Wokingham)	
Project:	Molly Millars Lane	
Meeting Date:	4th November 2002	
Venue:	Wokingham District Council Offices	
Present:	Mr Keith Rogers	Wokingham District Council
	Mr Steve MacMillan	Parkman
	Mr Martin Knowles	Mayer Brown
	Mr Alec Philpott	Mayer Brown
Circulation:	All above and;	
	Malcolm McPhail	Lamron Estates (Wokingham) Ltd
	Chandra Gopal	PDP
	Ian Sowerby	Bell Cornwell

Reason for Meeting:

Discuss highway contributions

Notes	Actions
1 General Overview MK provided a brief overview of projects progress to date and requested confirmation that a line could be drawn under the Transportation Assessment (TA). SM suggested that with the provision of a suitable Travel Plan (TP) justifying the parking provision, no further assessment work would be required. KR suggested that the TP should be secured under a S106 agreement.	
2 Contribution purposes SM set out that the contribution would be used towards the pedestrian and cycle link from Molly Millars Lane to the station and town centre, incorporating a new foot/cycle bridge over the rail line. Total cost of works to be approximately £600k-£700k (to be confirmed). The works are in the LTP and SM will identify the level of funding already secured towards the works	SM

3 Contribution Calculation

MK summarised the Councils contribution calculation, being a £2000 sum per additional trip to the site. This is a NET figure, following the discount of the sites current traffic attraction. SM and KR agreed. MK questioned whether the contribution calculation was an adopted policy. KR suggested that the CFC Taylor site was so close to the application site that the calculation could not be more appropriate.

MK/AP highlighted the existing consent on the site for 345 parking spaces, which would inevitably attract more traffic than the development proposals, therefore a contribution would be significantly reduced. SM questioned the size of the consent (advertising was for 90 spaces) and the last time it was used. MK/AP to investigate. — MK/AP

4 Outstanding details

SM advised that the Council were "awaiting further details" on highways to be able to make a recommendation to committee, including the TP issue and parking. The level of parking deemed appropriate would depend on the travel plan contents and measures the developer would undertake to promote sustainable travel choices. MK/AP to formally respond to SM's letter of earlier this year. Response to include details of a suggested contribution and TP heads of Terms. — MK/AP

Meeting Closed

Tel. (0118) 974 6450 (Direct Line)
Fax. (0118) 974 6484
Email. Basia.Polnik@wokingham.gov.uk
Date October 28, 2002
My ref. BP/O/2001/5282
Your ref. 3467/D1/CMG/KC

WOKINGHAM UNITARY
Aiming for Excellence

Environmental Services Department
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http://www.wokingham.gov.uk

Mr C Gopal
PDP
Ryebrook Studios
Woodcote Side
Epsom
Surrey
KT18 7HD

PDP RECEIVED
31 OCT 2002
JOB No.

WITHOUT PREJUDICE

Dear Mr Gopal

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

I refer to your letter dated 4th October 2002 regarding the above site.

Details of the recently constructed shared footway adjacent to your application site can be obtained from Parkmans, the Council's Highway Consultant. I would suggest that you contact Steve McMillan directly on tel. 0118 936 7325 for this information.

Highway Contributions

With regard to the highway contribution, I believe that a meeting between your Highway Consultants, Mayer Brown, and the Council's Highway Officer, Mr K Rogers, has been arranged for 4 November 2002 to discuss highway issues.

The contribution itself is based on contribution secured on the adjoining site, known as CFC Taylor, which equated to £2,000 per additional peak hour traffic movement. This on the basis of a B1 peak hour trip rate of 2.7 trips per 100 sq.m.

Your consulting engineers, Mayer Brown, estimate the pm peak-hour trip rate to be 2.9/100 sq.m. The 4645 sq.m. of B1 would therefore generate 135 pm peak hour traffic movements. Accordingly, 135 trips x £2,000 would equate to £270,000.

It is accepted that the revised plans now show a reduction in on-site car parking provision from 185 spaces to 156 spaces but no further information has been submitted to indicate any reduction in peak-hour vehicle trips nor details with regard to measures and incentives to be introduced by the developer to encourage walking, cycling and use of public transport.

2.

Mr C Gopal

October 28, 2002

The contribution would be used towards local highway improvements/traffic calming and/or transport initiatives in this area. The Council has already invested funds to provide pedestrian and cycling facilities in Molly Millars Lane. Additional developer contributions would assist the Council in enhancing links to and from the Town Centre as well as improving accessibility to/from Wokingham rail station.

No doubt these issues will be discussed in greater detail at the meeting on 4 November 2002.

Recreation Contributions

Policy SR3 of the South East Area Local Plan and Policy WR8 of the Wokingham District Local Plan require the provision of 1.5 ha. of public space per thousand employees on new employment sites. As this is based on the number of employees which is estimated to be between 201 and 258, it has been agreed to request £14,000 towards improvements at Elms Field play area.

Revision to scheme to provide for 13 smaller units

With regard to your proposal shown on plan 3467/F/46, whilst the provision of 13 smaller units could be considered better for the local economy as it is likely that some of these units would be occupied by local companies wishing to expand, it could also result in greater traffic generation which would alter the requirement for contributions.

Date of Committee

As I have explained previously, when considering planning applications at Committee, the Council's requirements are outlined in the report and applicants need to confirm in writing their agreement to contributions prior to consideration of the application at Committee. It may be that officers may wish to recommend refusal on the grounds of inadequate contributions or Committee may wish to refuse the application on the same grounds. It is not a case of approving a planning application subject to S106 agreement to secure contributions which will be the subject of negotiations at a later date.

In terms of Committee dates, the next available Committee would be 11 December 2002. The officer's deadline for reports for this Committee would be 25 November 2002. In order for your application to be considered at this Committee, I would require written confirmation of your contributions by 20 November 2002 to ensure that this deadline is met. Furthermore, any revised plan required would also be required prior to this date.

I hope this is of assistance. Finally, you should be aware that this advice is given "without prejudice" to the Council's normal decision-making process.

Yours sincerely

B. Polnik

MRS B POLNIK
Senior Planning Officer

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

The Planning Inspectorate

For offical use only
Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/02/1103394 **GRID REF:** _____

APPEAL BY: Lamcan Developments (Wokingham) Ltd.

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

You must ensure that a copy of a completed questionnaire, together with any enclosures, is received by us and the appellant, within 2 weeks from the 'starting date' given in our letter. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** Please send our copy to the case officer. Their address is shown on our letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us within 6 weeks of the 'starting date'.

1.	Do you agree to the written representations procedure?	YES / NO
OR	Do you wish to be heard by an Inspector at: a. a local inquiry?	~~YES~~ / NO
	or b. a hearing?	YES / ~~NO~~
2.	If the written procedure is agreed, could the Inspector make an unaccompanied site visit?	YES / NO
	(It is our policy that Inspectors make an unaccompanied site visit whenever practicable e.g. the site can be seen clearly from a road or other public land. You must only indicate the need for an accompanied visit when it is necessary to enter the site e.g. to view or measure dimensions from within it.)	
3.	Does the appeal relate to an application for approval of reserved matters?	~~YES~~ / NO
4.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	~~YES / NO~~ / NA
5.	Was it necessary to advertise the proposals under Article 8 of the GDPO 1995 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990?	YES / ~~NO~~

6.	Is the appeal site within an approved Green Belt or AONB? Please specify which	YES / NO
7.	Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	YES / NO
8. a.	Are there any other appeals or matters relating to the same site or area still being considered by us or the Secretary of State? If YES, please attach details and, where necessary, give our reference numbers.	YES / NO
b.	Would the development require the stopping up or diverting of a public right of way? If YES, please provide an extract from the Definitive Map and Statement for the area, and any other details.	YES / NO
9.	Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q11.)	YES / NO
10.	Does the appeal relate to an application for conservation area consent?	YES / NO
11.a.	Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building?	YES / NO Grade I / II* / II
b.	Would the proposed development affect the setting of a listed building? If the answer to question 11a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q13.)	YES / NO
12.	Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	YES / NO
13.a.	Would the proposals affect an Ancient Monument (whether scheduled or not)?	YES / NO
b.	If YES, was English Heritage consulted? Please attach a copy of any comments.	YES / NO
14.a.	Is the appeal site in or adjacent to or likely to affect an SSSI? If YES, please attach the comments of English Nature.	YES / NO
b.	Are any protected species likely to be affected by the proposals? If YES, please give details.	YES / NO

15. Copies of the following documents must, if appropriate, be enclosed with this questionnaire:

a	Is the development in Schedule 1 or column one of Schedule 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If YES, please indicate which Schedule.	~~YES~~ / NO Sch1 Sch 2 cd 1
b.	Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999?	~~YES~~ / NO
c.	Has a screening opinion been placed on Part 1 of the planning register? If YES, please send a copy to us.	~~YES~~ / NO

		Number of Documents Enclosed	N/A
d.	Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;	8	
e.	Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f.	A copy of any notice published under Article 8 of the GDPO 1995; and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;		✓
g.	Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h.	Details of any other applications or matters you are currently considering relating to the same site;		✓
i.	**For all appeals, including those against non determination, you must provide details of all relevant development plan policies.** ***Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan.***	3	
j.	Any supplementary planning guidance, together with its status, that you consider necessary.		✓
k.	Any other relevant information or correspondence you consider we should be aware of.		✓

16. a. What is the date you told those you notified about the appeal that we must receive any further comments by?	27/12/02	
b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.	Number of Documents Enclosed	N/A
i) representations received from interested parties about the original application	6	
ii) the planning officer's report to committee		✓
iii) any relevant committee minute		✓
17. FOR APPEALS DEALT WITH BY WRITTEN REPRESENTATIONS ONLY		
Do you intend to send another statement about this appeal? If NO, please send the following information:-	YES / NO	
a. In non-determination cases:		
i) what the decision notice would have said;		
ii) how the relevant development plan policies relate to the issues of this appeal.		
b. In all cases:		
i) the relevant planning history;		
ii) any supplementary reasons for the decision on the application;		
iii) matters which you want our Inspector to note at the site visit.		
18. THE MAYOR OF LONDON CASES ONLY		
a. Was it necessary to notify the Mayor of London about the application? If YES, please attach a copy of that notification.	YES / NO	
b. Did the Mayor of London issue a direction to refuse planning permission If YES, please attach a copy of that direction.	YES / NO	

I confirm that a copy of this appeal questionnaire and any enclosures have been sent today to the appellant or agent.

Signature: _____ on behalf of Wokingham Unitary ~~Council~~

Date sent to us and the appellant 21/11/02 Our ref: O/2001/5282

Please tell us of any changes to the information you have given on this form.

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Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: November 21, 2002
My ref: **O/2001/5282**

The Owner / Occupier
A J MOTORS (WOKINGHAM) LTD
MOLLY MILLARS LANE

WOKINGHAM
BERKSHIRE
RG412PT

WOKINGHAM UNITARY
Aiming for Excellence

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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: O/2001/5282
APPEAL BY: Lamron Developments (Wokingham) Ltd
SITE: 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.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised. The appeal has been lodged because the Council failed to determine the application within the statutory eight week period.

Comments already made, following the original application for planning permission, will be forwarded to The Planning Inspectorate .

If you wish to make further representations, you should, if possible, send three copies to Mrs M Pocock, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference **APP/X0360/A/02/1103394**. Comments received after **27/12/2002** will not normally be seen by the Inspector & will be returned.

Documents relating to the appeal can be inspected in the Environmental Services Department (Planning) at the Civic Offices, Shute End, Wokingham, Berkshire during normal office hours (08.30 to 17.00 Mondays to Thursdays, & 08.30 to 16.00 Fridays).

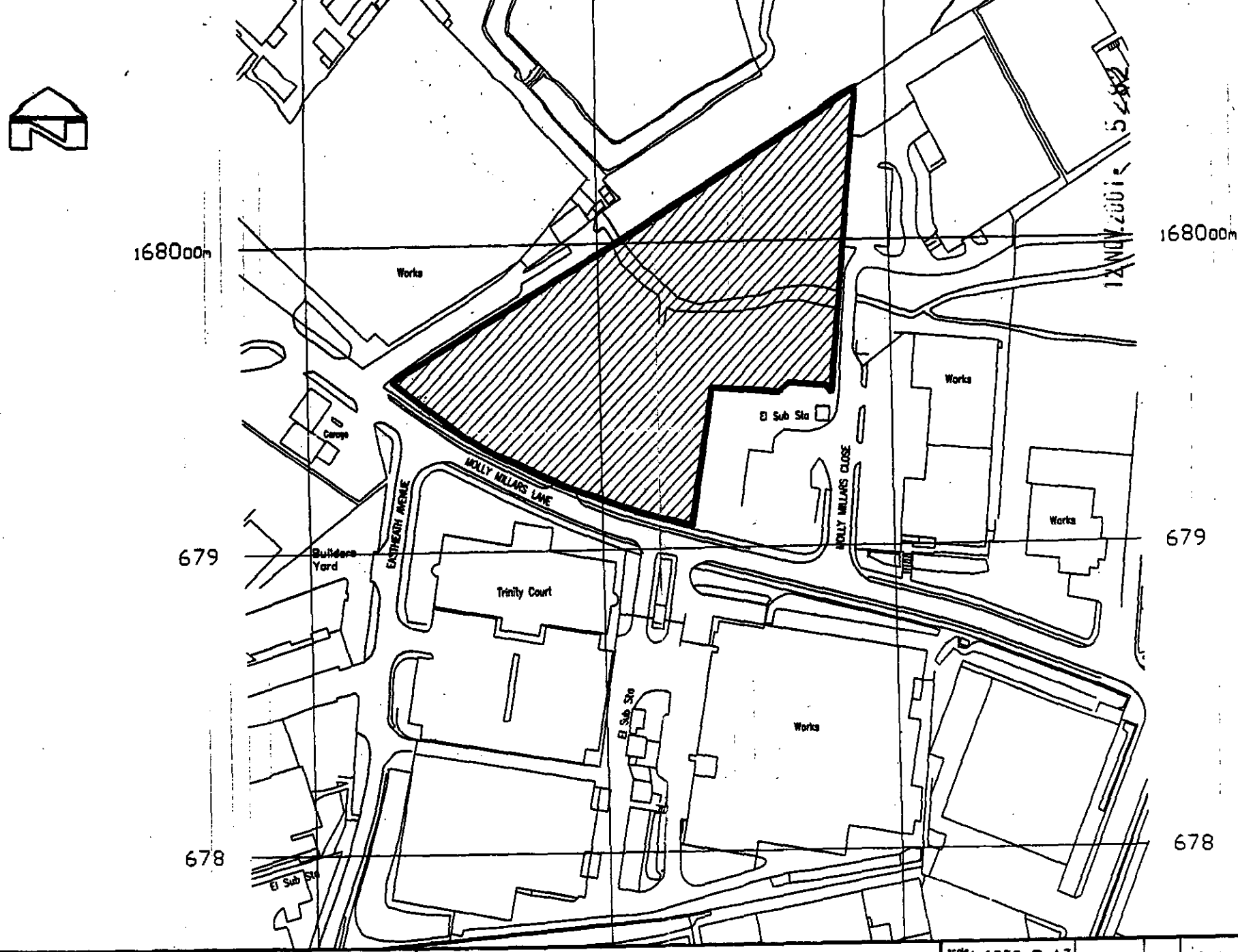
A free booklet, "Guide to taking part in planning appeals" is available from this office.

If you would like a copy of the decision on this Appeal, you should write to Mrs Pocock & ask for one.

Yours faithfully

Denise Gumbrell

Appeals Assistant



PROJECT DESIGN PARTNERSHIP Architects and Surveyors RYEBROOK STUDIOS WOODCOTE SIDE EPSOM SURREY KT18 7HD Fax 01372-745597 Tel 01372-744446	site: MOLLY MILLARS LANE WOKINGHAM drawing: LOCATION PLAN	scale: 1:1250 @ A3 date: NOV 2001 drawn:	Job No.: 3467	P	Drawing: 31	Rev.	PD

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:** AC 23/11/01

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

Date : 09 September 2002

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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

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

ENVIRONMENT AGENCY

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

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ENVIRONMENT AGENCY

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

Date : 28 February 2002

(Copy of Letter sent to Project Design Partnership)

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

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 watercourses / 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

ENVIRONMENT AGENCY

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

Date : 26 April 2002

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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

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ENVIRONMENT AGENCY

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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

3467/D1

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

Date: 21 March 2000

ENVIRONMENT AGENCY

JOB No.

PDP RECEIVED
24 MAR 2000

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

0118 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

Tel. 0118 974 6450

Date: 23 November 2001

Your Ref:

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

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

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

PLEASE QUOTE APPLICATION NUMBER WHEN REPLYING

Dear Sir/Madam

Application Number: 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

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

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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

JOHN MULLANEY
SENIOR ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION AND HOUSING

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

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

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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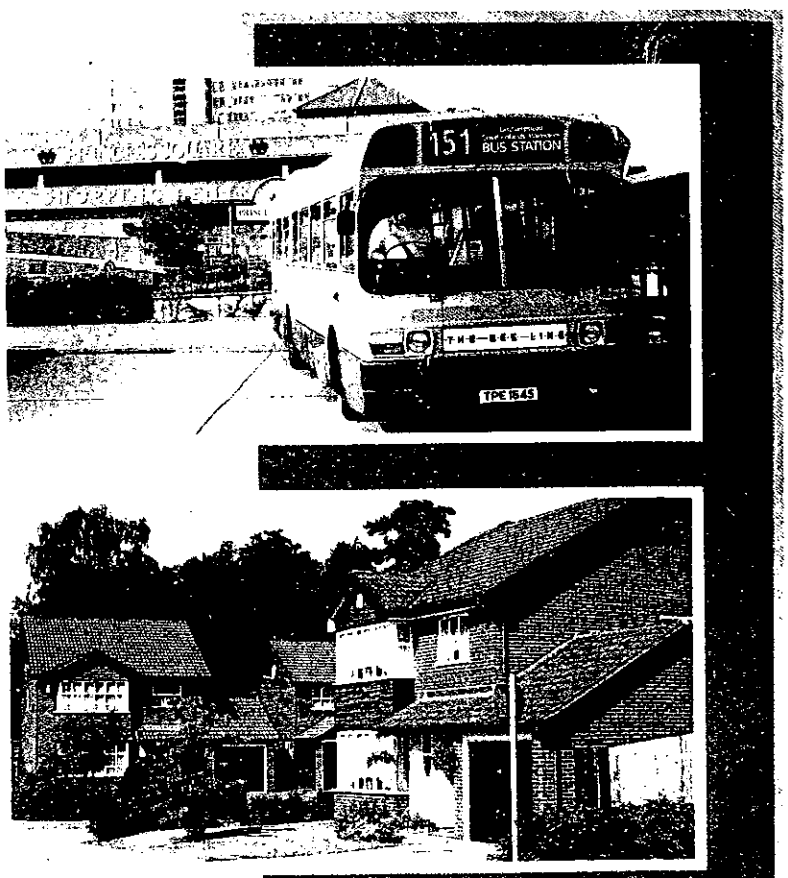
Further to comments made in the Policy and Plans consultation of 5/12/01 the principle of the development remains acceptable. However, as concerns were raised in the original comments regarding car parking provision the reduction in car parking spaces within revised plan may create an adverse impact. 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



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997



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3 STRATEGY FOR BERKSHIRE

OVERALL APPROACH

3.1 The overriding aim of the Structure Plan is to ensure that development is 'sustainable' in terms of the capacity of the County to accommodate further growth and change. This means protecting and, where possible, enhancing the overall quality of Berkshire's environment, and within this framework seeking to meet the County's social and economic needs and aspirations.

3.2 Protecting and improving Berkshire's environment for the benefit of existing and future generations is not only desirable in its own right, but is fundamental in ensuring a prosperous County with a high quality of life for those who live and work in or visit the area. At a time of growing concern about maintaining and enhancing the quality of both the global and local environment, there is increasing interest in the contribution which land-use planning can make to these objectives.

3.3 The Government's strategy for sustainable development[1] emphasises the key role that the land-use planning system can play in delivering a sustainable future. This role is also emphasised in recent Planning Policy Guidance Notes, which stress the need for sustainable development, the conservation of non-renewable natural resources, the protection of the countryside for its own sake and making the environment more attractive, cleaner and safer, for example by limiting CO_2 emissions.

3.4 Increasing environmental concerns are also reflected in the Regional Planning Guidance for the South East[2] which makes sustainable development and environmental improvement one of its key objectives. It states that, "All development should be planned in ways which work towards securing the objectives of sustainable development". To help achieve this objective Regional Guidance seeks a shift in the balance of development between the west and east of the region.

3.5 Whilst it is recognised that land-use planning policies can have only a limited impact, the Structure Plan can nevertheless provide a practical and effective means of helping to deal with wider environmental concerns such as pollution, the depletion of non-renewable resources, global warming and habitat and species destruction, as well as tackling local environmental issues.

3.6 At the same time, the County Council recognises that a positive response is needed to pressures for growth and change in Berkshire. Some development is required to help provide homes for local people, to contribute towards maintaining the prosperity of the local economy and to assist in meeting demands for movement, shopping, recreation, tourism and mineral extraction in the County.

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1 *'Sustainable Development : The UK Strategy' - HMSO, 1994. CM2426*

2 *'Regional Planning Guidance for the South East : RPG9' - Department of the Environment, March 1994*

3.7 Sustainable levels, forms and locations for development are therefore sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within the environmental and other limits described in Chapter 2.

3.8 This approach is considered appropriate in view of :

- the limited capacity of the County to absorb further development;
- the need to husband land so that there is scope for development beyond 2006;
- the cumulative impact of development on existing communities, on the transport network and on pollution;
- the extent of existing commitments;
- uncertainties as to the timing and extent of recovery from the recent recession;
- changing economic factors which may affect people's aspirations and ability to form new households in separate accommodation;
- emphasis in the Regional Guidance on sustainable development, respecting environmental constraints and reducing rates of development in the west of the region.

3.9 Wthin this framework it is intended that scope and flexibility should be provided for helping to meet local housing needs, to secure and maintain a balanced local economy and to allow the provision of a wide range of job opportunities.

The Overall Strategy

Policy OS1 **The overall strategy of the Plan is to seek sustainable development and improvement to the quality of life in Berkshire by pursuing the following objectives :**

(i) to restrain development to levels that respect the limits set by environmental, infrastructure and other constraints upon the development of land;

(ii) to give priority within (i) to meeting Berkshire's economic and social needs, including the provision of low-cost housing and wider employment opportunities;

(iii) to protect and enhance the character and quality of Berkshire's landscape, environment and heritage;

(iv) to steer development to locations which minimise the need for travel and can be well served by public transport;

(v) **to conserve natural resources;**

(vi) **to minimise pollution;**

(vii) **to seek improvements to infrastructure, services and amenities;**

(viii) **to promote an appropriate balance between all forms of transport by continuing to develop an integrated transport strategy.**

MAIN THEMES OF THE STRATEGY

3.10 The main themes of the Structure Plan strategy are outlined below and developed in more detail in subsequent chapters. Environmental concerns are reflected in policies in all sections of the Plan. References to policies in the Plan of particular relevance are listed under each sub-heading.

Restraining Levels of Growth

3.11 The Plan seeks to keep growth down to levels which can be accommodated within the limits set by environmental, infrastructure and other considerations (Policies OS1; LD1, LD3, LD6, LD7; H1, H2; BU1; TC1; R1; M1, M3).

3.12 A restrained level of growth will generally take less open land for development, generate less traffic and waste and help towards reducing pollution, energy consumption, the depletion of water resources and the demand for minerals and aggregates. It will also allow more scope for catching up in the provision of social and physical infrastructure (subject to the environmental acceptability of proposals and availability of the necessary resources).

3.13 This approach is in line with key objectives in the regional planning guidance for the South East, in which it is suggested that levels of development should respect the region's valuable environmental features and avoid the wasteful use of land and other natural resources. The regional guidance also states that a reducing rate of growth is appropriate in the west of the region to enable infrastructure and services to catch up with rapid rates of development in the recent past.

3.14 The overall housing provision for the period 1991-2006 was increased by the County Council from 37,000 to 40,000 dwellings in response to a direction issued by the Secretary of State for the Environment on 29 June 1995. While the Council has welcomed the fact that the Secretary of State has not pressed it to accept the total of 48,000 dwellings recommended by the Panel which conducted the Examination in Public in 1993, it remains concerned that increasing the provision above 37,000 dwellings could have serious environmental consequences contrary to the overall objectives of the Structure Plan.

Bracknell Forest Borough	121,520 sq.m. plus 12.0 hectares
Newbury District	180,160 sq.m. plus 15.6 hectares
Reading Borough	237,730 sq.m. plus 6.6 hectares
Slough Borough	131,400 sq.m.
Royal Borough of Windsor & M'head	17,750 sq.m.
Wokingham District	237,570 sq.m.
Berkshire	**926,130 sq.m. plus 34.2 hectares**

In addition to the above commitments, there are a number of sites being proposed in draft local plans. Approximately 13,400 sq.m. of BIDS floorspace could be built on such sites identified at March 1994.

Further Business and Industrial Development

8.15 Although the County Council is not proposing any major new allocations for business, industrial, distribution and storage development it considers that some flexibility needs to be made for development beyond the existing provision. Policy BU1 therefore gives some scope for development additional to the provisions in paragraph 8.14 where it would not unduly add to transport problems or pressures for housing development. The flexibility afforded by Policy BU1, together with the substantial amount of floorspace already committed or currently vacant, will help the County to retain its prosperity and attractiveness for investment. It will also allow opportunities for businesses to expand, premises to be modernised or redeveloped and jobs lost in declining industries to be replaced. It will assist urban regeneration and the re-use of urban land in line with Government guidance[1] and will also allow more flexibility for the provision of local services and for helping the needs of the local labour force.

8.16 However, the County Council is concerned to ensure that a significant intensification of employment uses is avoided in many areas. Many of the existing industrial areas in Berkshire have experienced considerable change and redevelopment in recent years, often leading to additional floorspace and the replacement of traditional industrial and warehousing premises by more intensively occupied business premises. These trends have been encouraged by the flexibility offered by the 1987 Use Classes Order. The result has in many cases been a significant intensification of employment potential which has added to transport problems, additional labour supply demands and associated pressures for additional housing. It has also led to a reduction in the variety of premises available (see paragraph 8.21).

8.17 The redevelopment and intensification of large research and other institutional establishments in rural locations can also lead to significantly increased employment, drawing workers from a wider area, increasing traffic flows and the length of journeys to work, contrary to the objectives of sustainable development. The following policy therefore deals with redevelopment and changes of use as well as new sites.

---

1 *Advice in Planning Policy Guidance Note (PPG4) 'Industrial and Commercial Development and Small Firms'*

Assessment of Proposals for Further Business, Industrial, Distribution and Storage Development

Policy BU1 **In considering proposals for business, industrial, distribution and storage development other than that already committed, permission will normally be granted where the proposal would :**

(i) aid urban regeneration;

(ii) contribute (when compared with existing or committed development) towards meeting the employment needs of the local population in the County, including the rural areas;

(iii) meet the needs of existing firms in Berkshire, including small businesses; *or*

(iv) meet the need for a particular type of business which would serve the local economy and which cannot be accommodated in existing or committed premises;

provided that it does not give rise (either by itself or cumulatively with other such schemes) to:

- **pressures for housing development additional to the provision in this Plan; or**
- **transport problems, having regard to the capacity of the transport network, the rate at which the transport strategy is being implemented and accessibility by public transport;**

Other factors to be taken into account in considering proposals will include:

- **the amount of suitable land and premises already available, including development that is committed or agreed in principle and property that is being marketed at the time:**
- **the rate of completions and occupation of premises over the Structure Plan period, and changing densities of occupation.**

8.18 Policy BU1 allows for local considerations to be taken into account. The County Council will be providing further guidance on the interpretation of Policy BU1 and will work with the local planning authorities to produce regular statements on the current state of the economy to assist with the implementation of the policy. The weight given to each criterion in the policy will depend upon local circumstances.

8.19 The use of the term 'urban regeneration' in the context of Policy BU1 does not imply the acceptance of wholesale redevelopment of BIDS uses in urban areas, as this could lead to the unacceptable intensification of activities and a loss of variety of types of premises and uses. Rather, it is the targeted redevelopment of existing underused, vacant and derelict land and premises where this is appropriate in accordance with other policies in this Plan. Urban regeneration also includes the redevelopment of older BIDS premises which due to age and specification may not be suitable for the modern needs of business and industry.

8.20 Particular attention will be given to proposals for major additional floorspace. The distinction between major and small scale developments may vary in different parts of the County, according to local circumstances and definitions adopted in local plans, but normally a major development will be one involving a net increase in floorspace of 500 sq.m. and over.

MAINTAINING A VARIETY OF PREMISES

8.21 The County Council is seeking a broad-based local economy in which local firms have opportunities to grow and prosper, and local people have access to a wide range of job opportunities. Although rentals may have fallen over the last few years, high rental and land values limit the supply of reasonably priced premises for small or recently established firms, and can lead to an over-emphasis on floorspace for office and business uses at the expense of industry, storage and distribution (a trend reinforced by changes in planning legislation).

8.22 Local planning policies can provide valuable assistance in controlling the scale and type of development and redevelopment. Measures that help achieve a variety of sizes and types of premises, a range of uses and the retention of areas for industrial and warehousing activities, as well as controls on the height, mass and density of development, are particularly welcomed.

8.23 While planning policies are only one of the factors that can influence the range of types and sizes of premises that are provided, encouragement can be given, where appropriate, to proposals which assist the maintenance of a balanced local economy and provide for the expansion of local firms.

Provision of a Variety of Premises

Policy BU2 **Within the provisions of Policy BU1, favourable consideration will normally be given to proposals for :**

(i) existing businesses wishing to expand in situ;

(ii) the provision of a range of small units;

(iii) the provision of industrial, distribution and storage units.

8.24 This policy seeks to guide any future employment development towards meeting the needs of existing local firms and providing a wide range of job opportunities, rather than an excessive provision of business (office) development. Small industrial starter or nursery units of less than 100 sq m each will be particularly encouraged. Where proposals involve the provision of smaller units the County Council will support measures by the local planning authorities to ensure that the units are not subsequently amalgamated without their prior agreement.

TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport *strategy needs to be made for :*

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

INFRASTRUCTURE, SERVICES AND AMENITIES

4.19 Many of the concerns expressed in the past about development in Berkshire have been linked to the inadequacy of the supporting infrastructure, services and amenities. Rates of development reached their peak at a time when public spending was constrained. Consequently, there is today often little spare capacity in physical and social infrastructure in many parts of the County, while the ability of the public sector to fund new facilities remains limited. Thus it is important that landowners and developers should make appropriate provision for infrastructure, services and amenities made necessary by new development. In general, the costs will be offset against the development value of the land.

Provision of Infrastructure, Services and Amenities

Policy LD6 **Before proposals for development are permitted, the local planning authorities will require to be satisfied that infrastructure, services and amenities made necessary by the development are provided or will be provided at the appropriate time so as to ensure the proper planning of an area.**

To this end local planning authorities may require contributions to be made by landowners or developers to provide additional infrastructure or facilities where they are :

(i) needed to enable development to take place;

(ii) directly related to the proposed development; and

(iii) fairly and reasonably related in scale and kind to the proposed development.

Local planning authorities may also require an acceptable balance of uses in mixed development or the implementation of local plan policies for a particular area or type of development. Where appropriate, any amenity or resource lost or damaged as a consequence of development should be offset by new provision elsewhere either on or off-site.

4.20 The County Council has produced jointly with the district councils a guide[1] for developers which sets out the general service standards that will be applied in considering the adequacy of any proposal. Account will also be taken of any spare capacity in the existing provision of facilities and services in an area and specific requirements and programmes set out in other policy documents such as local plans, development briefs and the Transport Policy and Programme.

4.21 The guide itself has been drawn up in the light of Government advice (DoE Circular 16/91) and includes references to the provision of public open space and to community facilities such as schools, libraries and halls, as well as to the physical infrastructure required for development to be implemented. This document will be updated on a regular basis. Legal agreements will be sought in appropriate instances to cover the provision of specific services and facilities related to the proposed development.

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1 *Infrastructure, Services and Amenity Requirements for New Development in Berkshire*

4.22 In addition to the County and district council services the requirements of other agencies, including the National Rivers Authority, the water companies and health authorities, will need to be taken into account in considering development proposals.

4.23 In considering any legal agreement, local planning authorities will need to consider not only whether the scale of provision is adequate, but also whether the timing of provision meets the needs likely to be generated.

Water Resources

4.24 While it may be possible to identify how additional infrastructure for water, sewerage and sewage disposal may be provided, it will be important to look at the wider environmental consequences of such additional facilities. The County Council is particularly concerned that :

- discharges into rivers are strictly controlled to ensure the maintenance of water quality; and
- water resources are not depleted to the extent that they have an unacceptable impact on river flow, water quality, amenity and nature conservation.

Development and Water Resources

Policy LD7 **Proposals for development will only be permitted where existing water resources are adequate, or where they can be augmented in time to support the proposed development without adversely affecting existing water resources, water quality, amenity or nature conservation.**

4.25 These issues will be considered in consultation with the National Rivers Authority and the appropriate water companies.

4.26 The County Council considers that local planning authorities should be satisfied that adequate resources are available before development is permitted and that where resources need to be augmented, this can be undertaken without any significant adverse environmental effects.

BENEFITS TO THE WIDER COMMUNITY

4.27 As well as minimising the impact of development and remedying the consequences of any unavoidable damage, the County Council considers that it is important to enhance the environment of Berkshire and to further other policies in the Structure Plan wherever appropriate opportunities arise.

Development and Benefits to the Wider Community

Policy LD8 **In considering proposals for development, opportunities will be sought for securing environmental improvements and other benefits both on site and in the surrounding area.**

SOUTH EAST AREA LOCAL PLAN

Adopted 15 April 1994

Published by: Wokingham District Council
Planning Department
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STRATEGIC CONTEXT

1.5.05 Following the introduction of the 1987 Use Classes Order, in June 1987, the control of land uses is now based on the classes in that Order. The most significant change compared with the previous Order was the creation of Business Use Class (B1). This comprises offices (apart from those providing services to the public and found in shopping streets e.g. solicitors and estate agents), light industry, and research and development uses, including those previously described as "high-tech".

1.5.06 The introduction of the new Use Classes Order has required substantial changes to the policies in the Replacement Structure Plan for Berkshire. These changes are contained in the County Council's Explanatory Memorandum, and the accompanying Interpretation of the Employment Policies in the Approved Replacement Structure Plan. This document was approved by the County Council on 22 August 1989. It sets out the County's employment policies for the period 1984-96 in terms of the new Use Classes.

MAJOR SITES

1.5.07 The Replacement Structure Plan identifies a number of sites in Berkshire where development for industry, warehousing and associated uses is to be encouraged. Direct reference is made to two at South Reading and North Earley, neither of which are within this Plan area.

RECOGNISED AREAS

1.5.08 The nature of industrial development in Berkshire is changing, and many firms now require higher specification premises than traditional industrial and warehousing uses. In addition, many new firms require premises which allow flexible use of floorspace to accommodate a range of uses. The revised policies in the Explanatory Memorandum of the Structure Plan, and the accompanying Interpretation of the employment policies in the Approved Structure Plan set aside certain existing industrial/warehousing areas as Recognised Employment Areas where increases in floorspace would not be controlled. Such areas have been identified in the Plan in accordance with strategic guidance using criteria relating to size, environment, planning background and site history. Since this policy was produced, there have been considerable changes in the context of employment policies. The amount of employment development which has taken place has resulted in an overcommitment; moreover, 94% of the commitment at March 1992 is for B1 business use. Consequently, the Council is concerned that restraint should be exercised in relation to all further employment development. At the same time, it is concerned that the dominance of business use should not prevent the provision of premises for small and traditional firms; in this it is supported by recent government legislation. To this end, part two of the policy is aimed at encouraging a range of uses and a variety of sizes and types of buildings.

❖ *SE1 RECOGNISED AREAS*

IN VIEW OF THE EXHAUSTION OF THE PROVISIONS FOR EMPLOYMENT DEVELOPMENT IN THE STRUCTURE PLAN, EXTREME CAUTION IS REQUIRED IN DEALING WITH DEVELOPMENT PROPOSALS WHICH RESULT IN NEW EMPLOYMENT FLOORSPACE. WITHIN THE RECOGNISED AREAS OF TOUTLEY EMPLOYMENT AREA, HOGWOOD LANE EMPLOYMENT AREA AND MOLLY MILLAR'S LANE EMPLOYMENT AREA AS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT PROPOSALS WILL GENERALLY BE ACCEPTABLE IN PRINCIPLE PROVIDED THEY INVOLVE:

A) SMALL SCALE SCHEMES PROVIDING AN INCREASE IN FLOORSPACE OF LESS THAN 300 SQUARE METRES NET,

B) EXTENSIONS TO THE PREMISES OF EXISTING FIRMS,

C) CHANGES OF USE WITHIN EXISTING PREMISES,

D) REDEVELOPMENTS OF EXISTING PREMISES WHICH RESULT IN LESS THAN 300 SQUARE METRES INCREASE IN FLOORSPACE,

E) THERE ARE NO OVERRIDING TRANSPORT OBJECTIONS,

F) THERE ARE NO OVERRIDING ENVIRONMENTAL OR OTHER OBJECTIONS DUE TO THE POTENTIAL EFFECTS OF THE PROPOSED USES ON NEIGHBOURING LAND USES, ON THE LANDSCAPE, OR ON THE CHARACTER OF THE SURROUNDING AREA.

ENCOURAGEMENT WILL ALSO BE GIVEN TO THE PROVISION, WHERE APPROPRIATE, OF:

A RANGE OF USES, INCLUDING LIGHT/GENERAL INDUSTRIAL, DISTRIBUTION AND STORAGE USES, AND

A VARIETY OF SIZES AND TYPE OF BUILDING, INCLUDING SMALL STARTER UNITS.

WOKINGHAM TOWN CENTRE

1.5.09 The Principal Business Area of the town is the main focus of retail, office and service activity within the plan area. The area closely approximates to the historic core of the town with its unique architectural and townscape character. As a result this area is capable of taking only limited further development without placing pressure on environmentally sensitive sites. In addition overprovision would be likely to place unacceptable strains on local services, particularly the highway network. Accordingly, it has been necessary to identify sites for business development on the basis of the following criteria:-

a) the proximity of the site to the main business core of the town centre,

b) the effect of development of the site on nearby residential areas,

c) the likelihood of development on the site proceeding, having regard to problems of land assembly and vehicular access factors,

d) the environmental impact of development, to ensure the minimum effect of development on the historic and architectural character of the town, and to encourage positive contributions in areas of important townscape,

e) the possible alternative uses of the site,

f) the availability of existing and future car parking facilities,

g) the need to achieve other aims and objectives identified in this Plan,

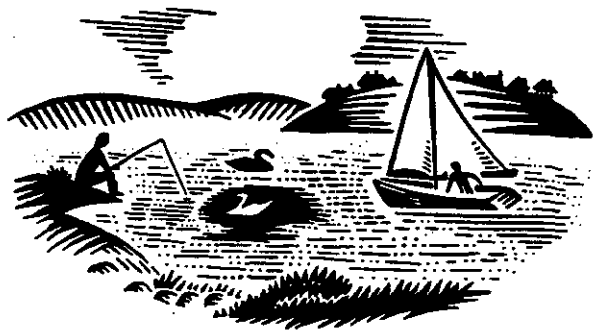
h) the provision of additional social and community facilities.

1.5.10 Having regard to these criteria, the Local Plan identifies a number of sites within the Principal Business Area and on its periphery for business or mixed uses. This should enable the impact of such development upon the historic core of the town to be minimised, whilst making best use of the town centre infrastructure. All sites proposed are, in addition, easily accessible to the town's range of services and facilities.

❖ *PSE1 WOKINGHAM PBA SITES FOR BUSINESS USES*

WITHIN AND ADJACENT TO THE PRINCIPAL BUSINESS AREA BUSINESS USES WILL GENERALLY BE LIMITED TO THOSE SITES AND LOCATIONS SHOWN ON THE PROPOSALS MAP (TOWN CENTRE INSET MAP) AS SITES FOR B1 OR MIXED USES.

1.9 PUBLIC & COMMUNITY SERVICES



INTRODUCTION

1.9.01 The provision of adequate public and community services is essential to satisfactory development in the Plan area. The policies and proposals of this Local Plan should assist the many agencies involved in the provision of public services (water, electricity, gas, telephone, sewerage and sewage disposal, health, education etc) by identifying where development is likely to take place and what its scale will be.

1.9.02 A major concern of both existing and new residents in the Local Plan area in recent years has been that the dramatic rate of new development has not been matched by the concurrent provision of services. In general those services directly related to new developments, water supply, sewerage, electricity etc have been provided, though there has been a problem with sewage treatment facilities causing river pollution and noxious odours. It is other services such as local shops, recreation space and community buildings which are not essential in functional terms which have not kept pace with development. At the same time demographic factors have reduced school populations in established areas and allowed children from new developments to attend existing schools and consequently reduce the school building programme proposed for the development areas. In some cases this means much longer school journeys for pupils and reduces the opportunity for schools to act as a focus for the community.

1.9.03 The concern about the lack of, or inadequate provision of, community services is one of the factors that has led to the Replacement Structure Plan for Berkshire seeking to slow the rate of development throughout the County. This Local Plan area has seen considerable development in the past 10 years, much of it at Woosehill and at The Rides, and though the rate of development envisaged in this Plan is slower it remains substantial.

1.9.04 As a land use document this Local Plan can only make a limited contribution to the solution of service problems. However what it can do is:

a) provide some certainty of direction and volume of growth to guide the capital programmes of providing authorities;

b) identify needs for community services both in existing and new developments and ensure that land is reserved from their development to accommodate them;

c) ensure in new development that the services required to service it are provided concurrently with the development by the use of phasing schemes.

1.9.05 The functions embodied in a) and b) above are found elsewhere in the Plan, in the case of b) largely in the locally based proposals in Part 2. The Replacement Structure Plan for Berkshire does not deal adequately with the

need for comprehensive plans for infrastructure to be prepared for the major new development sites identified in that plan. It is desirable for the provision of services to be considered in relation to any development, large or small, and for the provision of services appropriate to the development to be linked with it. This will involve, in appropriate cases, the provision of land for built and open space facilities at no cost to the appropriate authority, and/or contributions in full or in part to the construction of new facilities or the extension or enlargement of existing facilities.

❖ *SPS1 PHASING OF SERVICES IN NEW DEVELOPMENTS*

WHERE DEVELOPMENT WHICH IS ACCEPTABLE IN PRINCIPLE UNDER THE POLICIES OF THIS PLAN GIVES RISE TO THE NEED FOR THE PROVISION OF NEW PUBLIC AND COMMUNITY SERVICES, PERMISSION WILL NOT BE GIVEN UNTIL THE DISTRICT PLANNING AUTHORITY IS SATISFIED, BY SEEKING A LEGAL AGREEMENT WHERE NECESSARY, THAT AN APPROPRIATE LEVEL OF INFRASTRUCTURE, SERVICES AND AMENITIES REQUIRED AS A CONSEQUENCE OF AND DIRECTLY RELATED TO THE DEVELOPMENT IS CAPABLE OF BEING AND WILL BE PROVIDED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

UTILITIES

1.9.06 There is a need to ensure the economic planned provision of water, electricity, gas and telephone services in the area to meet the overall demands for future development. It is not anticipated that the provision of these services will pose significant difficulties within the Plan area, unless there are significant changes in the characteristics of supply and demand, as the Plan's proposals seek to keep new development either within or immediately adjoining the main built-up areas of the settlements where these services are available. Further consideration will need to be given to the provision of these services at the stage of detailed proposals. The views of the providing bodies will be sought on development proposals as appropriate.

FOUL AND SURFACE WATER SEWERAGE

1.9.07 The District Council as agent for Thames Water is responsible for foul and surface water sewerage. For all new connections for domestic purposes, the developer will be required to pay a flat rate infrastructure charge as a contribution towards the cost of providing additional capacity in the general sewerage system, including treatment, as a consequence of his development. The developer will also be required to meet the cost of requisitioning any new sewers necessary to convey foul and surface water from the development into the existing sewerage system together with a connection charge for each premises connected. It will be necessary to ensure that sufficient time is allowed for the completion of infrastructure provision prior to occupation at all phases of development. Thames Water is consulted by the District Council on relevant planning applications so that it has the opportunity to satisfy itself that adequate sewerage and treatment facilities are or can be made available to serve the proposed development.

FLOODING AND THE WATER ENVIRONMENT

1.9.08 The National Rivers Authority (NRA) established by the Water Act 1989, seeks to maintain and where practicable, to restore the natural washlands of rivers and to reduce the danger of flooding. The NRA also advises on (and has limited powers for) the control of development in flood risk areas to ensure that satisfactory safeguards are provided for the limited development which can be allowed within the floodplain. Works in, under, over and adjacent to watercourses are also of concern needing to be properly evaluated to receive any necessary statutory consents due to the sensitivity of watercourses to drainage works.

1.9.09 New development in this area can cause flooding, pollution and erosion of areas located downstream, outside the district. Conscious of this effect, the District Council will seek the views of the NRA Thames Region and those of adjacent Boroughs for any proposals in its area which appear likely to have significant adverse surface water run-off consequences prior to the granting of planning permission. This will allow appropriate measures as defined by the Council to be taken to alleviate any increased risk of flooding downstream from the development. Accordingly development will be restricted in areas liable to flood and in locations which would result in an increased flood risk in areas downstream.

❖ SPS2 RESTRICTION OF DEVELOPMENT IN FLOOD AREAS

DEVELOPMENT ON AREAS SUBJECT TO FLOOD RISK WILL BE RESTRICTED TO THOSE USES WHICH WILL NOT BE SERIOUSLY AFFECTED BY OCCASIONAL INUNDATION, AND WHICH WILL NOT SIGNIFICANTLY REDUCE THE CAPACITY OF THE AVAILABLE WASHLAND AND WILL NOT IMPEDE THE FLOW OF FLOOD WATER.

❖ SPS3 NEW DEVELOPMENT IN FLOOD AREAS

IN AREAS LIABLE TO FLOOD THERE WILL BE A PRESUMPTION AGAINST:

(A) NEW DEVELOPMENT, INCLUDING THE EXTENSION OF EXISTING PROPERTIES WITH GROUND COVERED AREAS GREATER THAN 100 SQUARE METRES, AND

(B)THE RAISING OF THE LEVEL OF LAND

WHERE THIS WOULD BE LIKELY TO:

(A) MATERIALLY IMPEDE THE FLOW OF FLOOD WATER,
(B) INCREASE THE RISK OF FLOODING ELSEWHERE, OR
(C) INCREASE THE NUMBER OF PEOPLE OR PROPERTIES AT RISK,

UNLESS SCHEMES FOR FLOOD RELIEF AND/OR COMPENSATION HAVE BEEN AGREED BY NRA-THAMES REGION AND THE DISTRICT COUNCIL

❖ SPS4 SURFACE WATER RUN-OFF LIABLE TO CAUSE FLOODING

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS IF SUCH DEVELOPMENT WOULD RESULT IN AN INCREASED FLOOD RISK IN AREAS DOWNSTREAM DUE TO ADDITIONAL SURFACE WATER RUN-OFF. WHERE DEVELOPMENT IS PERMITTED WHICH IS LIKELY TO INCREASE THE RISK OF FLOODING, IT MUST INCLUDE APPROPRIATE ATTENUATION MEASURES DEFINED BY THE COUNCIL IN CONSULTATION WITH THE NRA.

❖ SPS5 WORKS AFFECTING WATERCOURSES

THE COUNCIL WILL SEEK TO ENSURE THAT ALL WORKS IN, UNDER, OVER AND ADJACENT TO WATERCOURSES RECEIVE ANY NECESSARY STATUTORY CONSENTS AND ARE APPROPRIATELY DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH REGULATIONS.



PUBLIC RUBBISH DUMP

1.9.10 The need for a public rubbish site in the Wokingham area has been established for some years. Existing facilities are available in south Reading and at Bracknell and it is thought

1.4 QUALITY & CONSERVATION OF THE BUILT ENVIRONMENT



NEW DEVELOPMENT REDEVELOPMENT AND REFURBISHMENT

1.4.01 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the design of new buildings or extensions to existing buildings and the creation of new spaces within that environment, are very important.

1.4.02 The District Council is particularly concerned to promote a high standard of design in new buildings, and to ensure that new buildings are responsive to their location. This means that new buildings need to be appropriate in terms of their function, siting, scale, form, massing, materials, colour and texture in their relationship with adjoining buildings and sites. Accordingly, new buildings will be expected to make an acceptable and positive contribution to the built environment. In addition, developments that incorporate public access should accommodate sculptures or other works of art to provide visual interest, where this is considered appropriate by the local planning authority. For particularly sensitive areas, design briefs will be prepared to provide a framework for design to guide prospective developers.

1.4.03 In the case of schemes involving more than one building, regard will be paid to the impact of the development over a wider area, involving an assessment of criteria additional to those referred to in paragraph 1.4.02 above. Accordingly, schemes should relate to the "grain" of the area, and take account of their effect on the skyline, pedestrian and vehicular movements in the area, vistas, safety and environmental constraints. Where large sites exist which would significantly affect the urban fabric urban design briefs/appraisals will be prepared/required to establish the wider context within which applications will be considered.

❖ SBE1 DESIGN OF NEW DEVELOPMENT

NEW DEVELOPMENT SHALL BE OF A HIGH STANDARD OF DESIGN APPROPRIATE TO THE CHARACTER OF THE AREA IN WHICH IT IS TO BE SITUATED. IT SHOULD:

(A) MAKE A POSITIVE CONTRIBUTION TO ITS SETTING AND THE CHARACTER OF THE AREA,

(B) CONTRIBUTE TO THE CREATION OF A SAFE AND ATTRACTIVE ENVIRONMENT IN WHICH TO LIVE AND WORK,

(C) RETAIN IMPORTANT NATURAL, MAN-MADE OR LANDSCAPE FEATURES OF THE SITE COMPATIBLE WITH GOOD DESIGN.

❖ SBE2 INAPPROPRIATE DESIGN

PROPOSALS FOR DEVELOPMENT THAT IS INAPPROPRIATE IN TERMS OF ITS RELATIONSHIP WITH ADJOINING SITES AND BUILDINGS, OR WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF AN AREA, BY

VIRTUE OF ITS SITING, SCALE, FORM, MASSING, MATERIALS, COLOUR OR TEXTURE, WILL NOT NORMALLY BE PERMITTED.

ENVIRONMENTAL IMPROVEMENT

1.4.04 Within the built environment it is important not only to safeguard those buildings, undeveloped areas and special features which contribute to the character and attractive qualities of the area but to seek opportunities to enhance the quality of the built environment.

1.4.05 Often the more attractive and successful urban environments have evolved organically over a period of many years and incorporate a variety of architectural styles. In more recent years development in some parts of the District has taken place more comprehensively with little variety in design. In other areas particularly since the war and up to the early 1970's some development has been inserted into an existing area to the detriment of the older urban fabric.

1.4.06 In some areas, local shopping centres in particular, where comprehensive development has taken place, the opportunity may arise for comprehensive refurbishment since a large part of the urban fabric will tend to age and decay simultaneously. In other areas environmental enhancement of the urban fabric surrounding the buildings may be sufficient to rejuvenate the area as a whole.



❖ SBE3 REFURBISHMENT AND REDEVELOPMENT

ENCOURAGEMENT WILL BE GIVEN TO THE REFURBISHMENT OR PARTIAL REDEVELOPMENT OF AREAS OR INDIVIDUAL SCHEMES WHERE A SIGNIFICANT ENVIRONMENTAL ENHANCEMENT WILL RESULT TO THE BENEFIT OF THE COMMUNITY.

❖ SBE4 ENVIRONMENTAL ENHANCEMENT SCHEMES

ENVIRONMENTAL ENHANCEMENT SCHEMES WILL BE ENCOURAGED WITHIN THE PLAN AREA AS OPPORTUNITIES ARISE AND WILL INCLUDE THE AREAS AS SHOWN ON THE PROPOSALS MAP AND AS SET OUT IN PART TWO OF THE PLAN.

SUNLIGHT, DAYLIGHT AND NOISE

1.4.07 Daylight penetration into new buildings, and existing buildings affected by new development, is an important amenity consideration as is sunlight penetration of spaces outside windows. In this respect it should always be the intention to maximise penetration of new development and minimise the impact of new development on old as far as is possible. The orientation of rooms, gardens and both public and private spaces is therefore critical since together the two aspects can provide warmth, comfort and pleasant living and working conditions. They can also have some impact on energy consumption by reducing the dependence on artificial lighting and heating. Further guidance on this matter can be found in the District Council's Development Control Guidelines.

❖ SBE5 SUNLIGHT AND DAYLIGHT

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT, REDEVELOPMENT AND



1.8.16 In order to ensure the more efficient use of parking space the District Council will seek the use of private office car parks for shoppers on Saturdays and after office hours. The District Council's own office car parks are already operated in this way.

❖ ST4 USE OF PRIVATE OFFICE PARKING BY THE PUBLIC

THE DISTRICT COUNCIL WILL SEEK TO ENSURE THE USE OF PRIVATE OFFICE CAR PARKING FOR THE GENERAL PUBLIC ON SATURDAYS AND AFTER OFFICE HOURS, WHERE THEY ARE WELL LOCATED FOR SUCH USE. THE DESIGN OF NEW DEVELOPMENT WILL BE ASSESSED AGAINST ITS SUITABILITY TO ENABLE EFFECTIVE PUBLIC USE.

1.8.17 The allocations in the local plan for retail use within Wokingham town centre will create a need for an additional 377 spaces. In addition there may be a need to replace some 310 parking spaces due to the development of the IDR. The District Council has provided 280 of the spaces required on the Paddocks car park and has identified sites for a further 430 public spaces.

1.8.18 It is expected that parking will generally be provided as an integral part of development, subject to design and environmental considerations. Commuted payments may also be acceptable provided that underprovision of space in the area will not result.

❖ ST5 CAR PARKING PROVISION

THE DISTRICT COUNCIL WILL SEEK THE PROVISION OF APPROPRIATELY LOCATED CAR PARKING AND CAR PARKS IN ACCORDANCE WITH THE DISTRICT COUNCIL'S ADOPTED STANDARDS, TO BE PROVIDED EITHER IN CONJUNCTION WITH NEW DEVELOPMENT, OR WHERE APPROPRIATE, BY OBTAINING A COMMUTED PAYMENT WHERE THE COUNCIL HAS AN INTENTION TO PROVIDE, OR HAS IDENTIFIED A NEED FOR, PUBLIC SPACES AND UNDERPROVISION WILL NOT RESULT.

NOTE 1:- The sum required per parking space by way of a commuted payment will be regularly reviewed.

NOTE 2:- The District Council's parking standards are attached as Appendix 1.

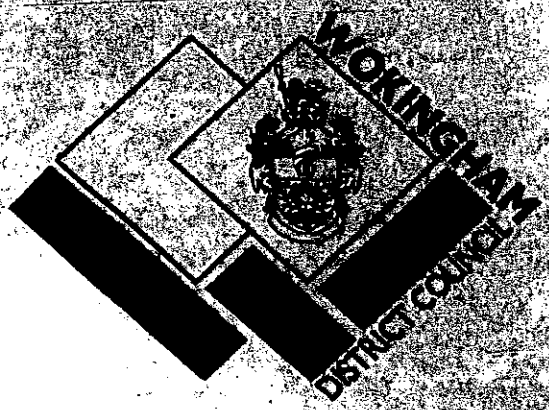
1.8.19 Motorcycles are often informally parked on parts of the highway not used by pedestrians or vehicles. It is recognised that motorcycles are a convenient and efficient form of travel, and that motorcycle owners generally prefer highly visible locations for the parking of their vehicles. As more of the carriageway and traffic islands are reclaimed for the pedestrian it will be necessary to ensure that adequate parking for motorcycles is retained.

❖ ST6 MOTORCYCLE PARKING

THE DISTRICT COUNCIL WILL SEEK APPROPRIATELY LOCATED MOTORCYCLE PARKING FACILITIES.

PEDESTRIANS

1.8.20 In general more vehicular traffic makes journeys by foot less pleasant in some cases more dangerous. In older villages and towns in the Plan area pavements are often narrow, can be uneven and are sometimes non- existent. The total exclusion of traffic is rarely achievable or desirable and the Council is constrained at all times by the existing layout of the built environment.



Wokingham District Local Plan
Deposit Draft

With Proposed Amendments Highlighted

February 2000

- **Proposed Amendments April 1999**
- **Additional Proposed Amendments September 1999**
- **Proposed Transport Amendments February 2000**

1.0 OVERALL STRATEGY

INTRODUCTION

1.1 In developing the District Local Plan the Council agreed an Overall Strategy (set out in para. 0_9) for the plan. The Overall Strategy seeks to slow down the rate of development within the District and to promote sustainable development in order to protect and enhance the quality of the environment within the plan area and also to meet the social and economic aspirations of the District.

1.2 In considering development proposals the achievement of sustainable development is a fundamental principle. However there are other issues that form part of the overall sustainable development approach which also need to be considered when dealing with development proposals. It is the aim of this chapter to set out the fundamental policies from which the remaining policies of the plan take their lead.

1.3 The plan area is under pressure to accommodate new homes, jobs, services and improved transport facilities and in doing so maintain a prosperous economy. It is important that local commerce and industry produces a dynamic local economy that makes a positive contribution to the character, environment and quality of life of those who live and work in the District.

POLICY FRAMEWORK

Strategic Policy

1.4 This approach accords with the overall approach to development adopted by Berkshire County Council in the *Berkshire Structure Plan 1991 - 2006* which states that:

> 'Sustainable levels, forms and locations of development are ... sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within ... environmental and other limits.' (Para. 3.7 of Berkshire Structure Plan 1991 - 2006).

POLICIES

1.5 The policies set out below aim to ensure that such an approach is achieved.

POLICY WOS1: SUSTAINABLE DEVELOPMENT

THE COUNCIL WILL ENSURE, WHERE POSSIBLE, THAT DEVELOPMENT IS SUSTAINABLE AND IMPROVES THE QUALITY OF LIFE WITHIN THE PLAN AREA BY PURSUING THE FOLLOWING OBJECTIVES:

A) TO CONTINUE TO SLOW DOWN THE RATE OF DEVELOPMENT WITHIN THE PLAN AREA TO ENSURE THAT THE BEST OF THE EXISTING ENVIRONMENT

Cont.

IS CONSERVED WHILST PROVIDING APPROPRIATE DEVELOPMENTS WHICH MEET LOCAL NEEDS

B) GIVE PRIORITY WITHIN a) TO MEETING THE DISTRICT'S ECONOMIC AND SOCIAL NEEDS, INCLUDING THE PROVISION OF LOW-COST HOUSING AND A WIDER RANGE OF EMPLOYMENT OPPORTUNITIES

C) CONSERVING AND ENHANCING THE PATTERN OF TOWN AND PARISH COMMUNITIES BY RETAINING AND EMPHASISING THE BALANCE BETWEEN TOWNS AND VILLAGES, COUNTRYSIDE AND SETTLEMENTS, OPEN RIVER VALLEYS AND ENCLOSED WOODLANDS

D) TO PROVIDE FOR EMPLOYMENT, HOUSING, SHOPPING AND SERVICES IN PLACES THAT MINIMISE THE NEED FOR TRAVEL BY PRIVATE CAR

E) THAT NEW DEVELOPMENT MAKES A POSITIVE CONTRIBUTION TO THE CHARACTER, ENVIRONMENT, LANDSCAPE, HERITAGE WITHIN THE PLAN AREA

F) ~~TO CONSERVE NATURAL RESOURCES TO MINIMISE POLLUTION~~ **(PA 1/3)**

F1) TO CONSERVE NATURAL RESOURCES **(PA 1/3)**

F2) TO MINIMISE POLLUTION (PA 1/3)

G) TO SEEK IMPROVEMENTS TO INFRASTRUCTURE, SERVICES AND AMENITIES.

H) TO ENCOURAGE AND SUSTAIN BALANCED RURAL COMMUNITIES **(PA 1/1)**

I) TO DEVELOP BROWNFIELD SITES IN PREFERENCE TO GREENFIELD SITES **(PA 1/2)**

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Limiting the Spread of Development

1.6 The Council recognises the need to maintain an acceptable level of environmental quality and considers that the maintenance of a clear distinction between built-up areas and the countryside is fundamental to achieving this aim. Such an approach helps to ensure that individual settlements retain their identity and that the open and rural character of land outside the boundaries of identified settlements is retained. Accordingly it is intended to limit development outside identified settlements to that which is appropriate to the countryside ~~or has special reason to locate there~~ *OR FOR WHICH A RURAL LOCATION IS ESSENTIAL.* **(PA 1/4)** Although these uses are acceptable in principle, they must also be acceptable in practice.

1.7 In order to be consistent in the treatment of settlements having common characteristics, it has been necessary to draw up a definition of the classification of settlements as used in the policies and proposals contained in this plan and as shown on the proposals map.

1.8 An 'identified' settlement or built-up area must possess all the following characteristics:

(i) a sizeable amount of development in a compact form (if development is dominated by, or interspersed with, areas of land that are characteristically rural or open, it will not come within this criterion)

(ii) possess a range of basic services, such as a primary school, shop and community facilities, providing a forum for social contact

(iii) be physically and socially cohesive.

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

THE COUNCIL WILL REQUIRE ALL DEVELOPMENT PROPOSALS THAT ARE ACCEPTABLE IN PRINCIPLE WHEN ASSESSED AGAINST OTHER POLICIES OF THIS PLAN TO:

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHICH THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOUT DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) ~~RETAIN~~ *HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON* (PA 1/6) IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO THE TYPE OF DEVELOPMENT AND/OR THE PROTECTION OF LOCAL VISUAL AMENITY

C) BE BOTH LOCATED AND DESIGNED SO AS TO REDUCE THE NEED TO TRAVEL AND ENCOURAGE THE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT AS ALTERNATIVES TO THE CAR

D) HAVE NO SIGNIFICANT EFFECT ON ROAD SAFETY OR CAUSE HIGHWAY, TRAFFIC GENERATION OR TRAFFIC RELATED ENVIRONMENTAL PROBLEMS

E) PROVIDE BUILDINGS, FACILITIES AND SPACES THAT ARE CAPABLE OF USE BY PEOPLE WHO HAVE MOBILITY OR SENSORY IMPAIRMENT

F) BE OF HIGH QUALITY OF DESIGN THAT RESPECTS THE LOCAL CONTEXT BY VIRTUE OF SITING, LAYOUT, MASSING, MATERIALS, COLOUR AND TEXTURE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

1.13 It is a principle of good planning that new development should provide the necessary infrastructure, including services and amenities, needed to support the development. This is a material consideration in considering planning applications (as set out in Circular 1/97, *Planning Obligations*). An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met. Such provision is a key element in the quality of life or new and existing residents. Supplementary planning guidance has been produced setting out the implementation of Policy WOS4 below.

POLICY WOS4: SERVICE, AMENITIES AND INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, UNDER THE POLICIES OF THIS PLAN, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE

Cont.

REGARD TO EXISTING LEVELS OF INFRASTRUCTURE, SERVICES AND AMENITIES.

WHERE THE DEVELOPMENT GIVES RISE TO THE NEED FOR THE PROVISION OF NEW OR EXTENDED PUBLIC AND COMMUNITY SERVICES, PERMISSION WILL NOT BE GIVEN UNTIL THE PLANNING AUTHORITY IS SATISFIED, BY IMPOSING CONDITIONS, OR WHERE THESE ARE NOT APPROPRIATE OR ADEQUATE, BY SEEKING A LEGAL AGREEMENT, THAT AN APPROPRIATE LEVEL OF INFRASTRUCTURE, SERVICES AND AMENITIES REQUIRED AS A CONSEQUENCE OF, AND DIRECTLY RELATED TO, THE DEVELOPMENT IS CAPABLE OF BEING, AND WILL BE, PROVIDED WITHIN THE TIMESCALE OF THE PROPOSED DEVELOPMENT IN ACCORDANCE WITH AN AGREED PHASING PROGRAMME.

THE COUNCIL WILL PRODUCE SUPPLEMENTARY PLANNING GUIDANCE REGARDING THE IMPLEMENTATION OF THIS POLICY.

Implementation: Through the development control process and in consultation with service providers.

Monitoring: Planning applications determined and reporting to Services, Amenities and Infrastructure Working Party.

Environmental Improvements

1.14 It is important that wherever possible development makes best use of existing resources and enhances the existing area to reduce impacts on amenities and preserve non-renewable resources such as greenfield sites. This accords with Central Government advice and policies contained within the Berkshire Structure Plan 1991 - 2006. Such opportunities may occur both on and off the development site when they are directly related to the proposal.

POLICY WOS5: ENVIRONMENTAL IMPROVEMENTS

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT, OPPORTUNITIES WILL BE SOUGHT TO SECURE ENVIRONMENTAL IMPROVEMENTS, BOTH ON AND OFF-SITE. THESE MAY FOR EXAMPLE INCLUDE:

A) THE USE OF BROWNFIELD SITES IN PREFERENCE TO GREENFIELD SITES

B) LANDSCAPING, INCLUDING MAJOR STRUCTURAL LANDSCAPING ON SENSITIVE AND EXPOSED SITES

C) PROVISION OF RECYCLING FACILITIES

D) RE-USE AND REFURBISHMENT OF EXISTING BUILDINGS IN PREFERENCE TO REDEVELOPMENT

E) UPGRADING OF THE EXISTING URBAN FABRIC

F) THE RELOCATION OF BAD NEIGHBOUR TYPE USES AND REDEVELOPMENT FOR MORE APPROPRIATE USES. **(PA 1/7)**

Implementation: Through the development control process.

Monitoring: Planning applications determined and assessment of land involved.

Environmental Nuisance and Pollution Control

1.15 Development proposals, particularly of a commercial nature, can give rise to nuisances that affect adjoining properties, passers-by, wildlife/conservation interests and the local environment. It is important therefore to control pollution levels to prevent unacceptable impacts from new development or to control and limit nuisance from existing sources. Environmental nuisance and pollution in the context of this policy refers to smells, dust, fumes, light or noxious emissions and to air and water pollution. In considering proposals consideration should be given to both the individual and cumulative impacts of development. Whilst noise is also a form of pollution, this is considered separately in Policy WOS7.

POLICY WOS6: ENVIRONMENTAL NUISANCE AND POLLUTION CONTROL

THE COUNCIL WILL ONLY PERMIT DEVELOPMENT PROPOSALS WHERE THEY DO NOT GIVE RISE TO AN UNACCEPTABLE POLLUTION OF THE ENVIRONMENT, INCLUDING SERIOUS HARM TO THE CHARACTER AND AMENITIES OF AN AREA, OR THE AMENITIES OF PROPOSED AND NEIGHBOURING LAND USES AND OCCUPIERS. IN ORDER TO REDUCE ADVERSE IMPACTS DEVELOPMENT PROPOSALS SHOULD:

A) HAVE REGARD TO THE NEED TO ENSURE THE ADEQUATE STORAGE AND DISPOSAL OF WASTE MATERIALS; AND

B) HAVE REGARD TO THE HARMFUL OR NUISANCE EFFECTS OF EMISSIONS INCLUDING THE CUMULATIVE EFFECT ON EXISTING AIR QUALITY; AND

C) HAVE REGARD TO THE HOURS OF OPERATION; AND

D) INCLUDE LOCATION OF POTENTIAL NUISANCE OR POLLUTION ACTIVITIES ON THE LEAST SENSITIVE PARTS OF THE SITE OR WHERE THE IMPACTS CAN BE BEST CONTAINED BY PHYSICAL OR OTHER APPROPRIATE MEASURES; AND

E) INCLUDE THE INVESTIGATION AND TREATMENT OF CONTAMINATED SUBSTANCES TO ENSURE THAT THE SITE IS FIT FOR ITS INTENDED USE.

THE COUNCIL WILL SEEK TO MINIMISE LIGHT POLLUTION. DETAILS OF ANY EXTERNAL LIGHTING SCHEME THAT REQUIRES PERMISSION AS PART OF A NEW DEVELOPMENT WILL BE EXPECTED TO BE THE MINIMUM NEEDED FOR SECURITY AND WORKING PURPOSES AND SHOULD MINIMISE POTENTIAL POLLUTION FROM GLARE AND SPILLAGE, PARTICULARLY TO NEARBY DWELLINGS, ROADS AND RURAL AREAS. **(PA 1/8)**

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Noise

1.16 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Planning Policy Guidance Note 24 (PPG 24), *Planning and Noise* sets out that the impact of noise can be a material consideration when considering development proposals. It is important that noise sensitive development such as residential, educational and hospital uses are separated from major sources of noise and that new development that involves noisy activities should be located away from noise-sensitive land uses. In certain circumstances it may be possible to incorporate appropriate attenuation measures to control, reduce or mitigate noise impacts through the use of planning conditions or planning obligations.

POLICY WOS7: NOISE

THE COUNCIL WILL HAVE REGARD TO THE ADVICE SET OUT IN PPG 24 (AND ANY SUBSEQUENT ADVICE) WHEN CONSIDERING DEVELOPMENT PROPOSALS. WHERE APPROPRIATE THE COUNCIL WILL REQUIRE APPROPRIATE MEASURES TO BE TAKEN IN THE LOCATION, DESIGN, LAYOUT AND OPERATION OF DEVELOPMENT PROPOSALS IN ORDER TO MINIMISE ANY ADVERSE IMPACT AS A RESULT OF NOISE GENERATED. IN ADDITION, PROPOSALS FOR NOISE SENSITIVE DEVELOPMENTS SHOULD HAVE REGARD TO THE FOLLOWING:

A) EXISTING SOURCES OF NOISE E.G. FROM ROADS, RAILWAYS AND OTHER FORMS OF TRANSPORT, INDUSTRIAL AND COMMERCIAL DEVELOPMENTS, SPORTING, RECREATION AND LEISURE FACILITIES

B) THE NEED FOR APPROPRIATE SOUND INSULATION MEASURES

C) THE NEED TO NOT EXACERBATE THE NOISE LEVELS EXPERIENCED BY EXISTING RESIDENTS AS A RESULT OF THE PROVISION OF NOISE ABATEMENT MEASURES TO PROTECT OTHERS.

IN THE CONTEXT OF THIS POLICY NOISE SENSITIVE USES INCLUDE RESIDENTIAL, EDUCATIONAL AND HOSPITAL USES.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Renewable Energy and Energy Efficiency

1.17 Renewable energy relates to those energy flows that occur naturally and repeatedly in the environment, such as energy from the sun, the wind and the fall of water. Plant material is also an important source of renewable energy as is combustible or digestible industrial, agricultural and domestic waste materials. Renewable energy sources can help to alleviate the problems associated with waste treatment and disposal, help to reduce harmful emissions into the environment and reduce reliance on non-renewable sources of energy. PPG 22 *Renewable Energy* supports the principle of encouraging renewable energy proposals but advises that development relating to it should be weighed carefully against any potential impact on the environment. Within the plan area there may be only limited potential for developing some renewable energy schemes because of the environmental constraints of the District. However, it is important to encourage schemes where they are considered to be acceptable in the context of other policies of this plan.

POLICY WOS8: RENEWABLE ENERGY

THE COUNCIL WILL PERMIT PROPOSALS FOR RENEWABLE ENERGY SCHEMES IN ACCORDANCE WITH POLICY WOS3 AND OTHER POLICIES OF THIS PLAN.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

7.29 Redevelopment of established areas enables modernisation of the stock of premises while reducing uptake of greenfield sites. *In situ* expansion aids economic reinvestment and retains jobs. As many core employment areas are in existing built up areas with access to sizeable populations and public transport there is also potential to reduce car travel. Where a redevelopment site is poorly served by public transport, or pedestrian and cycle routes, the Council will consider using planning obligations to gain improvements. However, minor extensions to existing premises will be considered flexibly in respect of contributions to public transport provision.

POLICY WEM2: DEVELOPMENT IN CORE EMPLOYMENT AREAS

WITHIN THE CORE EMPLOYMENT AREAS, BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE DEVELOPMENT THAT ACCORDS WITH THE DEVELOPMENT CONTROL PRINCIPLES CONTAINED IN POLICY WOS3 AND CRITERIA I) - IV) OF STRUCTURE PLAN POLICY BU1 WILL NORMALLY BE ACCEPTABLE EXCEPT WHERE THE PROPOSAL WOULD:

A) RESULT IN THE LOSS OF SMALL UNITS (I.E. BELOW 150 SQ.M. IN SIZE) *UNLESS IT CAN BE DEMONSTRATED BY THE APPLICANT THAT THERE ARE SUFFICIENT SMALL UNITS WITHIN THE AREA* **(PA 7/9)**

B) CONFLICT WITH THE REQUIREMENTS OF POLICY WEM12 (RELATING TO B2 - B8 USE)

C) GIVE RISE TO PRESSURES FOR HOUSING DEVELOPMENT ADDITIONAL TO THE PROVISION MADE IN THIS PLAN

D) RESULT IN THE LOSS OF PREMISES FOR CHILD CARE, TRAINING FACILITIES AND OTHER SMALL SCALE SERVICES THAT SUPPORT THE EMPLOYMENT USE OF THE SITE AND REDUCE THE NEED TO TRAVEL.

Implementation: Through the development control process.

Monitoring: Annual employment monitoring.

7.29A PRESSURE FOR HOUSING DEVELOPMENT WILL BE ASSESSED BY LOOKING AT LABOUR SUPPLY AND DEMAND FORECASTS AND ESTIMATING THE POTENTIAL JOB CREATION ARISING FROM DEVELOPMENT. THERE IS ALREADY AN IMBALANCE OF LABOUR DEMAND OVER SUPPLY IN CENTRAL BERKSHIRE. NEW DEVELOPMENT MAY ADD TO SKILL AND LABOUR SHORTAGES AND ADD TO IN-COMMUTING AND PRESSURES FOR MORE HOUSING TO ACCOMMODATE NEW WORKERS. **(PA 7/10)**

Reading Business Park

7.30 Enabling work is in progress to serve the core employment area at Reading Business Park. This planning commitment is a greenfield development of 83,600 sq.m. of floorspace. Further floorspace on this site falls within Reading Borough and Newbury District. Subject to a traffic generation cap the most recent outline application permits 75% of the floorspace to be either B1 (business) or B8 (storage or distribution) development with the balance as light industry. The development brings major highway improvements to the A33 into Reading, the Earley Outer Peripheral Road and at junction 11 of the M4. The County

LOCATION OF DEVELOPMENT AND GENERAL TRANSPORT ISSUES

Location of Development

~~10.14 One way to reduce the demand for transport is to implement policies on the location of development. Policy LD5 in the Berkshire Structure Plan gives guidance on the location of development in relation to the transport network. The policy requires major development to be well located in relation to public transport. In addition, residential areas should have activities that people wish to use frequently such as a shop for convenience goods, a primary school, some employment opportunities, recreation and community facilities in reasonable proximity, in order to reduce the need for longer journeys. Activities generating large numbers of trips should be located together so that a single trip can serve several purposes. Development that tends to attract journeys should be located where it is readily accessible by a choice of transport modes. Major trip generators should not be located independently thereby attracting single purpose trips but be in mixed use areas, such as the centres named in this plan, so that a single trip will serve a number of purposes. This policy covers all development and is in addition to policies on pedestrian routes, cycling and public transport. Certain uses have to be located in rural areas or away from other uses and in these and other special circumstances it may be necessary, if justified, to relax the requirements of the policy~~

(TPA 10.15) ONE WAY TO REDUCE THE DEMAND FOR TRANSPORT IS TO IMPLEMENT POLICIES ON THE LOCATION OF DEVELOPMENT. POLICY LD5 IN THE BERKSHIRE STRUCTURE PLAN GIVES GUIDANCE ON THE LOCATION OF DEVELOPMENT IN RELATION TO THE TRANSPORT NETWORK. THE POLICY REQUIRES MAJOR DEVELOPMENT TO BE WELL LOCATED IN RELATION TO PUBLIC TRANSPORT AND CYCLE AND PEDESTRIAN ROUTES. IN ADDITION LOCAL AND DAY TO DAY FACILITIES SHOULD BE LOCATED NEAR TO THEIR CLIENTS IN LOCAL CENTRES WHICH ARE EASILY ACCESSIBLE BY WALKING AND CYCLING IN ORDER TO REDUCE THE NEED FOR LONGER JOURNEYS. ACTIVITIES GENERATING LARGE NUMBERS OF TRIPS SHOULD BE LOCATED TOGETHER SO THAT A SINGLE TRIP CAN SERVE SEVERAL PURPOSES. DEVELOPMENT THAT TENDS TO ATTRACT JOURNEYS SHOULD BE LOCATED WHERE IT IS READILY ACCESSIBLE BY A CHOICE OF TRANSPORT MODES. DEVELOPMENTS THAT ARE LIKELY TO BE MAJOR GENERATORS OF TRAVEL DEMAND SHOULD NOT BE LOCATED INDEPENDENTLY THEREBY ATTRACTING SINGLE PURPOSE TRIPS BUT BE IN MIXED AREAS, SUCH AS THE CENTRES NAMED IN THIS PLAN AND AT PUBLIC TRANSPORT INTERCHANGES. IN ACCORDANCE WITH THE DRAFT PPG13, APPLICATIONS FOR LARGER DEVELOPMENTS WILL REQUIRE TRANSPORT ASSESSMENTS COVERING ALL MODES OF TRANSPORT SO AS TO ASSESS THE LIKELY MODAL SPLIT OF JOURNEYS TO AND FROM THE SITE. DETAILS OF PROPOSED MEASURES TO IMPROVE ACCESS BY PUBLIC TRANSPORT, WALKING AND CYCLING AND TO REDUCE THE NUMBER OF MOTORISED JOURNEYS WILL BE REQUIRED.

THIS POLICY COVERS ALL DEVELOPMENT AND IS IN ADDITION TO POLICIES ON PEDESTRIAN ROUTES, CYCLING AND PUBLIC TRANSPORT. IN RURAL AREAS THE LOCATION OF DEVELOPMENT SHOULD BE IN LOCAL SERVICE CENTRES WHICH ACT AS FOCAL POINTS FOR THE COMMUNITY. POLICY WCC1 OF THIS PLAN HIGHLIGHTS THAT THERE ARE CERTAIN USES WHICH HAVE TO BE LOCATED IN RURAL AREAS OR AWAY FROM OTHER USES AND IN THESE AND OTHER SPECIAL CIRCUMSTANCES IT MAY BE NECESSARY, IF JUSTIFIED, TO RELAX THE REQUIREMENT OF THIS POLICY.

(End of Additional Proposed Amendment {T/1})

POLICY WT1: LOCATION OF DEVELOPMENT

MAJOR DEVELOPMENT WILL BE LOCATED ON SITES THAT ARE CAPABLE OF BEING WELL SERVED BY PUBLIC TRANSPORT. DEVELOPMENT THAT IS LIKELY TO ATTRACT MANY JOURNEYS SHOULD BE LOCATED WHERE IT IS READILY ACCESSIBLE BY A CHOICE OF TRANSPORT MODES. MAJOR TRIP GENERATORS SHOULD NOT BE LOCATED INDEPENDENTLY THEREBY ATTRACTING SINGLE-PURPOSE TRIPS BUT BE IN TOWN CENTRES AND OTHER MIXED USE AREAS SO THAT A SINGLE TRIP WILL SERVE A NUMBER OF PURPOSES. EXISTING AND PROPOSED RESIDENTIAL AREAS SHOULD HAVE, IN REASONABLE PROXIMITY, ACTIVITIES THAT PEOPLE WISH TO USE FREQUENTLY, SUCH AS SHOPS SELLING CONVENIENCE GOODS, A PRIMARY SCHOOL, SOME EMPLOYMENT OPPORTUNITIES, AND RECREATION AND COMMUNITY FACILITIES.

Implementation: Through development control having regard to information on the location of services and the availability of public transport.

Monitoring: Through the annual commitments exercise which gives details of the location of development.

Accessibility Profiles

10.15 Local authorities are told in PPG 13 that they should establish 'accessibility profiles' for public transport in order to determine those sites that could meet its policy goals. These profiles should reflect the catchment area served and the likely quality of service. The likely availability and use of public transport is stated to be a very important ingredient in determining locational policies designed to reduce the need for travel by car. The Council will prepare an accessibility profile of the District, which will be increased in sophistication as resources permit. Initially it will concentrate on the availability of public transport and the location of services that people could walk *OR CYCLE* {T/2} to.

10.16 Much of this information has already been collected for the environmental appraisal of this plan. In particular, information has been collected as part of the appraisal of potential housing sites on distances to the following:

a) main employment centre
b) main retail centre
c) local retail centre
d) main recreation facilities
e) local community facilities
f) primary school
g) secondary school
h) A or B road.

The examination of energy efficient transport modes has included:

a) existing access to public transport e.g. buses and trains
b) good connections to cycling network
c) satisfactory pedestrian links.

In respect of employment sites distances to main trunk roads, motorways and identified settlements were also examined.

10.17 Whilst there is considerable emphasis in national and strategic guidance on the reduction in the use of cars, this must be applied in the context of already high car ownership and the limited availability of public transport services in some locations. At present in many parts of Wokingham District there is simply no practical alternative to the private car. The problems of the lack of a suitable alternative have been clearly made by many respondents to the consultation exercises. Non-car users are disadvantaged in comparison with car users.

Access to Development

10.18 It is important to ensure that all development is accessible both for all modes of transport and by all users irrespective of any handicap.

POLICY WT2: ACCESS TO DEVELOPMENT

ALL DEVELOPMENT MUST BE PROVIDED WITH A SATISFACTORY ACCESS INCLUDING FOR THOSE WHO ARE HANDICAPPED IN MOBILITY TERMS AND PROVISION FOR ACCESS BY FOOT AND BY CYCLE. IN LARGER DEVELOPMENTS THE PROVISION OF BUS ACCESS AND SUITABLY LOCATED BUS STOPS WITH SHELTERS WILL ALSO BE REQUIRED.

Implementation: Through the development control process.

Monitoring: Through the evaluation of development on site.

10.19 Accessibility to development in terms of the built environment is covered by Policy WBE9 in Chapter 4, Built Environment, Design and Heritage.

Alternatives to the Private Car

10.20 One of this plan's main targets, in accordance with government guidance, is to reduce the use of the private car and to increase the use of modes such as rail, bus, cycling and walking. ~~The approach of the Council to reducing car use is by ensuring the provision of alternatives rather than by measures of restraint. At present there are many trips made by car for which no adequate alternative exists.~~ *THE ROAD TRAFFIC REDUCTION ACT REQUIRES LOCAL HIGHWAY AUTHORITIES TO REVIEW EXISTING AND FORECAST LEVELS OF TRAFFIC ON LOCAL ROADS IN THEIR AREAS. TARGETS ARE TO BE SET THROUGH THE LOCAL TRANSPORT PLAN WITH REGARD TO REDUCING ABSOLUTE LEVELS OF TRAFFIC OR REDUCING THE RATE OF GROWTH IN TRAFFIC LEVELS.* {T/3}

10.21 Information on the use of other modes is limited. The Wokingham shoppers survey in 1992 found the use of other modes to be: on foot 21%; bus 5%; cycle 3%; and train 1%. Journey to work methods for the District as a whole are: foot 6%; bus 5%; cycle 3%; and train 5% (1991 census). These figures disguise variations across the District. The highest proportions are: foot 30% in Barkham; bus 15% in Whitegates (Earley); cycle 9% in Arborfield; and train 12% in Winnersh.

~~10.22 No targets have been set for the District as a whole. The Berkshire Transport Plan sets the following percentage modal targets for 2015 by urban area.~~

~~Mode~~	~~Reading (%)~~	~~Wokingham (%)~~
~~Walk~~	~~16~~	~~13~~
~~Cycle~~	~~9~~	~~9~~
~~Bus~~	~~28~~	4

10.37 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cycle parking facilities should be well related to cycle tracks. The provision of such facilities will prevent obstruction of footways and assist security. Such facilities should be provided in connection with all retail, business, leisure and educational development.

POLICY WT6: PARKING PROVISION

IN THE CENTRES OF WOKINGHAM, WOODLEY, EARLEY AND TWYFORD ON-SITE PARKING WILL BE LIMITED TO THAT REQUIRED FOR OPERATIONAL NEEDS. ELSEWHERE THE COUNCIL WILL SEEK THE PROVISION IN APPROPRIATE LOCATIONS WITHIN THE DEVELOPMENT FOR CAR, CYCLE, MOTORCYCLE AND LORRY PARKING IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS.

~~WITHIN CAR PARKS AND OTHER SUITABLE PUBLIC AREAS PROVISION WILL BE MADE FOR COVERED, WELL LIT AND SECURE CYCLE PARKING.~~

THE COUNCIL WILL SEEK THE PROVISION OF COVERED, WELL LIT AND SECURE CYCLE PARKING WITHIN CAR PARKS AND IN OTHER LOCATIONS WHERE IT IS LIKELY TO BE NEEDED SUCH AS SHOPPING CENTRES, RAILWAY STATIONS, SCHOOLS, LIBRARIES, DOCTORS' SURGERIES, COUNTRY PARKS AND LEISURE FACILITIES. CYCLE STANDS FOR INDIVIDUAL OR PAIRS OF CYCLES WILL BE SITED WHERE LARGER CYCLE PARKS ARE NOT APPROPRIATE. **(PA 10/4)**

THE COUNCIL WILL REVIEW THE NUMBER AND LOCATION OF DISABLED PARKING SPACES AND SEEK TO MEET ANY SHORTFALL IN AVAILABILITY OR LOCATIONAL CONSIDERATIONS, AND INCREASE PROVISION WHERE APPROPRIATE.

WHERE APPROPRIATE, IN ORDER TO PROMOTE ROAD SAFETY, ON-STREET PARKING WILL BE RESTRICTED.

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement *AND THE LOCAL TRANSPORT PLAN PROGRAMME.*

Monitoring: ~~Through surveys of need including problems caused by vehicles parked on-street, restricting access particularly by the emergency services, and problems of cycle parking on the pavement and obstruction.~~ *THROUGH THE LOCAL TRANSPORT PLAN PROCESS.* {T/11}

Safety

10.38 The Council considers it important to meet the government's targets in relation to safety and the reduction in accidents. Measures to improve safety will have a high priority, particularly in the vicinity of schools. In recent years many improvements for road safety reasons have been implemented.

10.39 For safety and for environmental reasons a number of traffic calming schemes have been implemented in the District. Traffic calming measures aimed at reducing the speed and penetration of traffic, particularly in residential areas, combined with environmental improvements can improve road safety and make the streets a more pleasant place in which to be. There is, however, concern about the detail of some of the traffic calming schemes that have been implemented. Speed humps have been opposed by the emergency services who consider that they increase response times; they are a problem for patients in ambulances. The bus operators have also opposed speed humps for reasons of passenger comfort and safety. Concern has been expressed about the effect of traffic calming measures on roads that are used as an alternative to avoid such measures, particularly road humps, and the lack of alternative approaches to traffic calming. Offset parking areas, for example can reduce the speed of traffic. Other approaches include footway widening, width restrictions and variation in surface treatments. Traffic calming schemes, however modest, do incur a cost. In view of this, and the fact that schemes can arouse opposition, they will only be undertaken where clearly justified.

10.40 Although there has been opposition to traffic calming, the issue of excessive speed is a matter of gre public concern, although generally resolution of the problem is outside the scope of land-use plannin Speed is a major influence on the severity of accidents.

POLICY WT7: ROAD SAFETY

THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO PROMOTE ROAD SAFETY FO ALL ROAD USERS INCLUDING:

a) MONITORING OF ACCIDENT STATISTICS TO IDENTIFY BLACKSPOTS

b) GIVING HIGH PRIORITY TO IMPROVEMENTS THAT WILL REDUCE ACCIDENT INCLUDING THOSE INVOLVING PEDESTRIANS AND CYCLISTS

c) ENSURING THAT ALL RELEVANT INVESTMENT CONFORMS TO BEST PRACTICE I RESPECT OF ROAD SAFETY

d) EXAMINING THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS FO DEVELOPMENT, AND

e) THE IMPLEMENTATION OF TRAFFIC CALMING SCHEMES WHERE JUSTIFIED.

Implementation: Through the annual capital programme of transport investment and environmental improvement *AND THE LOCAL TRANSPORT PLAN PROGRAMME*..

Monitoring: Through road safety and accident monitoring and the Road Safety Plan *AS PART OF THE LOCAL TRANSPORT PLAN PROCESS.* {T/12}

Street Lighting

10.41 The provision of street lighting is an important aid to safety at night and promotes security and feeling of well being. It is, however, an extremely sensitive issue in rural areas. There can be strong opposition to the introduction of street lighting into presently unlit rural areas. In considering whether to introduce street lighting it is important to consult the local community and its representatives.

10.42 Any lighting scheme must be well designed taking into account the character of the location. This is particularly necessary in areas of environmental quality and conservation areas. In a number of places street lighting is not continuous leading to problems for motorists arising from the alternation of lit and unlit areas.

POLICY WT8: STREET LIGHTING

THE PROVISION OF STREET LIGHTING IN PRESENTLY UNLIT AREAS WILL BE SOUGHT WHERE JUSTIFIED FOR SAFETY AND SECURITY REASONS HAVING REGARD TO:

a) THE VOLUME OF PEDESTRIAN AND VEHICULAR FLOWS

b) THE EFFECT ON THE CHARACTER OF THE LOCATION, PARTICULARLY IN RURAL AREAS

Cont.

POLICY AS IN THE SAME CIRCUMSTANCES GIVEN UNDER POLICY WH3. FOR ANY SUCH EXCEPTION TO THE POLICY TO BE ACCEPTABLE, THE PROPOSED DEVELOPMENT SHOULD HAVE NO ADVERSE IMPACT UPON THE CHARACTER OF THE ENVIRONMENT OR ON LOCAL AMENITY, AND COMPLY WITH ALL OTHER RELEVANT POLICIES AND PROVISIONS OF THIS PLAN.

Implementation: Planning permissions, and encouragement to owners of property to reinstate use.

Monitoring: Planning applications, and monitoring of numbers of new flats over shops and losses of residential accommodation.

5.17 The provision of a variety of types and sizes of accommodation is desirable so that the housing needs of as many households as possible can be met. The District Local Plan seeks to secure the mix of accommodation that will provide appropriate housing in line with the identified needs. *THE HOUSING NEEDS SURVEY 1997, CARRIED OUT BY CONSULTANTS ON BEHALF OF THE COUNCIL, IS ESPECIALLY USEFUL IN IDENTIFYING THE TYPES OF DWELLING THAT THE AREA REQUIRES. THE SURVEY, BASED ON A SAMPLE OF THE TOTAL POPULATION OF THE DISTRICT, IDENTIFIED PROPORTIONATE DEMAND BY DWELLING SIZE AS BEING: ONE/TWO BEDROOMED UNITS - 45%; THREE BEDROOMED UNITS - 25%; FOUR + BEDROOMED UNITS - 30%.* **(PA 5/10)**

5.18 The Council will also encourage a mix of dwellings as appropriate on individual sites, including for those with particular needs. This approach helps in the achievement of balanced communities, and has the added benefit of assisting in the development of greater townscape variety. (More detailed information on housing mix and densities can be found in the Council's Housing Design Guidelines.)

5.19 The plan also aims to ensure that existing residential accommodation is not lost to other uses, to maintain as wide a variety of dwellings as possible.

POLICY WH6: VARIETY OF HOUSING

ON SITES WHERE RESIDENTIAL DEVELOPMENT IS CONSIDERED ACCEPTABLE BY THE COUNCIL, PROPOSALS WILL BE EXPECTED TO INCORPORATE A MIX AND BALANCE OF DENSITIES, DWELLING TYPES AND SIZES. THE COUNCIL WILL ASSIST DEVELOPERS BY PROVIDING THEM WITH INFORMATION ON THE HOUSING NEEDS OF THE PLAN AREA, INCLUDING THOSE OF PARTICULAR GROUPS IN THE COMMUNITY, SO THAT THEY ARE AWARE OF THE REQUIREMENTS WHEN FORMULATING PROPOSALS. PARTICULAR EMPHASIS WILL BE GIVEN TO THE NEED FOR SMALL (ONE, TWO AND SMALLER THREE BEDROOMED) DWELLINGS.

Implementation: Planning permissions. Supply of information to public and private sector housebuilders.

Monitoring: Planning applications and permissions.

5.20 In terms of this policy, the term 'affordable housing' is taken to mean accommodation that is accessible to people whose incomes or resources are insufficient to enable them to buy or rent housing on the open market. Contributions to meeting housing need can be made by the provision of:

~~a) 'affordable' housing for first time buyers~~
~~b) accommodation at below market price~~
~~c) housing in partnership with a registered housing association~~
~~d) dwellings at affordable rents~~
e) ~~shared ownership schemes.~~ **(PA 5/11)**

A) AFFORDABLE SUBSIDISED HOUSING, I.E. HOUSING OF ALL TENURES THAT IS PROVIDED WITH SUBSIDY, FOR PEOPLE UNABLE TO RESOLVE THEIR NEEDS IN THE GENERAL HOUSING MARKET BECAUSE OF THE LOCAL RELATIONSHIP BETWEEN HOUSING COSTS AND INCOMES;

B) AFFORDABLE LOW COST MARKET HOUSING, I.E. HOUSING THAT IS PROVIDED WITHOUT SUBSIDY BY PRIVATE DEVELOPERS, WHO CAN DEMONSTRATE THAT THE HOUSES WILL CONTINUE TO BE ACCESSIBLE TO PEOPLE UNABLE TO RESOLVE THEIR NEEDS IN THE GENERAL HOUSING MARKET BECAUSE OF THE LOCAL RELATIONSHIP BETWEEN HOUSING COSTS AND INCOMES. **(PA 5/11)**

The Council wishes to see that those with special needs are also catered for; the District Council's Housing Strategy contains details of categories of those with special needs.

5.20A ~~*THE HOUSING NEEDS SURVEY IDENTIFIED THE NEED TO NEGOTIATE THE PROVISION OF 950 UNITS OF AFFORDABLE HOUSING FROM THE DEVELOPMENT PROGRAMME TO 2006, AND TO USE SITE DEVELOPMENT BRIEFS TO PROMOTE THE DELIVERY OF UP TO 2,000 UNITS OF LOW COST MARKET HOUSING AND UP TO 800 PRIVATE RENTED UNITS.*~~ **(PA 5/12)**

5.20A *THE HOUSING NEEDS SURVEY IDENTIFIED THE NEED TO NEGOTIATE THE PROVISION OF AFFORDABLE HOUSING UNITS FROM THE DEVELOPMENT PROGRAMME TO 2006. ON THE BASIS OF THE OUTSTANDING HOUSING REQUIREMENT AT 1ST APRIL 1999 IT IS CONSIDERED THAT C.700 AFFORDABLE HOUSING UNITS SHOULD COME FORWARD BY MARCH 2006, THE END OF THE LOCAL PLAN PERIOD. (THE JUSTIFICATION FOR THIS FIGURE IS SET OUT IN THE HOUSING BACKGROUND PAPER).* **[APA A8]**

POLICY WH7: AFFORDABLE HOUSING

~~ON RESIDENTIAL SCHEMES OF 25 OR MORE DWELLINGS IN SETTLEMENTS OF UNDER 3,000 PEOPLE, AND IN SCHEMES OF 40 OR MORE DWELLINGS ELSEWHERE (AS DEFINED IN POLICY WH1), THE COUNCIL EXPECTS AT LEAST 20% OF ALL NEW DWELLINGS GRANTED CONSENT TO BE FOR AFFORDABLE HOUSING. HOWEVER, THE PROPORTION OF SUCH DWELLINGS APPROPRIATE ON PARTICULAR SITES MAY VARY, ACCORDING TO SITE CONDITIONS. BEFORE GRANTING PLANNING PERMISSION FOR AFFORDABLE HOUSING, THE COUNCIL WILL NEED TO BE SATISFIED THAT SECURE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING WILL BE ENJOYED BY SUCCESSIVE, AS WELL AS BY THE INTIAL, OCCUPIERS OF THE PROPERTY~~.

ON RESIDENTIAL SCHEMES OF 15 OR MORE DWELLINGS OR OF 0.5 HECTARE OR MORE IN SETTLEMENTS OF 3,000 OR FEWER POPULATION, AND OF 25 OR MORE DWELLINGS OR OF 1 HECTARE OR MORE ELSEWHERE (AS DEFINED IN POLICY WH1), THE COUNCIL EXPECTS UP TO 25% OF ALL NEW DWELLINGS GRANTED CONSENT TO BE FOR AFFORDABLE HOUSING. HOWEVER, THE PROPORTION OF SUCH DWELLINGS APPROPRIATE ON PARTICULAR SITES MAY VARY, ACCORDING TO SITE CONDITIONS AND THE DETAILED FINDINGS OF THE HOUSING NEEDS SURVEY 1997. BEFORE GRANTING PERMISSION FOR AFFORDABLE HOUSING, THE COUNCIL WILL NEED TO BE SATISFIED THAT SECURE ARRANGEMENTS ARE MADE TO ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING WILL BE ENJOYED BY SUCCESSIVE, AS WELL AS BY THE INITIAL, OCCUPIERS OF THE PROPERTIES.

(PA 5/13)

Implementation: Consultation with providers of affordable housing.

Monitoring: Planning applications and permissions.

PROPOSAL WR6: EARLEY GREENWAYS

THE COUNCIL WILL CONTINUE TO PROMOTE THE COMPLETION OF OUTSTANDING SECTIONS OF THE NETWORK OF GREENWAYS AS IDENTIFIED IN THE LOWER EARLEY DEVELOPMENT BRIEF AND AS SHOWN ON THE PROPOSALS MAP.

Implementation: Through negotiations with landowners, and where appropriate, through the development control process.

Monitoring: Planning applications determined.

Provision of Public Open Space in New Residential Development

9.19 The provision of public open space in new residential areas is an important material consideration in dealing with planning applications. A standard of 4.3 hectares per 1,000 population has been adopted by the Council, which is considered a reasonable size to accommodate various recreational facilities in demand by the local population. The table in Appendix 5 sets out the basis of the guidelines. The guidelines can be flexible taking into account local circumstances. For example, where a site is physically too small to accommodate the larger types of open space required by the guidelines (i.e. sports pitches, allotments or a formal park) appropriate provision of some public open space (especially for younger children) should be made within the site with the balance provided by contributions towards the future provision of off-site facilities. Design standards for children's play spaces are set out in Appendix 6.

9.20 The Survey of Public Open Space (see para. 9.16) also highlighted the extent to which existing provision is fragmented, although this tends to occur less frequently on more recent developments. It is important that new provision is not fragmented for both functional and maintenance cost reasons. In addition, Built Environment Policy WBE9 in chapter 4 stresses the importance of linking open spaces to create a sequence. There is also value from a bio-diversity point of view in linking open space (i.e. to create wildlife corridors).

POLICY WR7: PROVISION OF PUBLIC OPEN SPACE IN NEW RESIDENTIAL DEVELOPMENT

THE COUNCIL WILL ENSURE THE PROVISION OF A MINIMUM 4.3 HECTARES OF PUBLIC OPEN SPACE (P.O.S.) PER THOUSAND POPULATION TOGETHER WITH ASSOCIATED FACILITIES/EQUIPMENT AS A PHASED PROGRAMME OF WORKS IN NEW RESIDENTIAL DEVELOPMENT. AREAS OF P.O.S. WILL BE EXPECTED TO BE OF A SIZE, SHAPE AND LOCATION SUITABLE FOR RECREATIONAL USE.

WHERE SITES CANNOT PHYSICALLY, OR APPROPRIATELY, ACCOMMODATE ALL THE CATEGORIES OF OPEN SPACE REQUIRED IN APPENDIX 5, THE OPEN SPACE THAT CAN BE PROVIDED ON-SITE WILL BE EXPECTED TO INCLUDE AMENITY SPACE AND CHILDREN'S PLAY SPACE. THE BALANCE OF THE OPEN SPACE REQUIREMENT WILL BE SOUGHT THROUGH FINANCIAL CONTRIBUTIONS TOWARDS THE FUTURE PROVISION OF NEW, OR THE ENHANCEMENT OF EXISTING, OFF-SITE FACILITIES.

Cont.

PART 2

Implementation: Through the development control process and, where necessary, contributions.

Monitoring: Planning applications determined.

Provision of Public Open Space and/or Recreational Facilities in New Commercial Development

9.21 There is also a need to provide open spaces within employment areas for the enjoyment and use of employees. As a general guideline the provision of 1.5 hectares per 1,000 employees is considered to provide sufficient open space to accommodate the recreational requirements generated by employees within new employment areas. Provision of recreational facilities close to employment locations reduces the need to travel and the pressure on existing facilities.

POLICY WR8: PROVISION OF PUBLIC OPEN SPACE IN NEW COMMERCIAL DEVELOPMENT

THE COUNCIL WILL ENSURE THE PROVISION OF A MINIMUM 1.5 HECTARES OF PUBLIC OPEN SPACE (P.O.S.) PER THOUSAND EMPLOYEES TOGETHER WITH ASSOCIATED FACILITIES/EQUIPMENT AS A PHASED PROGRAMME OF WORKS IN NEW EMPLOYMENT AREAS. AREAS OF P.O.S. WILL BE EXPECTED TO BE OF A SIZE, SHAPE AND LOCATION SUITABLE FOR RECREATIONAL USE.

WHERE A SITE CANNOT PHYSICALLY, OR APPROPRIATELY, ACCOMMODATE THE REQUIRED OPEN SPACE, THE BALANCE WILL BE SOUGHT THROUGH FINANCIAL CONTRIBUTIONS TOWARDS THE FUTURE PROVISION OF NEW, OR THE ENHANCEMENT OF EXISTING, OFF-SITE FACILITIES.

Implementation: Through the development control process and, where necessary, contributions.

Monitoring: Planning applications determined.

Provision of Indoor Sports and Recreational Facilities in New Residential Development

9.22 In addition to the provision of public open space in new residential development Sports Council research shows that a population of between 3,500 and 6,000 can support a small community/recreation centre. Therefore, where ~~a community of 4,000 persons or more will result~~ *RESIDENTIAL DEVELOPMENT TAKES PLACE* (either ~~from~~ a single development or ~~by~~ additions to existing developments) **(PA 9/6)** indoor sports and recreational facilities should be provided, either on-site or by contributions. Such provision will be proportionate to the scale of development proposed and the needs of the settlement and surrounding area. *ANY NEW FACILITIES SO PROVIDED WILL BENEFIT BOTH THE NEW AND THE EXISTING COMMUNITIES. WHERE APPROPRIATE, CONSIDERATION WILL BE GIVEN TO THE ACCEPTABILITY OF UPGRADING EXISTING FACILITIES AS AN ALTERNATIVE TO PROVIDING NEW FACILITIES.* **(PA 9/7)**

9.23 Proposal WSM1 for 2,500 dwellings at Grazeley falls within this category (see chapter 6, Major Development South of the M4).

THE
BELL
CORNWELL
PARTNERSHIP

CHARTERED TOWN PLANNERS

Oakview House
Station Road
Hook
Hampshire
RG27 9TP
Tel: (01256) 766673
Fax: (01256) 768490
E-mail: bcp@bell-cornwell.co.uk

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FAO:. MRS. B. POLNIK. — WOKINGHAM D.C.

With Compliments

IS/3673/June.let

Mrs M Pocock,
The Planning Inspectorate,
3/03 Kite Wing,
Temple Quay House,
2 The Square
Temple Quay
BRISTOL
BS1 6PN

COPY

12th June 2003

by courier

Dear Mrs Pocock,

Re: Town & Country Planning Act, 1990 - Section 78
Appeal by: Lamron Estates (Wokingham) Limited
Site at: Land West of Molly Millar's Close, Molly Millar's Lane, Wokingham, Berkshire RG41 2PX.
PINS Ref: APP/X0360/A/02/1103394

The above appeal was the subject of a hearing on 3rd June 2003, at which the Inspector asked that certain additional items should be provided as a result of matters discussed prior to the closure of the hearing.

Accordingly, please find attached the following additional documents in support of our client's appeal.

1. A suggested condition relating to the submission to, and approval by, the local planning authority of a Travel Plan prior to the commencement of the development. As agreed with the Inspector, the suggested condition refers to the draft Travel Plan, dated May 2003, tabled by Mayer Brown Ltd at the hearing.

2. Two title documents, confirming that Radyne (Overseas) Ltd. Hold title to the appeal site, together with an original consent - dated 3rd June 2003 - given by HSBC Bank plc, (previously known as Midland Bank plc), consenting to the completion of the unilateral s.106 undertaking by Radyne (Overseas) Ltd.

3. A further copy of the s.106 obligation with the appeal site edged in red.

We confirm that, as requested by the Inspector, copies of each of the above have been sent direct to Wokingham District Council.

Should you require any further information, please do not hesitate to contact the writer.

Yours sincerely,

COPY

IAN SOWERBY

cc: Environmental Services Department, Wokingham District Council
cc: Malcolm McPhail - Lamron Estates Ltd
cc: Chandra Gopal - PDP
cc: Martin Knowles - Mayer Brown Ltd.
cc: Richard Hoskins - Upton McGougan
cc: Justin Cummings - Cummings Commercial

Proposed Travel Plan Condition

Based on Appendix F – Using the planning process to secure travel plans – Best practice guidance for local authorities, developers and occupiers.

"The development shall not be commenced until a Travel Plan has been submitted to and approved in writing by the Council, such Travel Plan to be based on the Draft Travel Plan dated May 2003, that includes a timetable for the implementation of each such element.

No part of the development shall be occupied prior to implementation of the Approved Travel Plan (or implementation of those parts identified in the Approved Travel Plan as capable of being implemented prior to occupation). Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied."

THIS DEED is made the 11th day of June 2003

BY HSBC BANK PLC (previously known as Midland Bank plc) of PO Box 8042 Birmingham B2 4NQ ("the Bank")

WHEREAS:-

By a deed of unilateral undertaking ("the unilateral undertaking") dated 3 June 2003 pursuant to Section 106 of the Town and Country Planning Act 1990 by Radyne (Overseas) Limited ("Radyne") and Lamron Developments (Wokingham) Limited ("Lamron") in favour of Wokingham District Council ("the Council") Radyne and Lamron entered into certain planning obligations in favour of the Council in respect of the property ("the Site") fronting onto Molly Millars Lane Wokingham which is presently registered at HM Land Registry under title numbers BK336902 and BK120892.

By a charge dated 5th March 1980 that part of the Site presently registered at HM Land Registry under the title number BK120892 was charged to the Bank.

NOW THIS DEED WITNESSES as follows:-

1. The Bank acknowledges in favour of the Council its consent to Radyne entering into the Unilateral Undertaking and acknowledges in favour of the Council that the planning obligations contained in the Unilateral Undertaking will bind the Site.

2. The bank also covenants with the Council to observe and perform the terms of the planning obligations contained in the Unilateral Undertaking in the event of the Bank entering into possession of that part of the Site which is presently registered under title number BK120892 provided that the Bank shall in no circumstances be liable for any breach of the Unilateral Undertaking unless it has itself caused such a breach, whilst mortgagees in possession. It shall not be liable for any pre-existing breach.

IN WITNESS WHEREOF this document which is intended to take effect as a deed has been duly executed by a duly authorised Official of the Bank as Attorney of the Bank the day and year first above written.

SIGNED AND DELIVERED
by ROBERT JOHN HUBBLE

Attorney of
HSBC Bank plc

in the presence of:

Witness:

Address: Timothy Dickens

Occupation:

1735-6 (7/99 - UOI = 1 x PK250)

HSBC Bank plc
Birmingham Securities Processing Centre
PO Box 8042
Birmingham
B2 4NQ

Bank Official

OFFICE COPY OF REGISTER ENTRIES

This office copy shows the entries subsisting on the register on **8 February 2001.** This date **must be quoted as the 'search from date' in any official search** application based on this copy.
Under s.113 of the Land Registration Act 1925 this copy is admissible in evidence to the same extent as the original.
Issued on 9 February 2001 by HM Land Registry.
This title is administered by the **Gloucester District Land Registry.**

HM Land Registry

Title Number : BK120892

Edition Date : 1 December 2000

A: Property Register

containing the description of the registered land and the estate comprised in the Title.

WOKINGHAM

1. The **Freehold** land shown edged with red on the plan of the above Title filed at the Registry and being land and buildings in Molly Millars Lane, Wokingham.

2. (2 October 1995) The land has the benefit of the following rights reserved by the Transfer of land adjoining part of the Eastern boundary of the land in this title dated 1 January 1973 made between (1) Radyne Limited (Transferor) and (2) Dillwyn Holdings Limited (Transferee):-

"EXCEPT AND RESERVING unto the Transferor and its successors in title the free passage and running of water through the existing water mains and pipes running through or under the said land edged red on plan "B" on to or from the land edged blue on the said plan "B" and also the right to connect up the said water main or pipes passing through or under the said land edged red on plan "B" making good all damage thereby caused."

NOTE:-The land edged red on Plan "B" referred to adjoins part of the eastern boundary of the land in this title.

3. (10 April 1996) The land has the benefit of the following rights granted by a Transfer of land lying to the east of the land in this title dated 11 March 1983 made between (1) Radyne (Overseas) Limited (Overseas) (2) Radyne Limited (Radyne) (3) Forward Technology Industries Plc (FTI) and (4) Luff Building Limited (Luff):-

"LUFF as beneficial owner HEREBY GRANTS to Overseas ALL THAT the right for Overseas its successors in title and owners or occupiers for the time being of the Retained Land and of the land now registered with Title Number BK120892 insofar as such land lies to the north of Molly Millars Lane and its and their tenants and servants and all other persons authorised by it or them that any time hereafter:-

(i) to enter upon the land within the points marked B E G K F C on Plan 2 which land is for the purpose of identification only tinted green

1763038004

A: Property Register continued

thereupon (and to enter upon that part of the Property adjacent to the said land as may reasonably be necessary for the exercise of the right hereby granted) for the purpose of constructing a roadway thereupon to such standard as Overseas may require subject to the persons exercising such right making good in a reasonable manner as soon as practicable any damage thereby caused

(ii) to enter upon the said land to maintain repair renew or rebuild any roadway constructed pursuant to the right granted in sub-clause (i) hereof

(iii) of way along the said roadway at all times hereafter for all purposes with or without motor vehicles

AND IT IS HEREBY AGREED AND DECLARED THAT:-

(a) point E shall be at a distance of ten feet from point G along the line GH and

(b) point F shall be at a distance of twenty-two feet from point G along the line GH and

(c) the angle between the lines GH and EB and between the lines GH and FC shall be forty-five degrees."

NOTE 1:-The Retained Land referred to adjoins the eastern boundary of the land in this title.

NOTE 2:-The Property referred to lies to the east of the land in this title and is registered under title BK204892.

NOTE 3:-Copy plan 2 in Certificate. Original filed under BK204892.

4. (20 October 2000) The land edged and numbered in green on the filed plan has been removed from this title and registered under the title number or numbers shown in green on the said plan.

5. (20 October 2000) The land has the benefit of the rights reserved by but is subject to the rights granted by a Transfer of the land edged and numbered BK365560 in green on the filed plan and other land dated 27 September 2000 made between (1) Radyne (Overseas) Limited and (2) Minster Square Limited.

NOTE: Copy in Certificate. Original filed under BK365560.

B: Proprietorship Register

stating nature of the title, name and address of the proprietor of the land and any entries affecting the right of disposal

Title Absolute

1. (3 April 1973) **PROPRIETOR**: RADYNE (OVERSEAS) LIMITED (Co. Regn. No. 440664) of Molly Millars Lane, Wokingham, Berks. RG41 2PX.

C: Charges Register

containing charges, incumbrances etc. adversely affecting the land

1. (2 October 1995) **REGISTERED CHARGE** dated 5 March 1980 affecting also title BK120894 to secure the moneys including the further advances therein mentioned.

2. (2 October 1995) **PROPRIETOR**: MIDLAND BANK PLC of 1/2 High Street, Windsor, Berks. SL4 1UX.

END OF REGISTER

NOTE: A date at the beginning of an entry is the date on which the entry was made in the Register.

1763038004

TITLE NUMBER

BK120892

WOKINGHAM

N

ORDNANCE SURVEY MAP REFERENCE: SU8067NW

SCALE 1:1250

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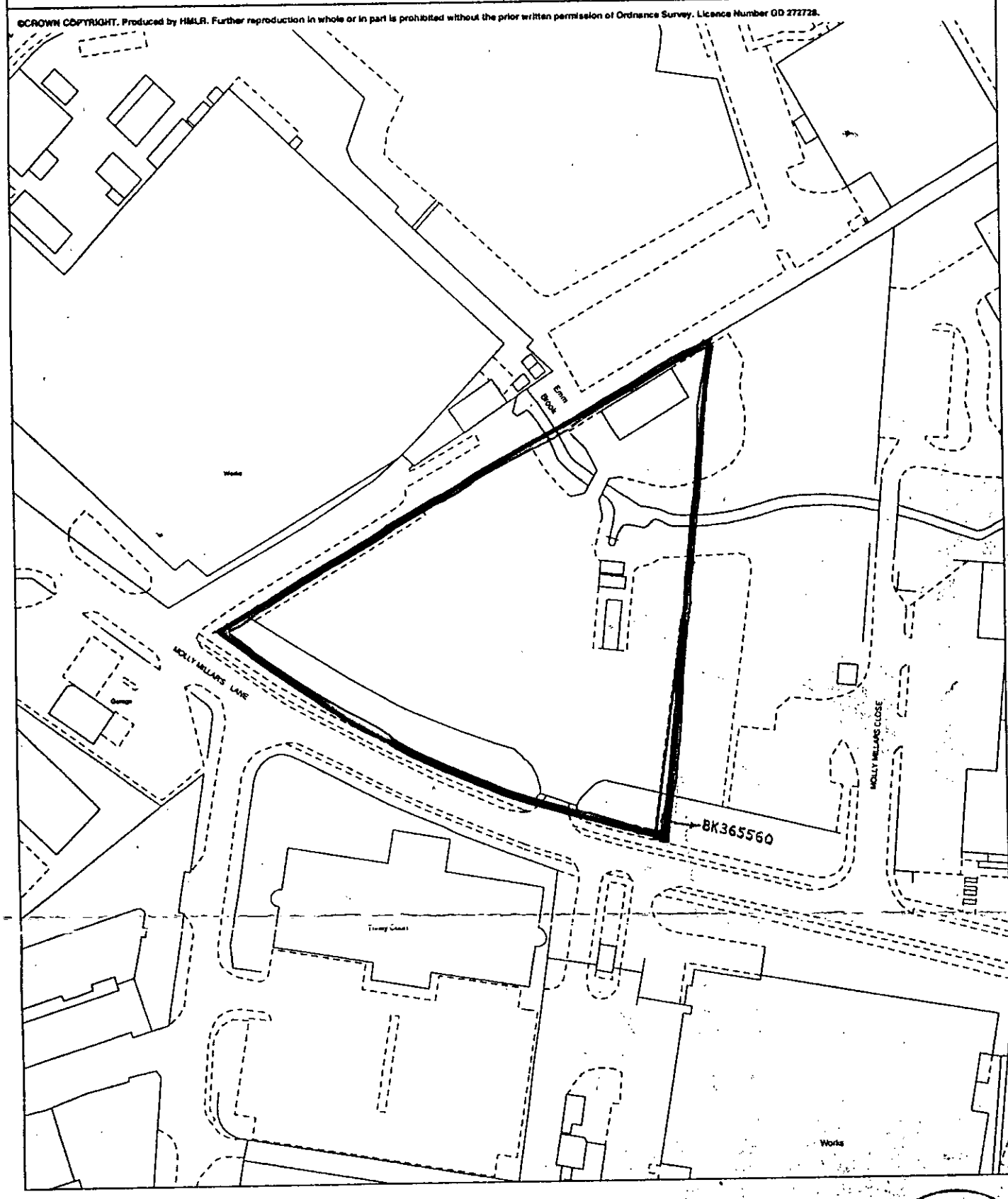

H.M. LAND REGISTRY 12.2000

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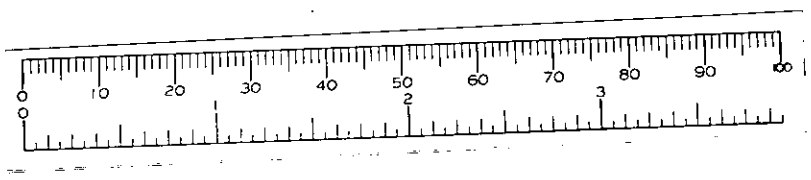

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Under s.113 of the Land Registration Act 1925 this copy is admissible in evidence to the same extent as the original.
Issued on 9 February 2001 by HM Land Registry.
This title is administered by the **Gloucester District Land Registry.**

HM Land Registry

Title Number : BK336902

Edition Date : 20 October 2000

A: Property Register

containing the description of the registered land and the estate comprised in the Title.

WOKINGHAM

1. The **Freehold** land shown edged with red on the plan of the above Title filed at the Registry and being Land on the North side of Molly Millars Lane, Wokingham.

2. By a Transfer dated 1 January 1973 made between (1) Radyne Limited and (2) Dillwyn Holdings Limited the land in this title was expressed to be transferred together with certain rights. The said Transfer also contains exceptions and reservations and this registration takes effect subject thereto.

   NOTE:-Copy in Certificate. Original filed under BK119771.

3. The land in this title has the benefit of the following rights reserved by a Transfer of land adjoining the south eastern boundary of the land in this title dated 23 December 1975 made between (1) Dillwyn Holdings Limited and (2) The London Assurance:-

   "Except and reserving the easements and other rights specified in the First Schedule hereto"

   THE FIRST SCHEDULE above referred to

   The following easements and rights are hereby excepted and reserved for the Transferor and its successors in title the owner or owners for the time being of the remainder of the land comprised in the above-mentioned title number

   1. The free passage and running of water soil gas electricity and all other services for any adjoining or neighbouring premises or any building now or which during the period commencing on the date hereof and terminating at the expiratin of twenty one years from the death of the last survivor of the issue now living of His Late Majesty King George V shall be erected thereon through any sewers drains pipes wires conduits and channels now or which at any time within such period as aforesaid

Continued overleaf

1763039004

A: Property Register continued

shall run under or through the property hereby transferred and the right to make connections with such sewers drains pipes wires conduits and channels for the purpose of exercising the said free passage of water soil gas electricity and all other services as aforesaid subject to payment by the Transferor and its successors in title to the Transferee and its successors in title the owners and occupiers of the property hereby transferred of a fair and reasonable proportion (to be determined by the surveyor for the time being to the Transferee or its successors in title) of all costs and expenses payable in respect of making repairing maintaining cleansing and renewing all sewers drains pipes wires conduits channels and any other matters used by the Transferor and its successors in title in common with the Transferee and its successors in tilte the owners and occupiers of the property hereby transferred such proportion to be calculated by reference to the actual use of the said services by the Transferor or its successors in title PROVIDED that in the exercise of such rights the Transferor and its successors in title shall not do any act or thing which may prejudicially affect or interfere with the purity flow or supply of the water gas electricity and other services to the property hereby transferred or which may overload damage or prejudicially affect the use by the Transferee and its successors in title of the said sewers drains pipes wires conduits and channels Together with the right to enter upon the land hereby contracted to be sold after reasonable notice to the owners and occupiers for the time being thereof for the purpose of enlarging relaying or otherwise dealing with any of the said sewers drains pipes wires conduits or channels as may be reasonably necessary the person exercising such right making good any damage thereby caused to the land and buildings erected thereon and indemnifying the owners and occupiers for the time being thereof against all damages costs charges or other expenses arising howsoever from the exercise of such right.

2. Full right and liberty at any time and from time to time during the period aforesaid to execute or cause or suffer to be executed works and erections upon any of the adjoining or adjacent or neighbouring land premises or buildings belonging to the Transferor and the right to alter repair rebuild develop construct demolish erect use and let such adjoining adjacent or neighbouring lands premises or buildings in any manner or for any purpose notwithstanding that the passage of light or air to the property hereby transferred or any part thereof may thereby be obstructed or interfered with and notwithstanding that any other liberty easement or right belonging to the Transferee over such adjoining adjacent or neighbouring lands premises or buildings is thereby diminished or prejudicially affected.

3. All rights of light air and other easements and rights now or hereafter belonging to or enjoyed by the property hereby transferred from or over any adjacent or neighbouring land or building.

4. The right to support and shelter and all other easements and rights now or hereafter belonging to or enjoyed by all adjacent or neighbouring land or buildings and any interests therein in possession or reversion as may at any time be vested in the Transferor.

5. A right of way over and along the part of the property hereby transferred now or hereafter forming the access road at all times and from time to time both with and without vehicles for all purposes whatsoever subject to payment by the Transferor and its successors in title to the Transferee and its successors in title the owners and occupiers of the property hereby transferred of a fair and reasonable proportion (to be determined by the surveyor for the time being to the Transferee or its successors in title) of all costs and expenses payable in respect of making repairing maintaining cleansing and renewing the

 Continued on next page

A: Property Register continued

said access road used by the Transferor and its successors in title in common with the Transferee and its successors in title."

4. The land has the benefit of the rights reserved and granted by a Transfer of land adjoining the eastern boundary of the land in this title dated 11 March 1983 made between (1) Radyne (Overseas) Limited (2) Radyne Limited (3) Forward Technology Industries PLC and (4) Luff Buildings Limited.

   The said Transfer also contains a provision as to easements and other rights.

   NOTE:-Copy in Certificate. Original filed under BK204892.

5. (20 October 2000) The land edged and numbered in green on the filed plan has been removed from this title and registered under the title number or numbers shown in green on the said plan.

6. (20 October 2000) The land has the benefit of the rights reserved by but is subject to the rights granted by a Transfer of the land edged and numbered BK365560 in green on the filed plan and other land dated 27 September 2000 made between (1) Radyne (Overseas) Limited and (2) Minster Square Limited.

   NOTE: Copy in Certificate. Original filed under BK365560.

B: Proprietorship Register

stating nature of the title, name and address of the proprietor of the land and any entries affecting the right of disposal

Title Absolute

1. (9 May 1977) **PROPRIETOR(S)**: RADYNE (OVERSEAS) LIMITED (Co. Regn. No. 440664) of Radyne House, Molly Millars Lane, Wokingham, Berks RG41 2PX.

C: Charges Register

containing charges, incumbrances etc. adversely affecting the land

1. The land is subject to the rights granted in Clause 2 of a Deed of Exchange dated 17 February 1982 made between (1) Luff Building Limited (2) Wokingham District Council and (3) Radyne (Overseas) Limited.

   NOTE: Copy in Certificate. Original filed under BK119771.

END OF REGISTER

NOTE: A date at the beginning of an entry is the date on which the entry was made in the Register.

1763039004

TITLE NUMBER

BK336902

WOKINGHAM

N

ORDNANCE SURVEY MAP REFERENCE: SU8067NE

SCALE 1:1250

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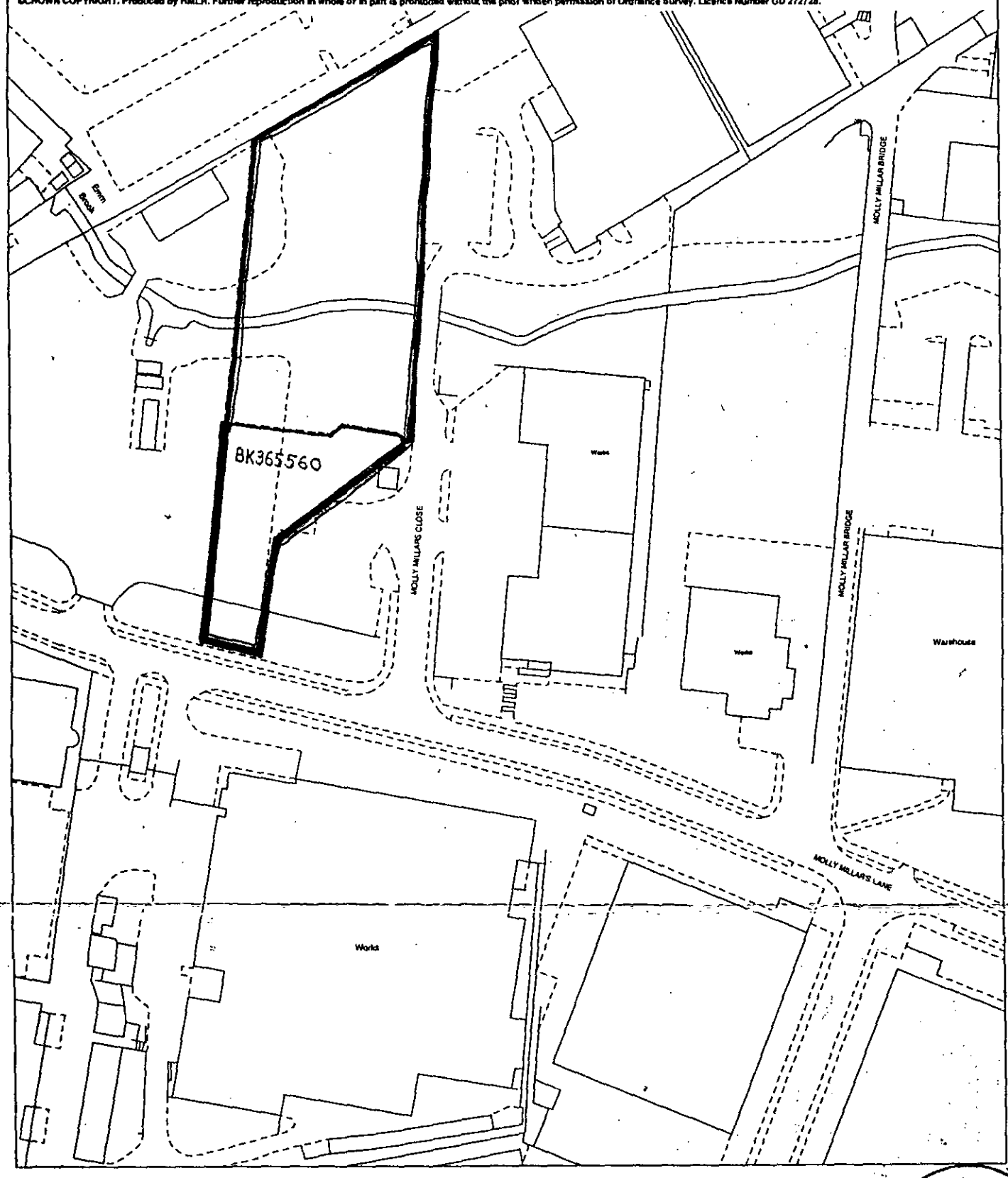

H.M. LAND REGISTRY

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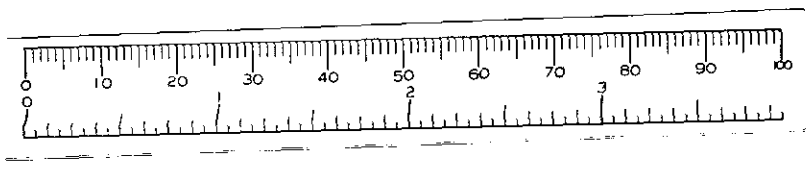


DATED 3RD JUNE 2003

RADYNE (OVERSEAS) LIMITED (1)

- and -

LAMRON DEVELOPMENTS (WOKINGHAM) LIMITED (2)

in favour of
WOKINGHAM DISTRICT COUNCIL

DEED

Pursuant to Section 106 Town and Country Planning Act 1990

- relating to -

land adjoining Molly Millars Lane, Wokingham

Payne Hicks Beach,
10 New Square,
Lincoln's Inn,
London WC2A 3QG.

THIS DEED is made the 3RD day of JUNE 2003

BY:-

(1) **RADYNE (OVERSEAS) LIMITED** (Company Number 00440664) whose registered office address is at Molly Millars Lane Wokingham Berkshire RG41 2PX ("the Owner")

(2) **LAMRON DEVELOPMENTS (WOKINGHAM) LIMITED** (Company Number 03989587) whose registered office address is at 73/75 Mortimer Street London W1W 7SQ ("the Developer")

WHEREAS:-

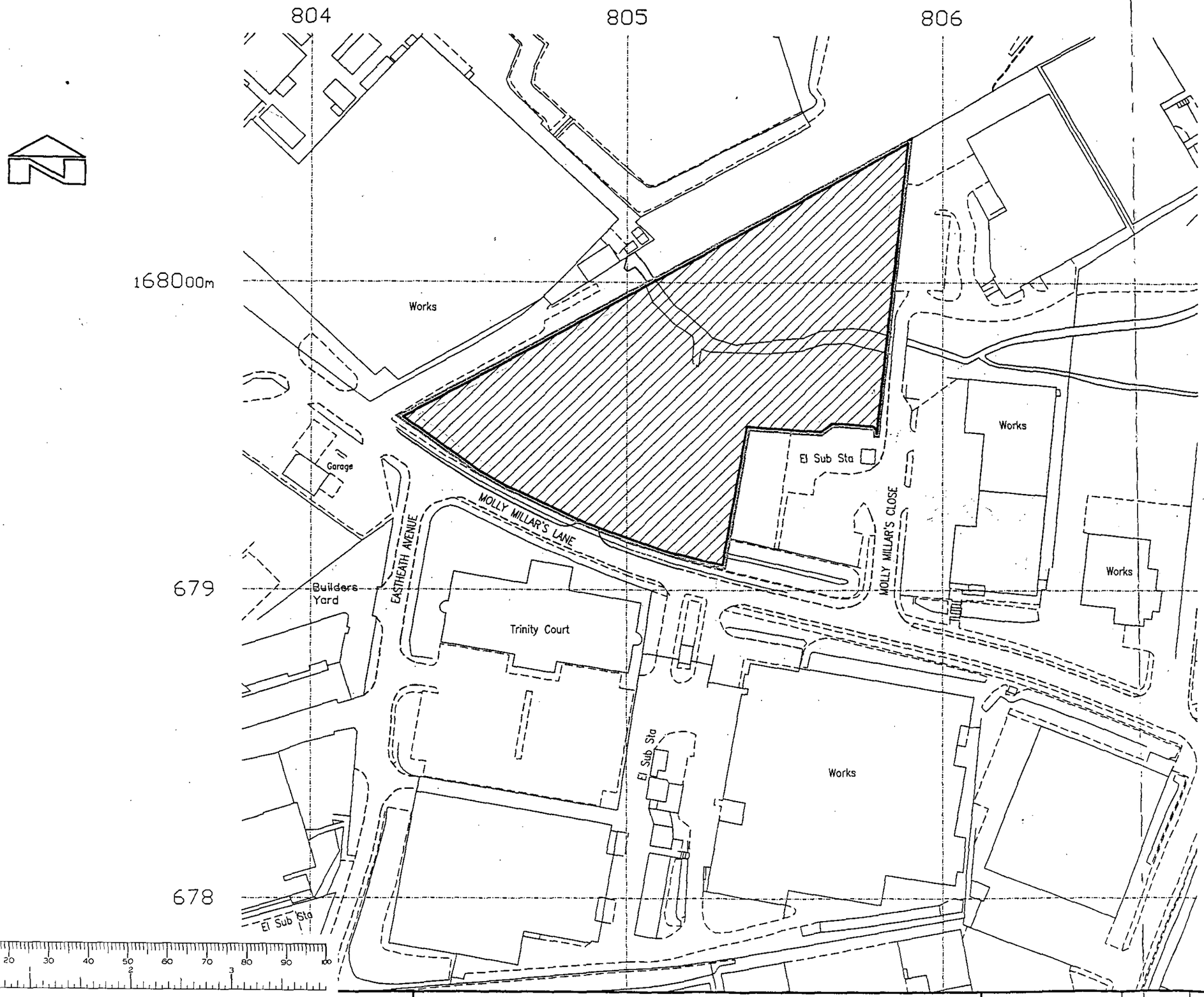
1. **DEFINITIONS**

1.1 In this Deed the following words shall have the meanings ascribed to them as follows:-

"Council"	Wokingham District Council of Civic Offices Shute End Wokingham RG40 1WH being the Planning Authority for the area in which the Site is situate
"Commencement of Development"	means the carrying out of a Material Operation upon the Site exclusively referable to the Development as is to be permitted by the Planning Permission and "Commencing the Development" shall be construed accordingly
"Covenantor"	the Owner and the Developer
"Development"	means the development on the Site permitted by the Planning Permission
"the First Secretary of State"	the First Secretary of State and including, if appropriate, an inspector appointed by him
"Material Operation"	A material operation as defined in Section 56 of the Planning Act to implement the Planning Permission

	but shall not include operations in connection with marking out (on its own) surveying ground investigation work borehole investigation archaeological excavation site clearance demolition investigation for purposes of assessing contamination and the erection of means of enclosure for the purposes of site security and/or display of advertisements
"Plan"	The plan attached hereto
"Planning Act"	The Town and Country Planning Act 1990 and any statutory amendment consolidation and/or replacement thereof
"Planning Appeal"	the appeal to the First Secretary of State made by the Developer given reference number APP/X0360/A/02/1103394 pursuant to Section 78 of the Planning Act against a Planning Refusal
"Planning Application"	The application dated 9 November 2001 for outline planning permission submitted to the Council and given Reference Number 0/2001/5282 together with any amendments and/or variations and/or substitutions thereof
"Planning Permission"	any planning permission granted by the First Secretary of State pursuant to the Planning Appeal
"Planning Refusal"	the express or deemed refusal of the Planning Application by the Council
"Site"	The property being land adjoining Molly Millars Lane Wokingham as shown edged red on the Plan

1.2 Words importing persons shall include firms companies and corporations and vice versa and their successors in title and assigns



Clifton Sugarman Solicitors
for the Owner

Mark Mellard

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

site: MOLLY MILLAR'S LANE WOKINGHAM

drawing: LOCATION PLAN

scale	Job No.		Drawing	Rev.
1:1250 @ A3	3467	P	60	

date NOV 2002

drawn

PDP

1.3 Any reference to a statute (whether specifically named or not) shall include any amendment or re-enactment of such statute for the time being in force and all instruments orders notices regulations directions by-laws permissions and plans for the time being made issued or given thereunder or deriving validity therefrom

1.4 Any reference to a clause or schedule shall mean a clause or schedule to this Deed

1.5 The titles or headings appearing in this Deed are for reference only and shall not affect its construction

1.6 Subject to the terms obligations and covenants of this Deed coming into effect pursuant to the terms hereof the Covenantor jointly and severally covenants as hereinafter appearing

NOW THIS DEED WITNESSES as follows:-

1. **UNILATERAL PLANNING OBLIGATIONS**

The obligations entered into by the Covenantor are Unilateral Planning Obligations pursuant to Sections 106 106A and 106B of the Planning Act and in respect of which:-

1.1 The Owner holds the legal estate in the Site. On 14 September 2001 the Owner agreed to sell the Site to the Developer.

1.2 Subject to the fulfilment of the conditions in Clause 2 the terms obligations and covenants in Clause 3 of this Deed shall burden the Site and shall be enforceable as Planning Obligations against the Covenantor and its successors in title

1.3 The Council is the Local Planning Authority entitled to enforce the terms obligations and covenants in Clause 3 of this Deed against the Covenantor

1.4 The Council shall be supplied with a copy of this Deed

2. **CONDITIONS**

2.1 The terms obligations and covenants in this Deed are conditional upon and shall not come into effect until the grant of the Planning Permission and

2.2 Subsequent to the fulfilment of the condition in Clause 2.1 the Covenantor shall thereafter have undertaken a Material Operation on the Site

2.3 For the avoidance of doubt it is hereby declared that in the event of the Planning Permission being quashed as a result of legal proceedings, modified or revoked then the terms obligations and covenants of this Deed shall absolutely determine and become null and void

2.4 In the event of the non-implementation of the Planning Permission so that it expires then the provisions of this Deed shall be discharged and be of no further effect

3. **UNILATERAL OBLIGATIONS**

Subject to clause 2 the Covenantor hereby jointly and severally undertakes with the Council to observe and perform the planning obligations set out in the Schedule hereto **PROVIDED ALWAYS** that the liability of each of the Covenantor and of any of the Covenantor's successors in title shall cease (other than in respect of its own antecedent breaches of obligation contained herein) after the Covenantor shall have parted with all their respective interests in the Site or the relevant part of the Site in respect of which such breach occurs

4. **INDEMNITY**

In the event of the Developer Commencing the Development then the Developer covenants with the Owner to observe and perform the planning obligations set out in the Schedule hereto and in such event to pay the sums therein referred to and in such event to indemnify the Owner and their successors in title (and keep them indemnified) from and against all losses costs claims damages and liabilities incurred or suffered by the Owner arising out of or resulting from any breach or non-observance or non-performance of those obligations

5. **CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999**

This Deed does not create any right enforceable by any person not a party to it except that it may be enforced by the successors in title and the assigns of the parties and by the Council and by any successor to the Council's statutory function

IN WITNESS whereof the Developer and the Owner have duly executed this instrument as a Deed the day and year first before written

SCHEDULE

(Planning Obligations)

Financial Contribution

The Covenantor agrees to pay to the Council within seven days of Commencement of the Development the sum of fourteen thousand pounds (£14,000) ("the Basic Sum") together with a sum ("the Additional Sum") equal to the difference between the Basic Sum and the sum arrived at by increasing the Basic Sum then due by the percentage by which the index of retail prices (all prices) published by the Central Statistical Office (or any successor office ministry or agency) has increased between the date of this deed and the date of payment of the Basic Sum then due

EXECUTED as a Deed by)
RADYNE (OVERSEAS) LIMITED)
acting through:-)

Director

Secretary

EXECUTED as a Deed by)
LAMRON DEVELOPMENTS)
(WOKINGHAM) LIMITED)
acting through:-)

Director

Secretary

COSTS: CIRCULAR 8/93

(1) – REFUSAL BASED SOLELY ON LACK OF HIGHWAY/INFRASTRUCTURE CONTRIBUTIONS BY APPELLANT.

– SUMS SOUGHT HAVE NEVER BEEN JUSTIFIED, DESPITE APPLICATION HAVING BEEN SUBMITTED 18 MONTHS AGO, (AND A 2ND APPLICATION IS STILL CURRENT). ∴ DEMANDS ARE EXCESSIVE, IN CIRCULAR 1/97 TERMS.

– ∴ = UNREASONABLE BEHAVIOUR BY LPA.

(2) APPENDIX TO CIRCULAR 8/93

- GROUNDS FOR APPLICATION:

(2) FAILURE TO PROVIDE EVIDENCE, ON PLANNING GROUNDS, TO SUBSTANTIATE THE REASON FOR REFUSAL.

(3) FAILURE TO TAKE INTO A/C ADVICE IN CIRCULAR [1/97]

(4) LACK OF NEGOTIATION/ DISCUSSION/ [redacted]

(9) PRESS UNREASONABLE DEMANDS/ OBLIGATIONS.

↓ Appln not going to Ctee within statutory period

FAILURE TO SUBSTANTIATE REASONS... (2) ANNEX 3, PARA 18 [redacted]

– REF TO CIRCULAR 1/97 TESTS.

FAILURE TO TAKE A/C OF CIRCULAR. (3) ANNEX 1, PARA 11 Similarly, a pl. authority.....

– FAILURE TO TAKE A/C OF RELEVANT CIRCULAR/ PPG.

(4) ANNEX 3 - PARA 26

HANDLING OF THE APPLICATION ↓ APPEAL

– (SPECIFIC AND ADEQUATE REASONS FOR NOT REACHING A DECISION WITHIN THE TIME LIMIT. — refer chronology

– IN THIS CASE, APPEAL WAS MADE AT LAST POSSIBLE MOMENT, SOME 12 MONTHS AFTER SUBMISSION AND 3 MONTHS AFTER LAST ADDENDUM TO APPLICATION. Failing to make decision

– [redacted]

PURSUING UNREASONABLE DEMANDS. (9) ANNEX 3, PARA 18

(SEE (2) ABOVE).

[redacted]

AGENDA FOR HEARING ON 3rd JUNE 2003 RE APPEAL ON LAND WEST OF MOLLY MILLERS CLOSE, WOKINGHAM

MAIN ISSUES:

I consider that there are 2 main issues in this appeal. The first is the effect of the proposed development on highway safety and the free flow of traffic. The second is the effect of the proposed development on recreational facilities in the area.

1. PRELIMINARY MATTERS

- further info. lacks detail

-Agreement that means of access, siting and landscaping are before me.
-Confirmation that the Council has no objection to the principle of the development and that there would be no adverse effect on the character of the area or the protected trees.
-Is a completed planning obligation (unilateral undertaking) being submitted? only relates to recreation

(start date letter states that draft unilateral should be submitted today before IH.)

2. REACH AGREEMENT ON POLICY CONTEXT

-National policy (PPG1, PPG4, PPG12, PPG13, PPG17 and PPG25). RPG 9. not given SPG
-Berkshire Structure Plan 1991-2006 adopted August 1997.
-South East Area Local Plan adopted April 1994.
-Wokingham District Local Plan (as proposed to be modified) November 2002.
✓ *-SPG – "Planning Obligations: Principles and Practice" adopted January 2002.*

3. EXAMINATION OF THE FIRST MAIN ISSUE:

-Parking and Travel Plan.
-Reach agreement on peak hour traffic flow arising from the development.
-Objective basis for level of financial contribution (if appropriate)? — Circ. 1/97

4. EXAMINATION OF THE SECOND MAIN ISSUE:

-The implications of the proposed development for recreational facilities in the area.
-Off-site provision, including level of financial contribution (if appropriate).

5. OTHER MATTERS

-Flooding issues.
-Any other matters?

6. CONDITIONS [and SUBMISSION OF COMPLETED PLANNING OBLIGATION?]

-On a 'without prejudice' basis.

7. CONCLUDING COMMENTS

8. SITE VISIT ARRANGEMENTS and/or CLOSE

Pete Drew, June 2003