APPLICATION NO:
O/2000/2750

LOCATION:
Pulleyn Transport Ltd Church Lane, Three Mile Cross Reading.

APPLICANT:
Pulleyn Transport Ltd C/O Andrews Kalik Associates Ltd

PROPOSAL:
Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

EARLIEST DATE FOR DECISION: **09/12/2000**

APPLICATION WILL HAVE EXPIRED ON: 29/12/2000

CASE OFFICER: **Angela Odell**

REFUSED

REFUSED

RAJEX
Marbleboard

EASIFILE EP7

(AO)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Pulleyn Transport Ltd
C/O Andrews Kalik Associates Ltd
The Studio
101 London Road
Earley
Berkshire
RG1 5BY

Application Number: O/2000/2750

Parish: **SHINFIELD**

Location: **Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.**

Proposal: **Outline application for proposed redevelopment of B8 warehousing including modifications to site access.**

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

Reason
1. Due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap between settlements. The proposal would therefore be contrary to Berkshire Structure Plan policies LD3, C2 and C6; Loddon Area Local Plan policies LTV2 and LC1, and to Wokingham District Local Plan policies WCC1 and WCC2.

Reason
2. The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers Hill which are substandard in respect of carriageway alignment and forward visibility would not be in the interests of highway safety. The proposal is therefore contrary to Berkshire Structure Plan policy LD5; Loddon Area Local Plan policy LT5; to Wokingham District Local Plan policy WT7 and to PPG13.

Informative

1. 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 C2, C6, BU1, BU2, LD3 and LD5.

Loddon Area Local Plan Policies LTV2, LC1 and LT5.

Deposit Draft Wokingham District Local Plan Policies WOS3, WCC1, WCC2, WRE4, WEM12 and WT7.

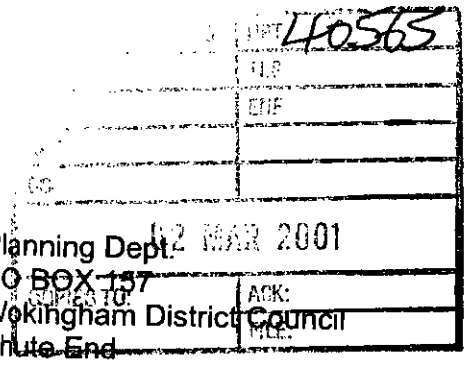
John Mitchell

John Mitchell
Development Control Manager
Date: 28/02/2001

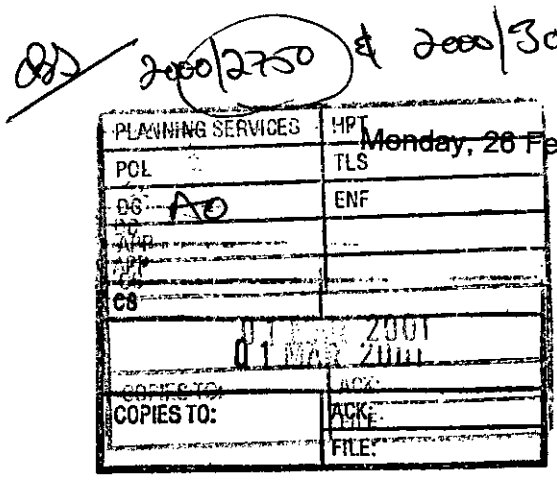
Notice checked by: _____

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

Tenby, 2 Church Lane, Three Mile Cross, Reading Berkshire RG7 1HB



Planning Dept.
PO BOX 157
Wokingham District Council
Shute End
Wokingham
RG40 1WR



Monday, 26 February 2001

F.A.O. Angela Odell – Case Officer

Dear Sirs

PULLEYN TRANSPORT SITE, CHURCH LANE, THREE MILE CROSS

We write to register our objections to the following planning applications at the above site:

1. **Planning Application No.0/2000/2750** Outline planning permission to redevelop the Church Lane Site.
2. **Planning Application No.0/2000/3042** Planning Permission to build a two-storey office (7000 sq m) with parking for 280 cars.

The current Wokingham District Local Plan Deposit Draft 1997 shows that the site is situated within an area of Green Gap/Wedge. As such we set out our grounds for objection to the applications as follows:

Highway Issues

- INCREASED VOLUME OF TRAFFIC It has been estimated that the re-development of this site will lead to an increase in HGV traffic on Church Lane by 67%. We understand that the council has grounds for refusal if the increase in traffic movements exceeds 10%.
- SAFETY We understand that Pulleyns are currently contravening an agreement preventing traffic exiting their site from turning left onto Church Lane towards the Basingstoke Road. This is clearly increasing the risk of an accident on this road, particularly at peak times when the school children are using the Lane.

Over Intensification

Paragraph 2.25 of current Wokingham District Local Plan states "...existing permitted uses will continue in these areas, but intensification of these uses will not be allowed...." We consider that both applications to redevelop the site constitutes over intensification of use. (In commercial terms why would a company want to invest in redevelopment of premises if the cost of redevelopment could not be recovered? We would suggest that these costs can only be recovered by increased activity at the site.)

Is there a Need for Offices?
With specific reference to application no. 0/2000/3042 can the applicant demonstrate that there is a need with Three Mile Cross for office accommodation on this scale? There are quite literally acres of B1 use buildings currently under construction just over one mile away from the application site at Green Park in Reading.
We would question whether permitted change of use allows for 7,000 sqm (75,348 sq ft) of offices to be developed from the current B8 use. We understood the limit to be 235 sq m (2,529 sq ft).

Generating Demand for Housing
Both applications, but particularly the B1 proposal, will generate demand for housing within the area that far exceeds the supply. These applications will generate unnecessary pressure on existing local housing stock and will create pressure for new housing development in the future.

Employment Issues
Unemployment is currently very low (approximately 1%). Can the applicant demonstrate that there is a demand for employment within the area. If not this will simply add to the number of people travelling large distances to the site (by car as there is very little in the way of public transport services in the area). This could result in busier roads and further increase the demand for housing in the area as people relocate to nearer their place of work.

Visual Impact
Both applications would affect and detract from the open countryside appearance of this area of Green Gap/Wedge land.
The proposed size of the office building however designed would be an alien form within the countryside setting of the site.

We would be grateful for these comments to be given due consideration at all levels and stages of the planning process.

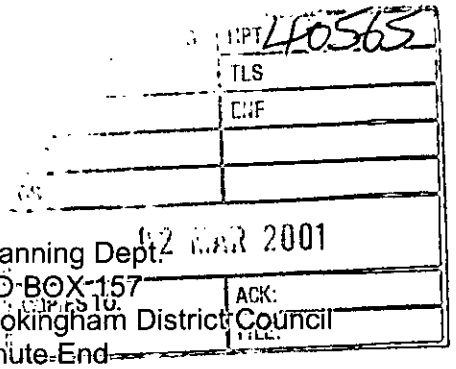
Thank you.

Yours faithfully

William + Louise de la Rivière

Cc
Mrs M. Erdwin Orchard House

Tenby, 2 Church Lane, Three Mile Cross, Reading Berkshire RG7 1HB



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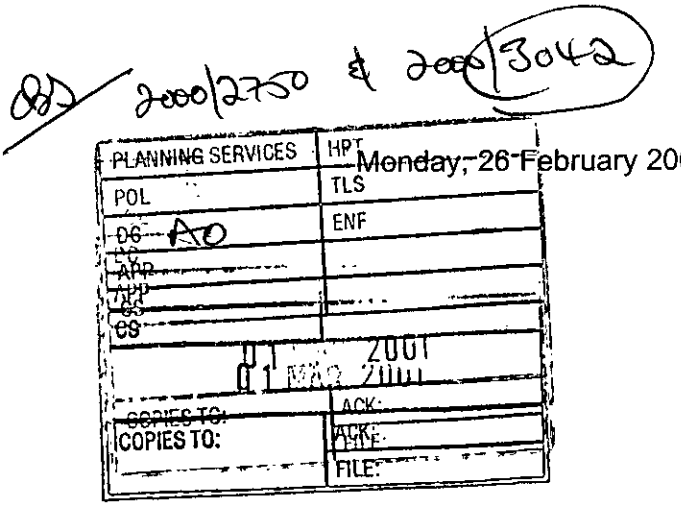

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Thank you.

Yours faithfully

William + Louise de la Rivière

Cc
Mrs M. Erdwin Orchard House

2750

Angela Odell

From: Joanna Pulman
Sent: 01 March 2001 12:36
To: Angela Odell
Subject: FW: FAO. Angela Odell - Re: Planning Applications 2000/2750 and 2000/3042

We have received this email via the general WDC address, if you can help, please can you arrange a response and copy it to me for our logging system.

Thank you
Joanna Pulman
Website Manager
Wokingham District Council
Tel: 0118 974 6109
Email: joanna.pulman@wokingham.gov.uk
Website: www.wokingham.gov.uk

-----Original Message-----
From: Kevin Keighery [SMTP:kevin@keighery.com]
Sent: Wednesday, February 28, 2001 6:09 PM
To: wokinghamdc@wokingham.gov.uk; angela.odell@wokingham.gov.uk
Subject: FAO. Angela Odell - Re: Planning Applications 2000/2750 and 2000/3042

For Attention of: Angela Odell

Re: Planning Applications 2000/2750 and 2000/3042

Pulleyn's applications for expansion coincide with Wokingham's proposals to implement HGV traffic access and speed restrictions on Church Lane, Three Mile Cross.

HGVs from both Pulleyns and Hadleys Skips move at excessive speed along Church Lane with following impacts:

1. Danger to school children walking/cycling to Reish Green
2. Danger to local residents on the narrow pavements
3. Danger to local residents when driving out/in their driveways
4. Thundering noise
5. Houses along Church Lane are gradually being damaged - one can feel the ground shaking particular with Hadleys lorries (it is not air pressure effects !).

If controls are not implemented and/or if additional volumes of HGVs are to use Church Lane; who will pay compensation to damaged housing ? How long before we see a serious accident along this stretch of 'statistically safe' rural route.

I realise I am mixing issues (planning applications and plans for HGV access restrictions) but the 2 are closely linked. Maureen Erwin has applied much effort to raising awareness of these issues. Unfortunately many residents have little time to produce appropriate responses. However, I would expect WDC to consider this situation very carefully. Church Lane may be on the very boundary of the borough, but the quality of life there is being inexorably eroded.

Regards
Kevin Keighery
Lawn Cottage, Church Lane, Three Mile Cross, RG7 1HD, daytime tel: 01344 854251

1.00 SCOPE OF EVIDENCE

1.01 This written representation is made in respect of the following submission on paragraph 2.25 of Chapter 2 concerning land at Church Lane Farm, Church Lane, Three Mile Cross.
Respondent: (1167) Christopher Strang Associates on behalf of Pulleyn Transport
Representations: (6012 and 6013)

2.00 SUMMARY OF REPRESENTATION

2.01 Both representations concern the supporting text to policy WCC2. Objection 6012 seeks the deletion of the 2nd sentence in paragraph 2.25 as set out in the Proposed Amendments to the Wokingham District Local Plan (WDLP) Deposit Draft. (CD/1/8/B). This sentence states *"Existing permitted uses will continue in these areas but intensification of these uses will not be allowed, in order to preserve the existing open character of the land".*

2.02 Representation 6013 seeks changes to the alternative wording set out in italics in paragraph 2.25 of the Wokingham District Local Plan with Proposed Amendments Highlighted 1999 (CD/1/8/D). This sentence states "*Existing permitted uses will continue in these areas but intensification of these uses will not be allowed where the existing open and undeveloped character of the land is adversely affected."*

2.03 The objector requests that the following be added at the end of the latest version of the sentence proposed by the Council *".....unless such intensification is related to the improvement or modernising of existing premises in B2 (general industrial) uses, which are in relatively short supply within the District"*

2.04 Mr Strang considers that the wording proposed by the Council places unnecessary and unreasonable restrictions on his client. The amendment proposed would give flexibility for occupiers of sites that are in a gap but which provide for uses that are in short supply (B8 and B2).

2.05 He considers intensification at the objection site would do no harm because he considers the Green Gap is extensive at this point, the general appearance of the site is currently industrial and does not contribute to the sense of place of settlements in the area.

3.00 SITE HISTORY

3.01 The site was initially an intensive poultry unit in the countryside, which became an egg packing station. In 1989 change of use was sought by Curwen Poultry. As a result of this successful application, the site was acquired by Pulleyn Transport. Relevant applications from this time onwards are listed below.

33352/ 33353	Change of use to B1 light industrial and B8 storage and distribution	Conditional approval subject to legal agreement 6/7/89
33354	Change of use B2 general industrial use	Refused 6/7/89

35635	Vehicle maintenance workshop	Allowed on appeal 2/4/91
35636	Replacement building for B8	Allowed on appeal 2/4/91
35900	Vehicle workshop	Allowed on appeal 2/4/91
41157	Coldstore	Conditional approval subject to legal agreement 25/11/96
98/675 15/F	Replacement warehouse and relocation of vehicle maintenance workshop	Appeal dismissed 21/6/99

A copy of the 1999 appeal decision in to be found in Appendix 2

3.02 The site is within the general area of search for the provision of between 2,000 and 2,500 houses south of the M4 motorway at Reading under policy H3 of the Berkshire Structure Plan.

4.00 SITE DESCRIPTION

4.01 The objection site is located to the south side of Church Lane, Three Mile Cross and the M4 motorway, and on flat land north of a ridge between the villages of Shinfield and Spencers Wood. It is at the north eastern end of an area of sporadic development containing houses and a site selling caravans. The site itself contains bulky modern metal storage buildings with a height of up to 5.3m, vehicle maintenance workshops, ancillary office buildings and an extensive concrete apron. The site is used for the objector's haulage business. The site is conveniently located for access to the motorway at Junction 11 in an area of countryside designated as Green Gap.

4.02 The site is 304 metres from the nearest point of the settlement at Shinfield and 675 metres from the nearest point of the settlement at Three Mile Cross. The urban area of Reading, north of the motorway is 290 metres away from the objection site. A plan of the site in its context is to be found in Appendix 1. Two further plans showing a) the site in relation to major development proposals put forward to Part One of the Wokingham District Local Plan Inquiry and b) the location of small site housing submissions in Shinfield Parish are attached as Appendix 3.

5.00 THE CASE FOR THE DISTRICT COUNCIL

5.01 The Council's case is that paragraph 2.25 of the supporting text to policy WCC2 (Green Gaps and Wedges) should address itself solely to how the aims and purposes of that policy can be applied in land use terms. To amend sentence 2 in paragraph 2.25 as proposed by the objector introduces an element of confusion as a result introducing 'use class' elements unconnected with the purpose of the policy.

5.02 If the new wording proposed by the objector were to be introduced it would allow the principle of further development not only at the representation site but at sites in other Green Gaps across the District. Such development would be detrimental to the purposes and aims of policy WCC2 as illustrated below by the Council in respect of the objection site at Church Lane.

5.03 Individual business needs should not override the general community need to maintain separation of settlements, which is part of the overall planning aim of the WDLP. This view takes into account the Part 1 Inspector's Report.

5.04 In order to address the issues raised by the objector it is helpful to look at the green gap and economic issues separately. I shall first consider the purposes of gap policies followed by the site specific issues raised by the objector in respect of gap. I shall then consider use class issues.

Gap Issues

Gap policy

5.05 Policy C6 of the *Adopted Berkshire Structure Plan 1991 – 2006 (incorporating Alterations adopted in August 1997* (BSP) (CD/2/1) is aimed at conserving and protecting the setting and separate identity of settlements and communities. It does this by identifying areas of open land which are of special significance because they provide physical or visual separation of settlements or communities.

5.06 The supporting text states in paragraph 5.29 that:

"*There is therefore a need to afford these kinds of land especially rigorous protection from development which would threaten their role as important open land... proposals which might be acceptable in countryside away from settlements may not be acceptable in these sensitive locations.*"

5.07 Following the approach of the Structure Plan, Policy WCC2 of the Wokingham District Local Plan Deposit Draft 1997 (as amended) seeks to ensure that the separate identity of settlements is maintained by keeping gaps and green wedges between them. This policy is the subject of WDC Core Proof 4 – *Policy WCC2: Gaps and Green Wedges*. The Gaps and Green Wedges are key to the spatial development approach implicit in the overall strategy of the *Wokingham District Local Plan (Deposit Draft)* of maintaining the character of Wokingham District (a complex mosaic of settlements of differing scales set within countryside areas). Land within the spaces between settlements either performs a Green Wedge/Gap function or not. The Council believes all land identified in the draft Local Plan as Green Gap/Wedge performs the functions of a Green Wedge and Gap.

5.08 The designation is therefore a planning tool to prevent coalescence of distinct settlements, built-up areas or communities. The policy is not a landscape protection policy tool per se. Gaps and Green Wedges perform a clear spatial function. The size and character of the Gaps and Green Wedges vary. Paragraph 5.31 of the *Adopted Berkshire Structure Plan 1991 – 2006* lists examples of areas identified previously for distinct settlement separation and gives continued support for Gaps And Green Wedges in these locations. The gap between '*Reading and settlements to the south of the M4 and land separating these settlements one from another*' is amongst these. It is within this gap the objector's business in located.

5.09 The origins of the policy are in the former County Council's document "*Development in the Countryside. The basis for and implications of Structure Plan Policies" (CD/2/30).* This document which was prepared for the EIP into

the Replacement Structure Plan for Berkshire (RSPB) suggests, in paragraph 5.13, that once identified, gaps should be *'a continuing thread in policy and an input into future studies allocating land for development'.* It gives gaps a degree of permanence.

5.10 Green gaps are not required to be wholly undeveloped to qualify as gaps. Paragraph 5.6 of the document states:

In the areas considered in this chapter it is primarily the position of the land in relation to built–up areas and to the pattern of settlements that matters, and that gives rise to the need for the protection from development. Clearly the landform and character of the areas concerned make a difference to where boundary lines are drawn, and to how defensible those lines are, but the landscape in question need not be striking or unusual, or even wholly free from urban and suburban incursions.

5.11 What is important however is that development within those areas should not lead to coalescence. Coalescence in the action of bringing settlements together and may be brought about by the outward expansion of the edges of settlements or by development taking place within the gap. The prevention of coalescence is achieved through two overlapping components. These are the maintenance of physical separation and the continuance of visual separation. Together they retain openness and an alternation between areas of distinctly different character (the built up areas of the settlements and the open and largely undeveloped areas of the countryside that forms the gap).

<u>The objection site and the gap</u>

5.12 The objector comments that the intensification at the objection site would do no harm because he considers the green gap is extensive at this point and does not contribute to the sense of place of the two settlements of Shinfield and Three Mile Cross. The general appearance of the site is currently industrial. The Council takes a different view as set out below.

Sense of place (community identity)

5.13 The sense of place of settlements is to some degree affected by differing urban design characteristics but another element is also a determining factor. It is this second factor that is the one that is particularly relevant to the purposes of BSP policy C6 and WDLP policy WCC2. This is that the two settlements should be recognised as discrete entities, in other words that they have not coalesced or appear to be doing so. The maintenance of existing open areas and low key built development within the objection site contribute to keeping Shinfield, Three Mile Cross and Reading as separate entities. In this way the objection site is an important factor in retaining a sense of place for each of the settlements. In the Council's view this role should not be prejudiced by changes to the operation of the policy.

Extent of the gap

5.14 Regarding the extent of the gap in this location, I have set out in section 4 the distances of the objection site from the settlements of Reading, Shinfield and Three Mile Cross. Working Paper 2 to the Loddon Area Local Plan introduced a sliding scale of distances that were considered to be useful as guidelines to the appropriate distance that achieves the physical separation of settlements. It is suggested that a distance of 1.5 km would generally be appropriate to

separate settlements of the size of Shinfield and Three Mile Cross. The distance between the settlements at the objection site is 1.2km. Further the urban area of Reading is considerably closer. The gap between all three settlements is below the desirable threshold for separation. Any development at the site has therefore to be considered against the already limited extent of the gap and the probability that even so provision will need to be made in the area to meet the H3 housing requirement.

5.15 It is not correct to suggest that the gap is so extensive that development at the objection site will have no effect on the openness of the land between the settlements in practice.

5.16 Only a minimum amount of physical separation is perceived when travelling between one built–up area and another along Church Lane, which is the vehicular route between the settlements. The time and distance travelled together with the features met as one passes from one area perceived as built up to the next built area is a way in which separation is experienced. When travelling towards Three Mile Cross from Shinfield there is a long tail of development as one leaves Shinfield along Brookers Hill. Although the settlement is left at a property called Four Winds a person travelling down the hill is aware that there are other properties to the north of the road. At the base of Brookers Hill where this tail is left behind the urban area of Reading is clearly apparent across the motorway in the vicinity of the Hungry Horse Public House (north side of the road) and the junction of Brookers Hill and Church Lane. Almost immediately after the public house one is aware of the objection site (on the south side of the road). A portion of the buildings on the site can be observed. This development is followed by a caravan sales site and residential development also on the south side of Church Lane. After this an open area of 500 metres in length with an obviously agricultural character follows on the south side of Church Lane before entering the settlement of Three Mile Cross.

5.17 The objection site is a noticeable feature on the journey and the open areas within the site boundary are visible. Any increase in physical development within the objection site's boundaries will have the potential effect of increasing the extent of development and of making the site more prominent in the intervening space between the settlements. Such development would give the appearance of coalescence. This would be contrary to a principle function of a gap to separate settlements. (see paragraph 5.28 of the BSP and policy C6 of the same plan.) For a gap to be effective it is important that sufficient space is left between settlements so that there is a clear and perceptible break between built areas.

5.18 There is no intervisibility between the settlements when viewed from one to the other. However the site is a component part of the landscape within the gap. It is possible when walking along the footpath on the ridge to the south of the objection site to be aware of both Shinfield and the urban area of Reading in the same view as the objection site. In such circumstances the maintenance of an undeveloped appearance overall in the vicinity of the objection site is important to the achievement of an alternation of visual character between built-up areas and the countryside and hence the visual separation of settlements (i.e. the built-up areas).

Site appearance

5.19 The objector raises a factor that relates to the visual aspects of gap and in particular to character of the area. He considers that the site has an industrial appearance already and implies that there cannot be any resulting detriment to the gap as a result of development. Pulleyn transport depot does contain some development with an urban character (sheds, offices and a concrete apron for parking and manoeuvring heavy goods vehicles) which can be seen in short views from Church Lane and in long views from the ridgeline to the south. However, there is significant openness within the site and the overall appearance of the gap in these views is of countryside, albeit interrupted from time to time by areas of sporadic development. It has already been indicated in paragraph 5.10 of this statement that for a gap to apply all the areas within it do not need to be free from development. Whilst I consider that the presence of these urban features has some adverse effects on the countryside character of the gap, the objection site is seen in the context of the area within which it is set. The point has not yet been reached where the urban features of the objection site have become the dominant characteristic of the land in this part of the gap.

5.20 This view is supported by the Inspector at the 1999 section 78 appeal relating to the site in which dismissed a scheme involving the redevelopment and relocation of additional storage space. Attention is drawn to the decision letter at Appendix 2 and in particular paragraph 5 of the Inspectors report. Amongst other things in that paragraph, all relevant to the current case by the objector, the Inspector in forming a view of the objection site in its context says '*In comparison to the heavily developed land to the other side of the M4 motorway, a short distance to the north, the surrounding area retains a predominantly rural character. Though the premises form a complex of buildings of mainly industrial appearance, they are not generally visually prominent'*. He goes on to explain from where the existing cold store building which is obtrusive can be seen. In paragraph 6 the decision letter explains why the Inspector considers part of the proposed expansion to be *'an intrusive and urbanising influence in the area.'*

5.21 The fact that a site has development already and is an incongruous feature in the landscape (whether inconspicuous or not) should not be used to justify further development in the countryside. If this situation were to be allowed there would be a steady encroachment of development in an otherwise predominantly undeveloped area and this would continue until on balance of the appearance of the area changed to built-up. For this reason any development at the objection site should be resisted where it accentuates urban character further. I consider that the effect of allowing special exemption for B2 or B8 uses in gaps would be to urbanise the gap to the detriment of their open and undeveloped character. This would be directly contrary to the wording of paragraph 2.25 as suggested by the Council and the overall strategy of the plan.

5.22 The BSP at paragraph 5.28 lists the functions of gap. The first of these functions is the contribution of the gap to the character of the area. The fourth function is providing a contrast between built areas and the countryside. As long as the development at the site does not dominate in the landscape, the site, despite containing development, does in its setting contribute to maintaining a generally open and undeveloped character. Again when seen in

its setting it is part of the alternation between a predominantly built area in the settlements and a predominantly undeveloped area in the countryside between. I am therefore of the opinion that if the site is to continue to contribute to the functions of the gap the Council's wording at paragraph 2.25 is wholly appropriate.

Objection site and H3 requirement

5.23 The objection site lies within the BSP policy H3 area of search for 2,000 to 2,500 houses. It is however outside the area of any of the major proposals or any sites put forward as small site omissions to the plan (see the maps at Appendix 3). The Inspector for the Part 1 Inquiry of the WDLP has recommended as set out in italics below. The consequences of the recommendations are likely to affect the wider area around the objection site and cause it to change in such a way that the land presently defined as Green Gap will probably be reduced.

- *The WDDLP be modified by deleting Chapter 6*
- *None of the proposed amendments to Chapter 6 should become modifications to the Plan*
- *The current proposals for Shinfield and Spencers Wood should not be substituted in place of Grazeley*
- *An urban capacity study should be completed and the sequential approach followed in selecting housing sites to accommodate the Structure Plan H3 requirement*

5.24 Relevant paragraphs of his report are as follows:

Paragraph 1.1.10 in which he says:

Development at Shinfield or Spencers Wood would conflict with the aims of the Structure and Local Plan policies aiming to maintain the setting and separation of existing settlements. Much would depend on the extent of development and the acceptability or otherwise of any coalescence of settlements in the light of the strategic housing needs

Paragraph 6.3.25 in which he says:

However, whilst not an advantage of the proposals as currently constituted, the potential is apparent to build upon existing communities which would be a more sustainable long term option. In the context of the strategic need for housing south of the M4, conflict between the current proposals and settlement setting and separation Policies is of secondary importance. The true extent of potential conflict needs to be based upon a comprehensive re-assessment of the purpose and definition of such restraint designations.

Paragraph 6.6.55 in which he says:

The Shinfield farmland to the west of the village is an unremarkable landscape, influenced by the existing settlement pattern and well contained within the wider scene. In the context of Policy H3, I consider that development here would be one area where least harm to the landscape would result.

5.25 As a consequence of the Inspector's recommendations, the Council is undertaking a settlement potential study and a landscape character assessment, which will advise the provision of housing to meet the H3 requirement. However in making his recommendations, the Inspector does not say that gap policy should be overridden as a generality. He says only that there are specific strategic needs in the case of housing provision in this area which have to be met and will bring about change.

5.26 In such circumstances it is of all the more importance that the integrity of the remaining gap areas are maintained. Because the objection site falls outside any of the areas submitted for housing development in the H3 area through the plan process it becomes especially important that what is permitted for it does not contribute to the erosion of the gap that remains. The Council has shown above that the gap rightly applies to the objection site. The Council also shows in this statement why it considers that the wording proposed by the objector would allow the principle of development that affected the gap adversely and in consequence is inappropriate.

Issues associated with use class

5.27 The Wokingham District Local Plan (CD/1/8/D) is supportive of the needs of businesses that carry out activities that fall within Use Classes B2 or B8. It is acknowledged by the Council that these are uses that in general the Council would wish to encourage for economic diversity reasons and to meet the needs of those in or wishing to enter the workforce who have fewer skills. Through policy WEM9 (page 109) the WDLP encourages bad neighbour uses (these may include uses in use classes B2 or B8) in specific areas such as Poperinghe Barracks in Arborfield. The Council seeks to retain B2 and B8 uses through policy WEM12 (page 111), which also identifies areas where such uses could beneficially expand. The plan has also identified sites at Toutley Depot and Kentwood Farm through policy WEM1 (page 102) that are suitable for B2 uses. Elsewhere development could take place in core employment areas and within settlements subject to normal development control principles through policies WEM2 and WEM4 (pages 104 and 106) provided they comply with BSP policy BU1. Although applying some appropriate restrictions the WDLP would also allow employment uses of all types to expand in areas outside settlements through policy WRE4 (page119a and b). In the Council's view this gives an adequate level of flexibility for the general needs of general industrial and storage and distribution companies.

5.28 It is possible that individual companies may find that their particular requirements for growth may not be accommodated within these criteria and this would seem to be the case with the objector. Local plans will never be able to deal with every case that comes forward. The Council is sympathetic to their needs but has to be mindful in considering their situation that the purpose of the planning system is to meet the needs of the community at large and it will not always be possible to accede to their wishes if other factors of community interest outweigh them. The Council should not be using the needs of an individual to formulate planning policy.

5.29 The measure designed by the objector to resolve a particular difficulty for his client may have a widespread impact on the separation of a number of

settlements. This is because other gaps within the District contain uses in class B2 and B8.

5.30 Policy WCC2 is a countryside policy with the particular function of safeguarding the spatial separation of settlements as set out in the policy and through the supporting text to the policy. Further the protection of this existing pattern of settlements and the balance between urban areas and the countryside are fundamental concerns of the local plan as set out in the Overall Strategy on page 2 of the plan. These are matters of community rather than individual interest and should have primacy.

5.31 It should also be noted that the wording suggested by the objector seeks to introduce use classes as part of the consideration of the policy. I am of the opinion that it is inappropriate to introduce an issue associated with the local economy into the interpretation of a policy dealing with physical and visual matters. It adds an element of confusion for two reasons. The first is because economic matters are not the main thrust and purpose of the policy.

5.32 Secondly the Council through policies/proposals has identified other types of use and groups that it would wish to support for their contribution to the local economy. The Council is of the view that the general needs of the B2 and B8 companies are not so great that they should have precedence all other groups or over land use considerations.

5.33 Where a planning application has been made and there is a special overriding need that can be substantiated this can be dealt with as a material consideration under Section 70 of the Town and Country Planning Act 1990. The objector will not be disadvantaged therefore if the Inspector supports the Council's view that there should be no further amendment to the wording in paragraph 2.25 of the WDLP.

6.00 SUMMARY AND CONCLUSIONS

6.01 The Council has demonstrated that any special exemption to allow further development at the objection site that would be visible in local views and affects the open and undeveloped character of the vicinity of Church Lane would be contrary to the aims and purposes of policy WCC2. These aims are to maintain physical and visual separation of Shinfield, Reading and Three Mile Cross.

6.02 This opinion is reached after considering the aims and objectives of policies for Green Gaps and Wedges in the Structure Plan and Wokingham District Local Plan. The Council considers that the gap is not so extensive that development at the site would have no impact upon the physical separation of Shinfield and Three Cross and Reading. The distance is below the desirable distances identified by the Council (in Working Paper 2 of the Loddon Area Local Plan) to achieve separation. The Council has also considered the visibility of the site when travelling from Shinfield to Three Mile Cross via the local road, Church Lane, and by public footpath. The fact that the site already contains some development does not set a precedent for additional building because the area within which the site is located has a countryside character and appearance that the Council considers should be maintained in order to give a clear alternation between built areas and the countryside. Development within the

intervening space between the settlements will erode the separateness of the communities and hence their sense of place. The site has a particular importance to the maintenance of the Green Gap because in order to meet the strategic housing requirement under policy H3 of the BSP it is probable that the gap in the vicinity of the objection site may be reduced in size.

6.03 The Council has made adequate provision for the general needs of B2 and B8 users through the policies and provisions of the WDLP. The needs of these groups are not so pressing that they should override gap policies as a matter of principle. Individuals can have recourse to Section 70 of the Town and Country Planning act 1990 where material considerations show they have a special case. To accede to the objectors proposed amendments would be to inappropriately introduce economic issues into what is primarily a land use policy.

6.04 The amendment put forward to paragraph 2.25 would not only affect the client's site but all gaps across the District.

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Andover Road/Newbury By-Pass, Newbury, Berkshire	Total Size	460,000	42,734	0	0	Pre-let/sale enquiries sort. Asking Rent: Not Quoting Rates: To Be Assessed Service Charge: £0.00 Price: Not Quoting Plot Size: 30.00 acres, 12.15 hectares	Comprises a development to provide up to 460,000 sq ft of B, B2 and B8 planning. Available as a whole or from 50,000 sq ft.
		460,000	42,734				

Holley Blake
020 7629 4171
Ref: 11080607
Updated: 22/DEC/2000

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Block A, Arrowhead Park, Arrowhead Road, Theale, Berkshire	Unit 1	36,402	3,382	0	0	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: Upon Application Rates: To Be Assessed Service Charge: £0.00	Car Parking Spaces, 26'2 Eaves Height, 750 lbs FLoor Loading, Yard, 15% Office Content Comprises 2 adjoining industrial/warehouse units, together with office accommodation. On the instructions of Taymount Investment Management Limited and Clerical Medical. Available from 3,378.49 sq m. All under offer, should complete shortly to clients of Lambert Smith Hampton.
	Unit 2	36,367	3,378	0	0		
		72,769	6,760				

Strutt & Parker
020 7629 7282
Ref: 12170515
Updated: 10/JAN/2001

Joint Agent(s)
Stiles Harold Williams
01753 576767

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
470-474, Bath Road, Slough, Berkshire	Development Propos	70,000	6,503			Pre-let sought. Asking Rent: Not Quoting Rates: £0.00 Per Annum Service Charge: £0.00 Plot Size: 3.00 acres, 1.21 hectares	Comprises a development to provide an industrial building with offices on a site of 1.21 ha (3 acres). Other uses considered subject to planning and convenant status. On behalf of Bilton PLC. Pre-let to unnamed occupier agreed
		70,000	6,503				
Lambert Smith Hampton 01628 676 001 **Ref:** BATHR470 **Updated:** 19/DEC/2000							
485, Berkshire Avenue, Slough, Berkshire						A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: Not Quoting Rates: £0.00 Per Annum Service Charge: £0.00	1 car space per 513 sq ft, 10 Lorry Parking Spaces, 26'2 Eaves Height, 4 Loading Door(s), Secure Yard Area Comprises a development by Slough Estates to provide a detached warehouse/distribution unit with an external 2 storey office pod.
Slough Estates 01753 537171 **Ref:** BERKA485 **Updated:** 20/AUG/1999							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Units 19- 22, Kingsland Business Park, Bilton Road, Basingstoke, Hampshire	Unit 20	17,137	1,592	0	0	An assignment of the existing FRI lease expiring in June 2010.	130 Car Parking Spaces, 21'9 Eaves Height, Concrete Floors, 4 Loading Door(s), Heating
	Unit 21	16,724	1,554	0	0	Passing Rent:: £57.35 per sq m/£5.33 per sq ft p.a.	
	Unit 22	19,022	1,767	0	0	Rates: Upon Application	Comprises a single storey warehouse of steel portal frame construction, which has been split to provide 4 industrial/warehouse units.
	Mezzanine	4,046	376	0	0	Service Charge: £0.00	
Paul Miller & Co	Unit 19	16,554	1,538	0	0		
020 7636 8444		73,483	6,827				
Ref: 12693803							
Updated: 04/JAN/2001							

Maxi Centre, Brunel Road, Theale, Berkshire

Asking Rent: £0.00
Rates: £0.00 Per Annum
Service Charge: £0.00

Smith Melzack
020 7393 4000
Ref: 11722316
Updated: 20/AUG/1999

Joint Agent(s)
CB Hillier Parker
020 7629 7666

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Colthrop Lane, Thatcham, Berkshire	Total Size	700,000	65,030	0	0	Pre let/sale interest sought. Asking Rent: Upon Application Rates: To Be Assessed Service Charge: £0.00 Price: Upon Application Plot Size: 37.00 acres, 14.99 hectares	Good Eaves Height Comprises a development to provide up to 65,030 sq m of B1, B2 & B8 accommodation. Design & Build. On behalf of Gazeley Properties. Available from 464.50 sq m. Believed to be under offer to Sainsbury's for a 650,000 sq ft high bay warehouse unit.
		700,000	65,030				

Holley Blake
020 7629 4171
Ref: 12986128
Updated: 10/JAN/2001

1, Mackenzie Hill Estate, Crawley Road, Bracknell, Berkshire						Asking Rent: £0.00 Rates: £0.00 Per Annum Service Charge: £0.00	9 Loading Door(s) Comprises a detached warehouse unit of approximately 4,588 sq m, together with additional two storey offices of circa 612 sq m. Now let.

Lambert Smith Hampton
01908 604630
Ref: 13008280L
Updated: 19/DEC/2000

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
724-729, Dundee Road, Slough, Berkshire	Total Size	120,000	11,148	0	0	A new FRI lease for a term by arrangement subject to upwards only rent reviews. Asking Rent: Upon Application Rates: Upon Application Service Charge: £0.00	19'6 Eaves Height, 2 Loading Door(s), 3-Phase Electricity, Heating, Susp' Ceilings Offices, Category 2 Lighting, Sprinkler System Comprises 6 single storey industrial units which are due to undergo a refurbishment programme. Available from 1,858 sq m.
		120,000	11,148				

Slough Estates
01753 537171
Ref: 12833173
Updated: 20/DEC/2000

Slough Trading Estate, 159, Edinburgh Avenue, Slough, Berkshire

Asking Rent: £0.00
Rates: £0.00 Per Annum
Service Charge: £0.00

Slough Estates
01753 537171
Ref: 11490157
Updated: 20/AUG/1999

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Slough Trading Estate, 158, Edinburgh Avenue, Slough, Berkshire				Asking Rent: £0.00 Rates: £0.00 Per Annum Service Charge: £0.00	

Slough Estates
01753 537171
Ref: 11490117
Updated: 20/AUG/1999

Houndmills Industrial Estate, Edison Road, Basingstoke, Hampshire		sq ft	sq m	£/sq ft	£/sq m	An assignment of the existing FRI lease expiring in June 2013 with a rent review in October 2003 and then every 5 years. Alternatively a sublease at ú4.50 per sq ft. Passing Rent:: £34.98 per sq m/£3.25 per sq ft p.a. Rates Payable 00:: £12.38 per sq m/£1.15 per sq ft (est) Service Charge: £0.00	Car Parking Spaces, 16'6 Eaves Height, 4 Loading Door(s) Comprises a detached 4 bay industrial unit of portal frame construction with 2 storey office space.
	Ancillary	2,943	273	0	0		
	Industrial	46,474	4,317	0	0		
	Offices	5,639	524	0	0		
		55,056	5,115				

DTZ Debenham Tie Leung
020 7408 1161
Ref: 12649599
Updated: 28/NOV/2000

Joint Agent(s)
Baker Davidson Thomas
01256 708000

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Slough Trading Estate, 126, Fairlie Road, Slough, Berkshire Slough Estates 01753 537171 **Ref:** 11490105 **Updated:** 20/AUG/1999				Asking Rent: £0.00 Rates: £0.00 Per Annum Service Charge: £0.00	
1, Gillette Way, Reading, Berkshire Edwin Hill 01753 689000 **Ref:** 11523064 **Updated:** 19/DEC/2000	Offices Warehouse	sq ft: 5,360 59,063 64,423	sq m: 498 5,487 5,985	£/sq ft: 0 0	£/sq m: 0 0	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: Upon Application Total Rateable Value:: £46.45 per sq m/£4.32 per sq ft (est) Service Charge: £0.00 Plot Size: 4.50 acres, 1.82 hectares	100 Car Parking Spaces, 20'6 Eaves Height, 4 Loading Door(s), Yard, Heating Comprises a modern single storey industrial/warehouse unit of steel portal frame construction, together with 2 storey office accommodation on secure site of 4.5 acres. Just completed letting.

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Zanussi House, Hambridge Road, Newbury, Berkshire Vail Williams 0118 933 5600 **Ref:** 11754352 **Updated:** 20/NOV/1999				A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: Upon Application Rates: Upon Application Service Charge: £0.00	126 Car Parking Spaces, 18'1 Eaves Height, 2 Loading Door(s), 61% Office Content Comprises warehouse premises together with 2 storey office accommodation to the front and east side of the property.

Units 1 & 2, Houndmills Industrial Estate, Hamilton Close, Basingstoke, Hampshire Woodford & Company 01256 843455 **Ref:** 11323064 **Updated:** 20/AUG/1999		sq ft	sq m	£/sq ft	£/sq m	A new FRI lease for a term by arrangement subject to periodic rent reviews. Or Freehold. Asking Rent: Not Quoting Rates: Upon Application Service Charge: £0.00 Price: Not Quoting	Car Parking Spaces, 26'2 Eaves Height, 700 lbs FLoor Loading, 2 Loading Door(s), Susp' Ceilings Offices, Fully Carpeted Offices Comprises a development to provide 2 detached high bay industrial/warehouse units together with ground and 1st floor offices. Available from 28,805 sq ft. A scheme by The Easter Management Group.
	Offices	3,272	304	0	0		
	Offices	3,272	304	0	0		
	Production	24,219	2,250	0	0		
	Offices	2,293	213	0	0		
	Offices	2,293	213	0	0		
	Production	34,790	3,232	0	0		
		70,139	6,516				

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
Headley Road East, Woodley, nr Reading, Berkshire		sq ft	sq m	£/sq ft	£/sq m	An assignment of the existing FRI lease/s expiring in October 2009 with a rent review in March 2006. Asking Rent: £70.31 per sq m/£6.53 per sq ft p.a. Rates: Upon Application Service Charge: £0.00	Car Parking Spaces, 22' Eaves Height Comprises a 1930's warehouse building with a later extension during the 1970's. The property is mainley of steel portal frame construction. In addition there is 2 storey office accommodation. Eaves heights ranged form 18ft rising to 22ft.
	Warehouse	180,000	16,722	6.25	67.28		
	Offices	6,000	557	15.00	161.46		
		186,000	17,279				
Martin & Pole Nicholas 0118 959 1231 **Ref:** 13125684 **Updated:** 07/DEC/2000							
Knight's Park, Houndsmill, Basingstoke, Hampshire		sq ft	sq m	£/sq ft	£/sq m	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: £72.66 per sq m/£6.75 per sq ft p.a. Rates: To Be Assessed Service Charge: £0.00 Plot Size: 20.75 acres, 8.40 hectares	Car Parking Spaces, 32'8 Eaves Height, 50Kn Floor Loading Comprises a development site suitable for a mixed industrial uses with flexible office content. Design and Build. A development by Pro logis Kingspark. Available from 929 sq m.
	Unit D	117,700	10,934	0	0		
	Unit E	10,000	929	0	0		
	Unit F	77,000	7,153	0	0		
		204,700	19,017				
Holley Blake 020 7629 4171 **Ref:** 11893071 **Updated:** 04/JAN/2001 **Joint Agent(s)** FPDSavills 020 7499 8644							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
Kingsland Industrial Park, Basingstoke, Hampshire		sq ft	sq m	£/sq ft	£/sq m	A FRI lease expiring September 2004.	Car Parking Spaces, Central Heating
	Factory	54,574	5,070			Asking Rent: £37.67 per sq m/£3.50 per sq ft p.a.	
	Offices	3,724	346			Rates: £0.00 Per Annum	Comprises a single storey industrial unit with office accommodation. In addition there is a separate two storey office.
	Offices	8,805	818			Service Charge: £0.00	
		67,103	6,234				
London Clancy 01256 462222 **Ref:** KINDUP **Updated:** 20/AUG/1999							
Caballero, Knights Park, Houndmills, Hampshire		sq ft	sq m	£/sq ft	£/sq m	A new FRI lease for a term by arrangement subject to periodic rent reviews. Or freehold.	Car Parking Spaces, 32' Eaves Height, # Loading Door(s), Yard
	Unit D	117,700	10,934	0	0	Asking Rent: £72.66 per sq m/£6.75 per sq ft p.a.	
	Unit E	20,000	1,858	0	0	Rates: Upon Application	Comprises a development to provide 3 industrial/warehouse units together with office accommodation. Design & Build packages are available.
	Unit F	77,000	7,153	0	0	Service Charge: £0.00 Price: Upon Application	
		214,700	19,946			Plot Size: 11.21 acres, 4.54 hectares	
FPDSavills 020 7499 8644 **Ref:** 13040580 **Updated:** 04/JAN/2001 **Joint Agent(s)** Holley Blake 020 7629 4171							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
Site 2, Kennet Park, Thatcham, Berkshire		sq ft	sq m	£/sq ft	£/sq m	Freehold.	Comprises a development of industrial/warehouse units on plots up to 3.2 ha (8 acres). Available in sizes of 10,200 sq m (110,000 sq ft).
	Industrial/Warehouse	110,000	10,219			Rates: To Be Assessed	
		110,000	10,219			Price: £250,000.00 Price Per Acre	Recently sold.
						Plot Size: 8.00 acres, 3.24 hectares	
CB Hillier Parker 020 7629 7666 **Ref:** KENNP **Updated:** 19/DEC/2000 **Joint Agent(s)** DTZ Debenham Tie Leung 020 7408 1161							
Fastrak, Kingsclere Road, Basingstoke, Hampshire		sq ft	sq m	£/sq ft	£/sq m	A new lease for a term by arrangement subject to periodic rent reviews. Or Freehold.	33' Eaves Height, # Tailgate Loading Bays, 1000 lbs Floor Loading, Fully Fitted Offices
	Development Propos	120,000	11,148			Asking Rent: Not Quoting	
		120,000	11,148			Rates: Upon Application Service Charge: £0.00 Price: Not Quoting Plot Size: 6.18 acres, 2.50 hectares	Comprises a development by Liverpool Victoria to provide up to 11,148 sq m (120,000 sq ft) of industrial accommodation. Design and build options available to suit specific requirements. Close to lease exchange.
King Sturge 020 7493 4933 **Ref:** KINGR **Updated:** 19/DEC/2000 **Joint Agent(s)** London Clancy 01256 462222							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Land off Wigmore Lane, Theale, Berkshire	Acreage	4		0	0	Freehold, subject to part of the site (1.25 acres) being let to Murco Petroleum Limited for a period of 10 years from the 8/12/1990 (expiring 8/12/2000) at a income of ú8,000 pa. Alternativley consideration to a lease on terms to be agreed.	Comprises a 3.5 acres site which was a former builders yard with a number of derelict buildings. Suitable for industrial development, subject to planning.
		4	0			Asking Rent: Upon Application Rates: Upon Application Service Charge: £0.00 Price: Offers Are Invited Plot Size: 3.50 acres, 1.42 hectares	
Keningtons 01793 423351 **Ref:** 11987051 **Updated:** 10/FEB/2000							
Lister Road/Kimbell Road, Basingstoke, Hampshire	2 Storey Offices	6,820	634	0	0	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: £61.89 per sq m/£5.75 per sq ft p.a. Total Rateable Value:: £35.04 per sq m/£3.26 per sq ft (est) Service Charge: £0.00	Car Parking Spaces, Loading Bay 4499 sq ft, Yard, 3-Phase Electricity Comprises 2 warehouse units of steel portal frame construction, both with their own 2 storey office blocks. In addition unit 1 has a loading bay. Available together or separately from 2,307.82 sq m.
	2 Storey Offices	4,352	404	0	0		
	Unit 2	19,037	1,769	0	0		
	2 Storey Offices	5,805	539	0	0		
	Unit 1	18,978	1,763	0	0		
		54,992	5,109				
King Sturge 020 7493 4933 **Ref:** 12265721 **Updated:** 15/DEC/2000							
Joint Agent(s) Woodford & Company 01256 843455							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Phase I, Maxii Centre, Theale, Berkshire Smith Melzack 020 7393 4000 **Ref:** MAXIC **Updated:** 20/AUG/1999 **Joint Agent(s)** Campbell Gordon 0118 959 7555 CB Hillier Parker 020 7629 7666				A new lease for a term by arrangement subject to periodic rent reviews. Asking Rent: £78.04 per sq m/£7.25 per sq ft p.a. Rates: £0.00 Per Annum Service Charge: £0.00 Price: Not Quoting	1 car space per 1282 sq ft, 1000 lbs Floor Loading, 36' Eaves Height, Yard, Security System, Fully Fitted Offices Comprises phase I of a scheme by Helical Bar plc in conjunctions with Friends Provident, to be built speculatively. A further 9,290 sq m (100,000 sq ft) can be built within phase II.
Molly Millars Lane, Wokingham, Berkshire King Sturge 020 7493 4933 **Ref:** 12168715 **Updated:** 19/DEC/2000	Total Size	sq ft: 110,000 110,000	sq m: 10,219 10,219	£/sq ft: 0 £/sq m: 0 Pre let/sale interest sought. Asking Rent: Not Quoting Rates: To Be Assessed Service Charge: £0.00 Price: Not Quoting Plot Size: 4.90 acres, 1.98 hectares	Good Eaves Height Comprises a development by Salmon Harvester Properties Limited on a site of 4.9 acres. The development is suitable for Design & Build office, industrial, warehouse or roadside uses, including trade park and car showroom. Available from 10,000 sq ft. All but 30,000 sq ft developed for Offices.

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
Phase 2, New Greenham Park, Newbury, Berkshire		sq ft	sq m	£/sq ft	£/sq m	Pre let/sale interest sought.	Comprises a 27 acre development site to provide a range of office or industrial buildings up to 450,000 sq ft. Design & Build available. Available from 10,000 sq ft.
	Total Size	450,000	41,805	0	0	Asking Rent: Upon Application Rates: To Be Assessed Service Charge: £0.00 Price: Upon Application Plot Size: 27.00 acres, 10.94 hectares	
		450,000	41,805				

FPDSavills
020 7499 8644
Ref: 11603928
Updated: 04/JAN/2001

Joint Agent(s)
Dreweatt Neate
01635 263030

Unit 163, New Greenham Park, Newbury, Berkshire		sq ft	sq m	£/sq ft	£/sq m	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: £59.32 per sq m/£5.51 per sq ft p.a. Total Rateable Value:: £46.23 per sq m/£4.29 per sq ft (est) Service Charge: £7.53 per sq m/£0.70 per sq ft (est)	Car Parking Spaces, Good Eaves Height, Yard Comprises a headquarters production and warehouse building of portal frame construction, together with office accommodation. Available as a whole or from 15,817 sq ft.
	Production	34,572	3,212	0	0		
	Warehouse	15,817	1,469	0	0		
	Offices	2,238	208	0	0		
		52,627	4,889				

Dreweatt Neate
01635 263030
Ref: 11961247
Updated: 28/NOV/2000

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Fourmax, 1, Pipers Lane, Thatcham, Berkshire DTZ Debenham Tie Leung 020 7408 1161 **Ref:** PIPEL1 **Updated:**20/AUG/1999 **Joint Agent(s)** Edwin Hill 01753 689000				A new lease for a term by arrangement subject to periodic rent reviews. Or Freehold. Asking Rent: £59.20 per sq m/£5.50 per sq ft p.a. Rates: £0.00 Per Annum Service Charge: £0.00 Price: Not Quoting	1 car space per 751 sq ft, 1 lorry space per 9116 sq ft, 26'2 Eaves Height, 600 lbs Floor Loading, 2 Loading Door(s), # Tailgate Loading Bays, Fully Fitted Offices Comprises a modern distribution/industrial building with self-contained 2 storey offices. In addition, there is 0.5 ha (1.23 acres) of expansion land available. On the instructions of Hermes.
20, Portman Road, Reading, Berkshire Vail Williams 0118 933 5600 **Ref:** 11267419 **Updated:**20/AUG/1999				Asking Rent: £0.00 Rates: £0.00 Per Annum Service Charge: £0.00	

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
		sq ft	sq m	£/sq ft	£/sq m		
Building 303, New Greenham Park, Second Street East, Newbury, Berkshire	Total Size	51,996	4,830	0	0	A new FRI lease for a term by arrangement subject to periodic rent reviews. Asking Rent: £53.82 per sq m/£5.00 per sq ft p.a. Rates: To Be Assessed Service Charge: £7.53 per sq m/£0.70 per sq ft (est)	Good Eaves Height Comprises a former aircraft hanger which provides a warehouse area, together with internal 2 storey office accommodation. Suitable for storage and distribution uses, subject to planning. Not available but 301 about to become available, similar size.
		51,996	4,830				
Dreweatt Neate 01635 263030 **Ref:** 12786625 **Updated:** 19/DEC/2000							
Delta House, Southern Links, Bracknell, Berkshire						A new short term lease for up to five years or longer with Landlords breaks sought. Asking Rent: £72.66 per sq m/£6.75 per sq ft p.a. Rates: £0.00 Per Annum Service Charge: £0.00	18 Eaves Height, 750 lbs Floor Loading, # Tailgate Loading Bays, # Drive-in Loading Bays, Site Security, Fully Fitted Offices Awaiting full details. On the Instruction of John Lewis Partnership (Waitrose).
CB Hillier Parker 020 7629 7666 **Ref:** SOUTL **Updated:** 20/AUG/1999							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size		Rent		Lease	Description
Sterling Centre, Bracknell, Berkshire		sq ft	sq m	£/sq ft	£/sq m	A new lease for a term by arrangement subject to periodic rent reviews.	Comprises a development by Brixton Estates to provide warehouse/productions units, available from 641 sq m (6,900 sq ft).
	Development Propos	77,200	7,172			Asking Rent: Not Quoting	
		77,200	7,172			Rates: £0.00 Per Annum Service Charge: £0.00	
King Sturge 020 7493 4933 **Ref:** STERC **Updated:**20/AUG/1999							
Block C/Uts 1,2 & 3, Winnersh Triangle, Winnersh Triangle, nr Reading, Berkshire		sq ft	sq m	£/sq ft	£/sq m	An assignment of the existing FRI lease expiring in December 2013 with a mutual break in January 2004. Alternativley a new lease on terms to be agreed.	80 Car Parking Spaces, 19'6 Eaves Height, 750 lbs FLoor Loading, 8267 sq ft Mezzanine Floor, 3 Loading Door(s), Heating, Canteen
	Offices	12,900	1,198	0	0		
	Warehouse	41,436	3,849	0	0		
		54,336	5,048			Asking Rent: £82.40 per sq m/£7.65 per sq ft p.a. Rates: Upon Application Service Charge: £0.00	Comprises 3 linked warehouse units, together with 2 storey office accommodation. Additional offices (2,350 sq ft) and 4 mezzanine areas (8,267 sq ft) have been added, but can be removed if not required. On behalf of Synstar Computer Services (UK) Ltd.
Stiles Harold Williams 020 7389 1500 **Ref:** 11970271 **Updated:**04/JAN/2001							

HASLAMS

Pulleyn Transport Site - Greater Berks Warehouse space 1999 - 2001

Address	Floors	Size	Rent	Lease	Description
Unit 30, Worton Grange, Reading, Berkshire FPDSavills 020 7499 8644 **Ref:** 11095838 **Updated:** 19/DEC/2000 **Joint Agent(s)** Turner Morum 020 7490 5505				An assignment of the existing FRI lease expiring in September 2006. Asking Rent: £59.17 per sq m/£5.50 per sq ft p.a. Rates: Upon Application Service Charge: £0.00 Plot Size: 2.60 acres, 1.05 hectares	1 car space per 957 sq ft, 26' Eaves Height, # Lorry Parking Spaces, 7 Loading Door(s), 2 Drive-in Loading Bays Comprises a modern distribution/warehouse unit constructed in the 1980's together with office accommodation and mezzanine. On the instructions of NEC. Now let.
Worton Drive, Worton Grange Industrial Estae, Reading, Berkshire Fuller Peiser 020 7499 8931 **Ref:** 12143746 **Updated:** 19/DEC/2000				The premises are on 2 FRI leases. The 1st expires 23rd June 2001 and the 2nd lease runs for 30 years from June 2001, subject to 5 yealy rent reviews. Passing Rent:: £61.82 per sq m/£5.74 per sq ft p.a. Rates: Upon Application Service Charge: £0.00 Plot Size: 3.20 acres, 1.30 hectares	33 Car Parking Spaces, 48' Eaves Height, 1000 lbs FLoor Loading, Yard, Canteen Comprises a high bay distribution facility, together with a dispatch warehouse and office accommodation on a site of 3.2 acres. Now let to 3663, part of Booker Food Services at £400,000 pax.

WORK SHEET FOR : Angela Odell

Application Number : O/2000/2750

Applicant : Pulleyn Transport Ltd C/O Andrews Kalik Associates Ltd.

Location : Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Proposal : Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 03/11/2000

Earliest Date for Decision : 09/12/2000

Latest Consultation Date/Site Notice Expiry Date : 09/12/2000

This application will have expired on: 29/12/2000. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: O/2000/2750

Appraisal :

Recomendation : Approval: ☐ **Refusal:** ☑ at Committee 28/2/01
(tick appropriate box)

Application Number O/2000/2750
Conditions/Reasons for Refusal

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

1, Due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap between settlements. The proposal would therefore be contrary to Berkshire Structure Plan Policies LD3, C2 and C6; Loddon Area Local Plan Policies LTV2 and LC1, and to Wokingham District Local Plan Policies WCC1 and WCC2.

2. The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers Hill which are substandard in respect of carriageway alignment and forward visibility would not be in the interests of highway safety. The proposal is therefore contrary to Berkshire Structure Plan Policy LD5; Loddon Area Local Plan Policy LT5, and to Wokingham District Local Plan Policy WT7 and to PPG13.

Informative

You are advised, in compliance with *The Town & 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 C2, C6, BU1, BU2, LD3 and LD5
Loddon Area Local Plan policies LTV2, LC1, and LT5
Deposit Draft Wokingham District Local Plan policies WOS3, WCC1, WCC2, WRE4, WEM12 and WT7.

Informative for approvals
N16
LODDON AREA LOCAL PLAN POLICIES:
SOUTH-EAST AREA LOCAL PLAN POLICIES:
WOKINGHAM DISTRICT LOCAL PLAN POLICIES:
GREEN BELT LOCAL PLAN POLICIES:
BERKSHIRE STRUCTURE PLAN POLICIES:
MINERALS LOCAL PLAN POLICIES:

RECORD OF SITE VISIT

SITE ADDRESS: Pulleyn Transport Ltd
Church Lane Three Mile Cross Reading.

APPLICATION NUMBER: O/2000/2750

OFFICER: Angela Odell

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

Officers notes missing.

(AO)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Pulleyn Transport Ltd
C/O Andrews Kalik Associates Ltd
The Studio
101 London Road
Earley
Berkshire
RG1 5BY

Application Number: O/2000/2750

Parish: **SHINFIELD**

Location: **Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.**

Proposal: **Outline application for proposed redevelopment of B8 warehousing including modifications to site access.**

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

Reason
1. Due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap between settlements. The proposal would therefore be contrary to Berkshire Structure Plan policies LD3, C2 and C6; Loddon Area Local Plan policies LTV2 and LC1, and to Wokingham District Local Plan policies WCC1 and WCC2.

Reason
2. The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers Hill which are substandard in respect of carriageway alignment and forward visibility would not be in the interests of highway safety. The proposal is therefore contrary to Berkshire Structure Plan policy LD5; Loddon Area Local Plan policy LT5; to Wokingham District Local Plan policies WT7 and to PPG13.

Informative

1. 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 C2; C6, BU1, BU2, LD3 and LD5.

Loddon Area Local Plan Policies LTV2, LC1 and LT5.

Deposit Draft Wokingham District Local Plan Policies WOS3, WCC1, WCC2, WRE4, WEM12 and WT7.

John Mitchell

John Mitchell
Development Control Manager
Date: 28/02/2001

Notice checked by: _____

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

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON WEDNESDAY 28 FEBRUARY 2001 FROM 7.00 PM TO 11.20 PM

Present: Mr KA Malvern (Chairman), Mrs JA Lissaman (Vice-Chairman), Mrs DC Beatty Mr MJ Bryant, Mr SR Conway, Mr RH Cundy, Mr TP Dredge, Mr JL Earnshaw, Mr RFN Eke, Mrs MA Long, Mr BJS Patman and Mrs M Robertson.

Also present under Standing Order 39:- Mr FD Browne, Mrs ANMC Drake, Mr CGH Pierce and Fiona Rolls.

PART I

246. MINUTES

The Minutes of the meeting of the Committee held on 7 February 2001 were confirmed as a correct record and signed by the Chairman.

247. ORDER OF BUSINESS

RESOLVED: That the order of business detailed on the agenda be varied to enable those items where there were members of the public or local Members present to be dealt with first.

254. APPLICATION: 2000/2750, OUTLINE APPLICATION FOR PROPOSED REDEVELOPMENT OF B8 WAREHOUSING INCLUDING MODIFICATIONS TO SITE ACCESS, PULLEYN TRANSPORT LTD CHURCH LANE SHINFIELD, FOR PULLEYN TRANSPORT LTD

The Committee considered a report on this application set out on Agenda pages 2444 to 2460.

Members noted that since the Agenda had been despatched, an additional 10 letters of objection had been received.

Mr Andrews, the applicant's agent, attended the meeting and spoke in favour of the application.

Mrs Garnet, a local resident, attended the meeting and spoke against the application.

RESOLVED: That Application No: 2000/2750 be refused on the grounds set out on Agenda pages2447 to 2448

Application No. O/2000/2750 **Received 03/11/00** **Shinfield**

Applicant: **Pulleyn Transport Ltd.**
Location : **Pulleyn Transport Ltd., Church Lane, Shinfield**
Proposal : **Outline application for proposed redevelopment of B8 warehousing including modifications to site access.**

1. **Planning History** – This 1.6 ha. site lies within the rural area on the south side of Church Lane in the gap between Shinfield and Three Mile Cross. The site is used as a warehousing and associated transport depot. The existing buildings on the site comprise warehousing, vehicle maintenance workshops and ancillary offices.

   The site was originally used for poultry rearing and then egg packing. Then in 1989 permission was granted for change of use of the existing buildings to B8 storage and distribution use. The site has since been occupied by Pulleyn Transport.

   Application Nos. 35635 (for vehicle maintenance workshop) and 35636 (for cold store warehouse) were refused permission but allowed on appeal in 1991. The existing slightly larger cold store building was subsequently permitted as an alternative to the one allowed on appeal.

   Then Application No. 98/67515/F for a replacement warehouse was refused permission on 02.07.98 and the subsequent appeal was dismissed. This application proposed a 5,868m^2 warehouse (a net increase of 2,680m^2), part 12.1m high and part 7.3m high. It was refused permission on the grounds that due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have an unacceptable effect on the character and appearance of this predominantly rural area in the gap between settlements. It was also refused on highway grounds due to increased use of the sub-standard access onto Church Lane and increased use of Brookers Hill which is sub-standard for the associated lorry traffic. The Inspector also considered the proposal was unacceptable on these grounds (copy of decision letter attached).

2. **Proposal** – The application is in outline with siting and the means of access to be determined. The proposal is to demolish the 3,071m^2 warehouse 114m^2 of ancillary offices and Church Lane Farmhouse (not a listed building) and erect a 3,457m^2 replacement warehouse; a net increase of 272m^2 floorspace or 8% of the floorspace to be demolished. The existing 222m^2 ancillary lorry maintenance workshop would be relocated from the front to the rear of the site, and the existing 1,407m^2 cold store and 214m^2 of ancillary offices retained. The agent has advised that the proposed replacement warehouse would adjoin the existing cold store and be the same height as it, with a ridge of 11m and eaves of 10m. The increase in volume would be 16,200 cu.m. which is 33% of the existing volume. Twenty staff currently work on the site and an extra 10 are proposed. It is also proposed to alter the proposed access onto Church lane and close off the existing accesses, which is shown on the revised layout plan. Additional landscaping around some of the site's boundaries is also proposed.

The agents have explained how the applicants' business has changed over the last 2 years. They now have major contracts with international drug companies who service the NHS, and need to increase the height of the existing buildings to accommodate the storage of medical vaccines in chilled conditions. As the storing of vaccines in chilled conditions is expensive and their shelf life is critical relative to temperature, the buildings need to be used as efficiently as possible. If the applicants are unable to increase the volume of the warehouses and install expensive chilling equipment, the medical products will have to be located in buildings much further afield, which will increase the inevitable transportation problems and cost and the knock-on pollution that comes with it. An estate agents' report has also been submitted which explains that a search for alternative premises has failed to find suitable alternatives in the area.

3. **Consultations** -
   - ***Parish Council:*** Object – comments attached.
   - ***7 letters of objection:*** On grounds of exacerbation to existing safety, disturbance (including through the night), vibration and pollution problems of the associated increase in HGVs. Also intrusion into green gap of warehouse building. A better use for the site would be housing, with Pulleyns Transport relocated to a more suitable site.
   - ***Highway Officer:*** Considers the proposed access alterations acceptable subject to conditions. However, the increase in volume would have the same effect on trip rates as an increase in floorspace and would not overcome the concerns about increased HGV traffic using Church Lane and Brookers Hill, which are substandard in respect of carriageway alignment and forward visibility. This reason for refusal was supported by the inspector at the previous appeal. Therefore recommends refusal on this ground.
   - ***Landscape Officer:*** The site sits within a green gap designation and is located within the countryside. The existing cold store is very visually dominant within the landscape, especially from the higher open countryside to the south and east. The proposed warehouse would exacerbate the visual intrusion of this development. Whilst additional planting is proposed on the boundaries of the site, due to the restrictions of the space on the south eastern boundary, there is only a limited area available for planting, which is not sufficient for a development of this size.

4. **Appraisal** – Main issues are:-

   A. Countryside Issues: (Berkshire Structure Plan policies LD3, C2 and C6; Loddon Area Local Plan policies LTV2 and LC1; Wokingham District Local Plan policies WOS3, WCC1 and WCC2; Planning Policy Guidance Note No. 7 (PPG7)).

   B. Employment Policy: (Berkshire Structure Plan policies BU1 and BU2; Wokingham District Local Plan policies WRE4 and WEM12; PPG4).

   C. Effect on Nearby Properties.

D. Highway Issues (Berkshire Structure Plan policy LD5; Loddon Area Local Plan Policy LT5 Wokingham District Local Plan policy WT7; PPG13).

E. Concerns of the Parish Council and local residents.

A. Countryside Issues

The site is in countryside and in the gap between Shinfield and Three Mile Cross in the local plans. Policies C2 and WCC1 in principle allow for redevelopment in the countryside, but this is provided the scale and character of development is suited to its location, the form, materials and visual impact on the countryside are acceptable and there are no other policy objections. The use is not one that needs a rural location and is out of character with the area. However, there is a shortage of sites in the area suitable for this type of use and the site is well located for access to the M4 and main road network. It is considered unlikely that any intensification of use would result in an unacceptable increase in activity in terms of impact on the character of the countryside.

However, the building would be clearly visible from several places in Church Lane, from the public footpath to the south west and south east (which is on higher ground) and from the M4 and the footbridge over it. Whilst landscaping belts are proposed adjacent to Church Lane, which would improve near views of the site from Church Lane, it is considered that this improvement would not outweigh the visual impact from the longer views referred to above, where there is insufficient space for planting.

Therefore, due to its scale, massing and prominent siting the proposed building would be visually obtrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap. It will be contrary to policies LD3, C2, C6, LTV2, LC1, WCC1 and WCC2.

Although the current proposal is considered to be some improvement in terms of visual impact compared with the previous proposals, it is considered that the alterations have not overcome the above objections, nor this reason why the appeal was dismissed.

It is considered that the relocated vehicle maintenance workshop would not have a greater visual impact to that caused by its current location (reduced impact from Church Lane, but increased impact from the public footpath).

B. Employment Policy

Policy BU1 allows the principle of a firm expanding on site provided it does not add to an increased demand for housing or create transport difficulties. Some increase in employment is expected but not of such a scale as to conflict with this policy.

Policy BU2 encourages meeting the needs of existing firms through in situ expansion and this type of B8 development contributes significantly to maintaining a range of employment in the area, which is a key concern in the local plan. Policy WEM12 seeks to retain B8 uses. Policy WRE4 deals specifically with existing employment uses within the countryside. However, the proposed development would be contrary to WRE4(a) because it would

have a significantly greater impact on the undeveloped countryside than the existing building due to the proposed height increase. There is a lack of suitable alternative sites in the area which could accommodate the expanded business.

C. Effect on Nearby Properties
Although the proposed building will be large and obtrusive it is considered that it will not have an unacceptable effect on the outlook of the nearest residential properties because of the caravan sales site between. However, an increase in the number of HGVs associated with the application could increase existing disturbance problems.

D Highway Issues
The Highway Officer recommends refusal as the proposed development would result in the increased use of Church Lane and Brookers Hill which are substandard in carriageway alignment and forward visibility.

E. Concerns of the Parish Council and local residents
The concerns of the Parish Council and local residents are noted. Church Lane Farmhouse is not a listed building, and therefore it would be difficult to sustain an objection to its demolition. The remaining comments have been noted and addressed above.

5. **Conclusion** – The needs of the business should be weighed against the scale of the proposed warehouse and the impact it would have. In its favour the proposal would enable the business to adapt to changing needs and help it safeguard its long-term survival and local jobs. The site is conveniently located for the M4 and other main roads and there is a lack of alternative sites. Local and government policies encourage suitable development for existing businesses.

However, the proposed building would be visually obtrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap. There is also a highway objection. These objections are considered to outweigh the benefits of the proposal. The proposal is therefore considered unacceptable.

6. **Recommendation** – REFUSE planning permission for the following reasons:

1, Due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap between settlements. The proposal would therefore be contrary to Berkshire Structure Plan Policies LD3, C2 and C6; Loddon Area Local Plan Policies LTV2 and LC1, and to Wokingham District Local Plan Policies WCC1 and WCC2.

2. The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers Hill which are substandard in respect of carriageway alignment and forward visibility would not be in the interests of highway safety. The proposal is therefore contrary to Berkshire Structure Plan Policy LD5; Loddon Area Local Plan Policy LT5, and to Wokingham District Local Plan Policy WT7 and to PPG13.

Informative
You are advised, in compliance with *The Town & 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 C2, C6, BU1, BU2, LD3 and LD5
Loddon Area Local Plan policies LTV2, LC1, and LT5
Deposit Draft Wokingham District Local Plan policies WOS3, WCC1, WCC2, WRE4, WEM12 and WT7.

Angela Odell

The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117-987 8927
Switchboard 0117-987 8000
Fax No 0117-987 8139
GTN 1374-8927

Andews Kalik Associates
2 Alexandra Road
READING
Berkshire
RG1 5PD

Your Ref: AMA/JAG/1269

Our Ref: T/APP/X0360/A/98/1014962/P2

Date: 21 JUN 1999

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 & SCHEDULE 6
APPEAL BY PULLEYN TRANSPORT LTD
APPLICATION NO: 98/67515/F

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your clients' appeal against the decision of the Wokingham District Council to refuse planning permission for an extension to an existing warehouse and loading area at Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading. I conducted a hearing on 11 May 1999.

2. Although the proposal is described as given above on the application form, it was agreed at the hearing that it should correctly be described as a replacement warehouse and loading area, and relocation of vehicle maintenance workshop building. I shall treat as such.

3. I consider the main issues in this case are the effect of the proposal on, first, the character and appearance of the area; and second, highway safety.

4. The development plan for the area comprises the Berkshire Structure Plan 1991-2006 (SP) and the Loddon Area Local Plan (LALP) (both adopted 1995). SP Policy C2 restricts development outside built-up areas and settlement boundaries to a limited range; and C6 seeks to protect the openness of "green wedges" in locations where there is a risk of increased urbanised character. Under Policy LD3, development will not be permitted which would seriously harm the character or appearance of an area. Subject to criteria, Policies BU1, BU2 and T9 support distribution and storage development. Policy LD5 says that development which would cause serious problems of access or road safety will not be permitted. LALP Policy LTV2 also restricts development in the countryside; and Policy LC1 seeks to maintain a separation of settlements. Development will not be permitted which would either detract from the undeveloped appearance of defined areas or intensify existing sporadic development. The Deposit Draft of the Wokingham District Local Plan (1997) (WDLP) is used for development control purposes. It shows the site within a Green Gap, where Policy WCC2 broadly continues the policy of maintaining a separation of settlements. Development outside settlements is addressed in Policy WCC1. Subject to criteria, redevelopment proposals in the countryside are acceptable in principle. The plan also includes relevant policies concerning development control principles (WOS3); new building outside settlement boundaries (WCC4); development on existing employment generating sites outside settlements (WRE4); and road safety (WT7). I attach to this plan weight appropriate to its status.

5. The premises are on the edge of a small pocket of development, but outside any defined development boundary. In comparison to the heavily developed land to the other side of the M4 motorway, a short distance to the north, the surrounding area retains a predominantly rural character. Though the premises form a complex of buildings of mainly industrial appearance, they are not generally visually prominent. An exception, however, is the new cold store. In contrast to the older buildings which are proposed to be replaced, this tall, bulky building is visually dominant from the rising agricultural land to the south and south-west, particularly from footpaths 16 & 17..

6. The Council do not object to the relocation of the workshop. I agree. It is not a large building; and it would be sited inconspicuously. In contrast, the proposed new building would lead to an increase of 84% in floorspace at the premises; a significant increase in volume; and, in the larger element, a doubling in height compared to the buildings to be replaced. This would be a major expansion of the complex in a building style similar to the cold store. I accept that much of the building would be screened by the trees and hedging along Church Lane; by the office buildings, and the adjoining caravan sales depot. Nonetheless, and notwithstanding that the present boundaries of the premises would not be exceeded, I believe that it would be an intrusive and urbanising influence in the area. It would intensify the existing sporadic development, and thereby diminish the rural character of the surroundings, particularly when viewed from the south and south-west. The potential to screen it from those directions is very limited within the premises; and I am not satisfied that land would be made available for the purpose outside the site. In any event, even dense planting would be unlikely to soften the bulky angularity of the building.

7. In my opinion, the proposal would therefore be contrary to LALP Policy LTV2 and WDLP Policies LC1 and WCC2. Though WDLP Policy WCC1 and SP Policy C2 allow for redevelopment proposals in the countryside, it is only acceptable where appropriate to its countryside location in scale, form, materials, design and character; and to my mind the proposal fails to meet these criteria. Similarly WDLP Policy WRE4 only supports redevelopment for employment where there is no intensification of activity, no greater visual impact and no larger area of the site occupied. Again these criteria are not met. I conclude that the proposal would be harmful to the character and appearance of the area.

8. Turning to the second issue, your clients propose to modify their working methods and they hope thereby to minimise the number of lorry trips generated, but there is no guarantee that this would come about. In my view, it is appropriate to calculate the likely traffic generation by applying a multiplier based on gross floorspace. TRICS data, upon which the Council rely, indicates a mean of 4 trips, and an 85th percentile of 7 trips per 100 sq m. However, vehicle counts at the site (3.84/100sq m) and information relating to other comparable warehouses (4.31/100sq m) suggests that an appropriate figure is likely to fall towards the bottom of this range. From the evidence, I consider that it is reasonable to apply the higher figure of these two, in order to take some account of the increase in building volume . On this basis, about 140 additional vehicle trips per day would be generated by the proposal, of which some 36 would be of HGVs at the current rate.

9. When set against your clients' measured existing traffic flows on Church Lane and Brookers Hill, the increase would be approximately 2% overall, and 17% for HGVs. These heavily-used country lanes are subject to a 40mph speed limit. Their width is below modern standards, and to the east of the site are some sharp bends, which larger vehicles have to negotiate with care. Although surveys show the speed limit to be well observed; that there is a cycleway/footway over their length; and that few accidents have been recorded in recent years, I consider that the significant increase in the numbers of heavy vehicles would harm the interests of safety on roads which in my view are not suited for that kind of traffic.

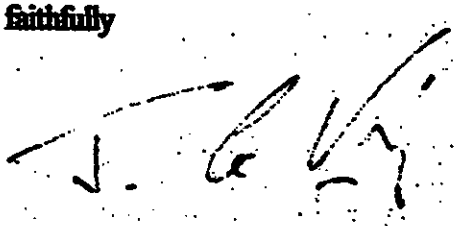
10. There are 2 accesses to the premises. The western access has seriously substandard visibility in both directions; and that to the east has an unsatisfactory layout. At present, the former is used by some 36% of site traffic, though not HGVs. If the likely increase in traffic were to be distributed between the accesses in their present proportions, as many as 50 more vehicles could use that access. To my mind, that would be a very substantial intensification in its use, and would not be acceptable. I note that your client is prepared to close that route permanently, so that all vehicles would have to use the eastern access, which has acceptable levels of visibility. However, as it still forms part of the public highway, this may only be achieved by means of a formal order. I am satisfied that there are at least reasonable expectations that the closure could take place prior to the commencement of the development; and that this could be achieved by means of a *Grampian* style condition.

11. A consequence of such a closure, together with the additional traffic resulting from the proposal, would be to increase the use of the eastern access by over two and a half times. Turning movements left out of the site, which would be a substantial proportion of the total, are made awkward by the inadequate layout. Vehicles, especially longer ones, are forced to enter the carriageway slowly and at an oblique angle; and sometimes they can cross into the opposing lane. While this configuration encourages heavy vehicles to turn right, it is clear from the overrunning of the kerb that the junction is not functioning as it ought. It was suggested at the hearing that if the pedestrian refuge to the south-west of the access were to be altered, large vehicles would be prevented from turning left. However, I believe that traffic wishing to turn right into the site would be impeded by such an arrangement; that a poor relationship between the access and the pedestrian/cycle crossing point would result; and the inadequacies of the junction would remain. While I recognise the benefits of closing the western access, I take the view that the very significant intensification of the use of the eastern access could itself harm interests of road safety, contrary to Policies SP LD5 and WDLP WOS3e.

12. In reaching these conclusions I have had regard to all other matters raised. I accept that the site meets your clients needs in terms of size and location. Substantial investment has been put into the business on its present site. The investment now proposed would enable the company to keep abreast of modern methods, which you say are essential to the long-term survival of the firm. It would expand its local employment base and retain a presence in the storage and distribution sector, which is supported by SP Policies BU1, BU2 and T9. I note that there is a lack of available and affordable alternative sites for this type of development. I have also had regard to the advice of Planning Policy Guidance regarding the need to balance environmental protection with economic development. Nonetheless, I take the view that, although the site has a long history of development, the consequences of the proposed intensification of its use would be unacceptable. None of these matters is sufficient to outweigh the conclusions on the main issues which have led to my decision.

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

Yours faithfully



JONATHAN G KING BA(Hons) DipTP MRTPI
Inspector

Shinfield
Parish Council

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

PLANNING REF. NO'S	38633
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02 January 2001

Mrs A Odell
Case officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No 0/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Three Mile Cross

At the last meeting of our Planning and Transportation committee on 13th December, it was resolved to record our strong objection to the proposals contained in the above outline planning application on the following basis:

1. We are of the view that little has changed since the Inspectorate rejected the last appeal for expansion of activity on this site in 1999, in that it is located in an exposed position in a green gap between the settlements of Shinfield and Three Mile Cross, with the increased height of the proposed building representing an inappropriate intrusion into the surrounding countryside. Contrary to adopted plan policies, this would significantly detract from the character of the surrounding area.

2. Whilst the ' supporting statement' document talks in para 3.7 of minimal intensification of activity on the site in terms of floorspace (although such a statement acknowledges an actual increase), we are more concerned that the application records a 50% increase in staffing numbers, a 50% increase in car parking facilities and a 67% increase in lorry parking spaces. Yet in the same paragraph it states that traffic generation is being reduced and we certainly wish to challenge this suggestion.

Continued...

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3. Furthermore, we would expect performance improvements in material handling methods and technology over the lifetime of the new facility to improve turnaround efficiency by at least 50% and a further 50% operational capacity increase to be possible from adjusting working hours. Our conclusion is that since these performance improvements are mutiplicative, the total theoretical operational capacity improvement could give up to a quadrupling of current capacity. This could mean up to four times the number of HGVs using this 'C' class country lane when even the present traffic volumes are a cause for considerable concern in terms of safety, pollution and suburbanisation of the environment.

4. It is to be regretted that whilst mention is made in para 1.1 of the supporting statement that the existing traditional warehouse buildings will be demolished, there is no mention of the intended demolition of Church Lane Farmhouse, a significant landmark building in the area. This will obviously detract from the character of the area.

5. Our prime concern with any intensification of commercial activity on this site, is the implications of increased traffic generation in an area where various remedial measures are currently proposed to mitigate existing traffic impact, not to mention a 50-67% increase. The site is located on a designated 'Safer Route to School' and any proposal to significantly increase HGV traffic in addition to car movements must be strongly resisted. As a parish council we have received deputation and petitions from local residents about excessive traffic on Church Lane and this proposal would exacerbate an already intolerable situation. We have not had sight of the report on traffic implications from Highway consultants Bellamy Roberts Partnership but would welcome the change to comment on its contents.

6. A further point of severe concern related to the inadequate local highway system serving this site, with particular regard to the very restricted mini-roundabout at Three Mile Cross and the hairpin bend on Brookers Hill. In both cases large articulated lorries are unable to negotiate the turns without encroaching on other traffic roadspace which must constitute a safety hazard and should not be allowed to continue or to be aggravated.

7. Our final point is that this is a full employment area and the creation of additional employment opportunities is not needed. There are already approvals for more than 1,500 new jobs to be created within 1km of this site and a further 20,000 jobs within 3kms.

For all the above reasons, we urge you to refuse permission on the above application but should you be minded to grant permission we recommend that the following conditions should be set:

a) HGVs may only access the site via the A327 and Brookers Hill.
b) Hours of operation are limited to 7am from Monday to Friday with no weekend or Bank Holiday working permitted in this rural residential area. We are aware of complaints from local residents over 'Tannoy' – type noise in the early hours.

Continued...

c) The maximum number of HGV movements per day is limited to 1.5 times the daily average over the past twelve months.

d) The maximum number of HGV movements per week is limited to 1.5 times the average weekly movements over the last eighteen months.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk (0118 9885315)

Copies to: M Bryant, Mr A Pollock and Mr B Patman – District Councillors

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

25th January 2001

Mrs A Odell
Case Officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No O/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Shinfield

Further to our letter of 2nd January recording our strong objection to the above application, in which we expressed our wish in para 5 to comment on the Bellamy Roberts Transportation Assessment , we have now received a copy of that report and wish to add the following observations:

1) We omitted to point out in our letter of 2nd January, that the redevelopment site is in Shinfield and not Three Mile Cross.

2) All the comments made in our letter of strong objection stand and are not changed in the light of this report. Furthermore, we had understood that this report was in support of the above planning application but our members found it extraordinary that the revised site access proposals as depicted in the accompanying Bellamy Roberts drawing No 00/2262/2 bear no resemblance to the drawings that accompanied the planning application. They show a totally different point of access with different visibility splays, based on the current western access to the site, which is part of the public highway.

3) The Bellamy Roberts Partnership demonstrate a poor grasp of the details of the situation upon which they have been commissioned to comment, with the following evidence errors:

   a) We believe their client to be Pulleyn Transport Ltd and not Pulleyns Transport.

Continued...

b) The frequently mentioned road accessing the site is known as Brookers Hill and not Brooker Hill.

c) In paras 4.3 and 6.5 mention is made of a junction with Hyde End Road which in fact lies some distance to the south within our parish. No doubt they are referring to Hyde End Lane.

d) We are not aware of a junction of Church Lane with the A272 as mentioned in para 3.10 and assume that they mean the A327.

All trivial points but serving to undermine the credibility of other elements of the report. Generally, the presentation of written evidence is careless, particularly in the Figures and Appendices; Figure 1 is particularly poor.

4) In our opinion the statistical analysis as presented is extensively flawed and we would be pleased to elaborate further on this point if called upon to do so.

5) The report demonstrates a poor understanding of how a Distribution Warehousing operation works, what makes it efficient and what factors influence capacity and performance. No mention is made of the number of loading bays or the number of HGV and trailer parking spaces. The height of the warehouse is totally ignored and along with it the significant increase in cubic capacity of the unit; mention is only made of the increase to gross floor area (para 2.10)

6) The daily peak period traffic congestion at the Brookers Hill junction with Hollow Lane has been ignored in this analysis.

7) The likely increase in daily traffic along Church Lane over the next five years has been ignored. The major commercial site including B8 development that has planning permission at the junction of Brookers Hill and Hollow Lane is ignored. The increase in 'rat-running' along Church Lane which will result from the 12,000-15,000 additional jobs being created at Green Park and the Reading International Business Park has been ignored.

8) The serious safety issues at the junction of Church Lane and Basingstoke Road at the Local Plan designated ' Area of Special Character' at Three Mile Cross have been ignored as have the safety issues on the acute bend on Brookers Hill, the negotiation of which obliges articulated vehicles to encroach on to the on-coming opposite traffic highway.

9) Despite this being a so-called ' Transportation Assessment' there is no mention of the site being on a designated and operational ' Safer Route to School' to a major Comprehensive with a crossing point at the pedestrian refuge immediately outside the site as mentioned in para 2.7.

10) We strongly disagree that the site is "reasonably served by public transport" (para 4.2), that the redevelopment " will result in an increase of 11 vehicle movements" (para 5.2), that "increased vehicle flows is negligible" (para 5.6) that " In real terms, the daily increase is imperceptible" (para5.8) and the general conclusions of paras 5.9 and 6.7. If so, why would a transport distribution company wish to invest substantial sums of money in such a redevelopment?

Continued....

11) It would appear that the 12-hour traffic survey that was undertaken to establish traffic flow levels was conducted almost two years ago possibly during the school Easter holiday, which would render the information in Appendix A of limited value.

12) Finally, our members were somewhat puzzled by the assertion in para 2.1 that a recent appeal had been upheld by the DoE, for we had always understood that the appeal had been dismissed.

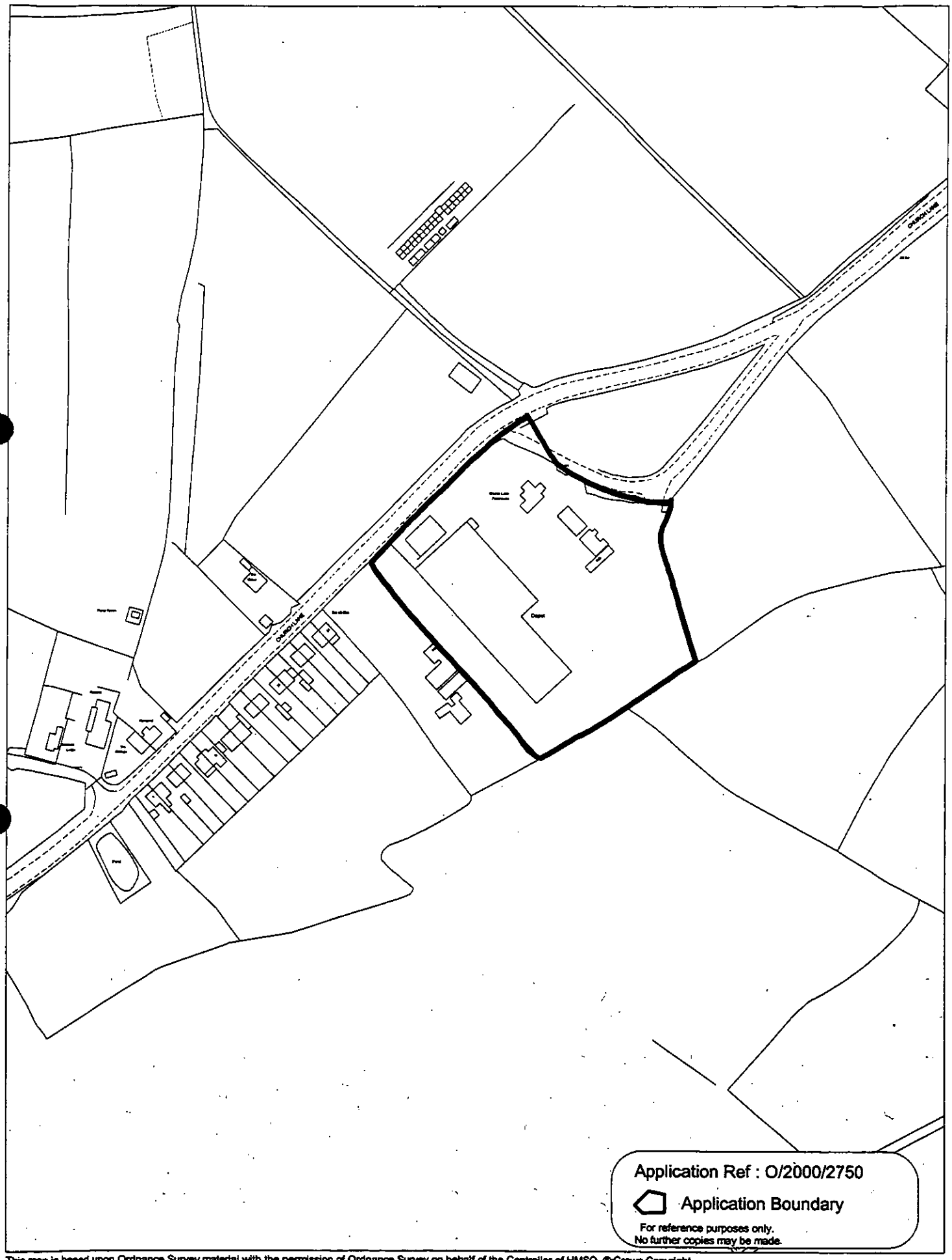
For all the above reasons, along with those detailed in our letter of 2nd January, we urge you to refuse permission on this outline application.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk

Copies to :

District Councillors x 3
Mrs Erdwin, Orchard Cottage, Three Mile Cross



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Development Control Section, Environmental Services, Wokingham District Council.

28 February 2001

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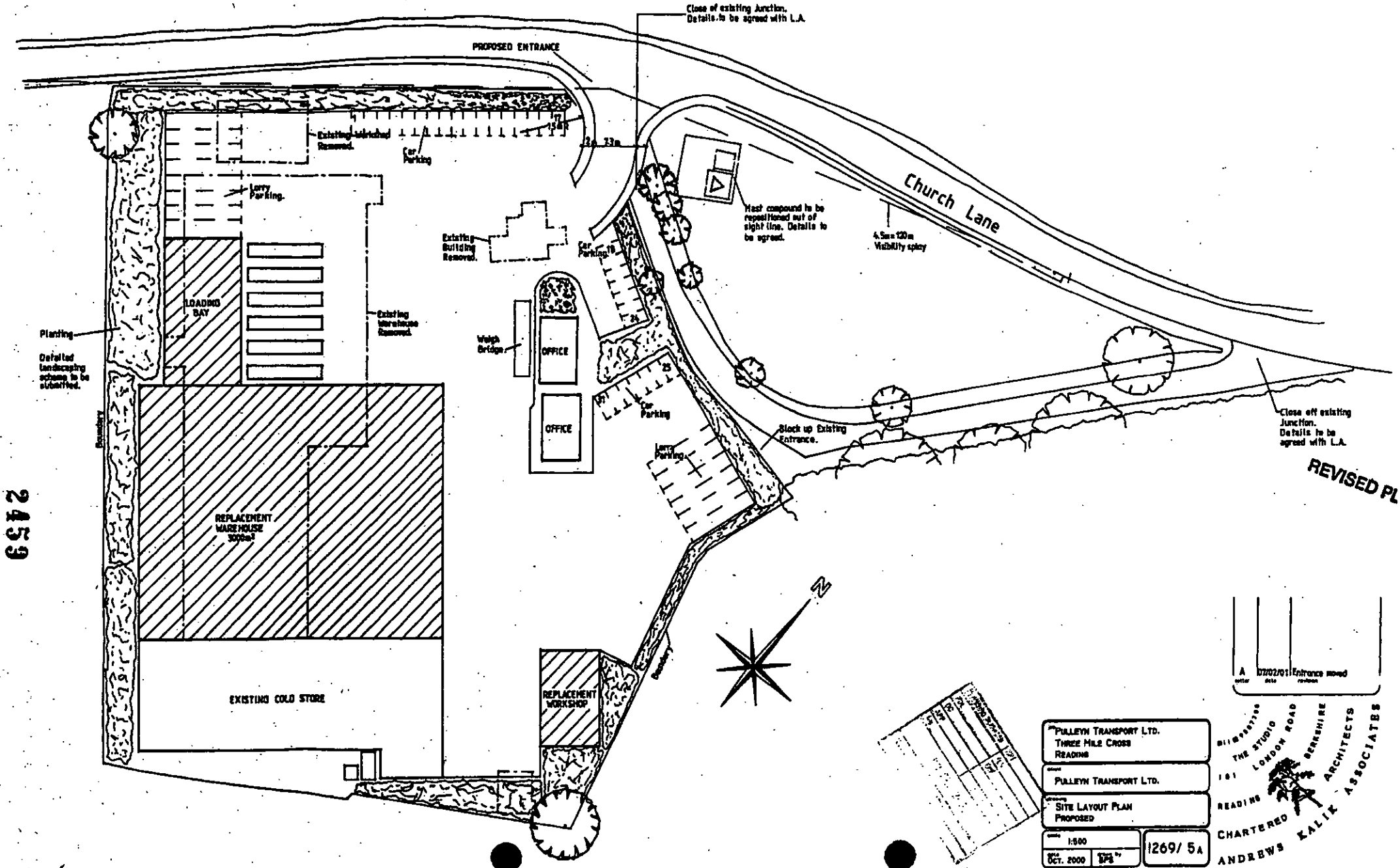

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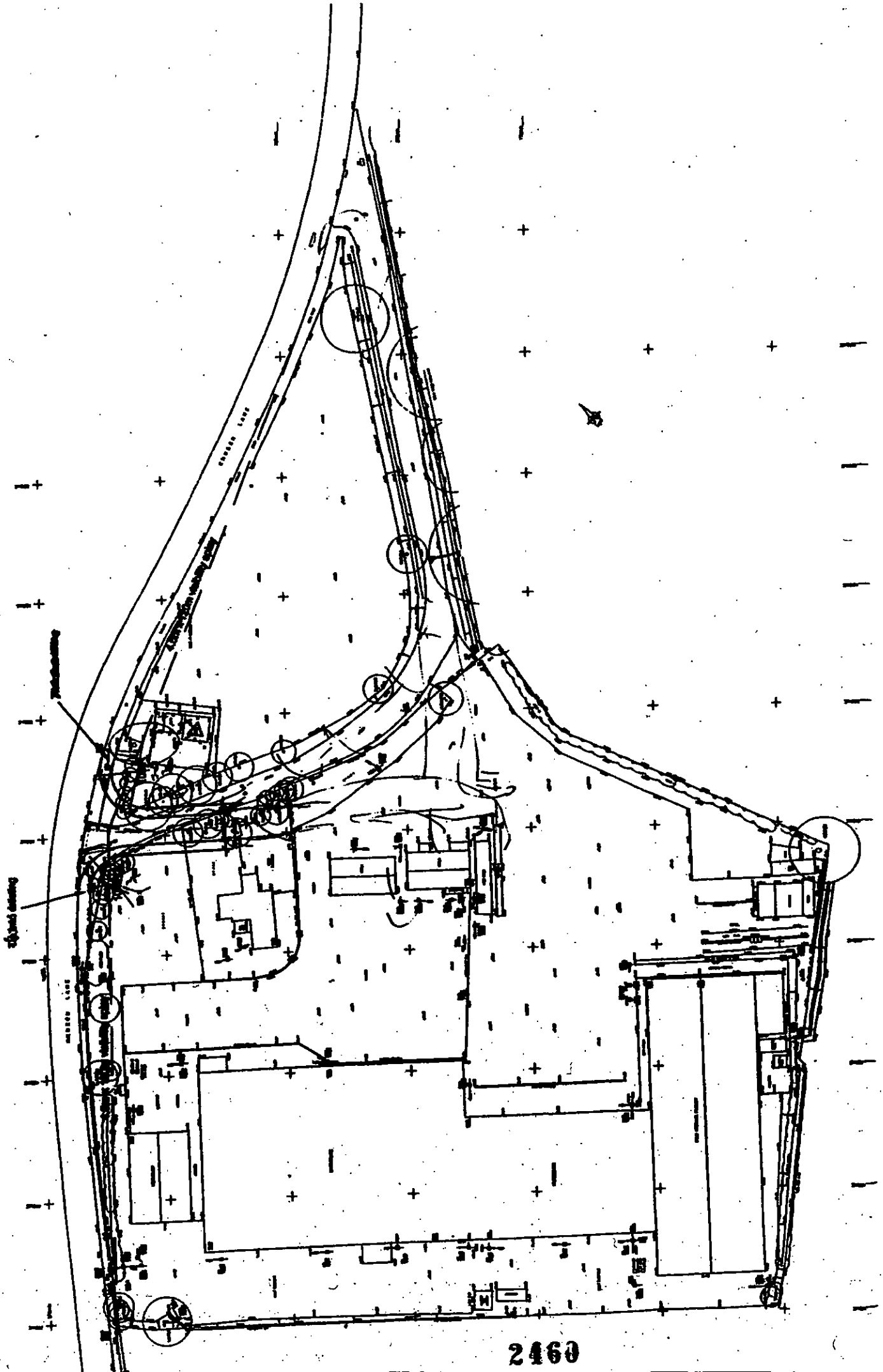

Application No. O/2000/2750 **Received 03/11/00** **Shinfield**

Applicant: **Pulleyn Transport Ltd.**
Location : **Pulleyn Transport Ltd., Church Lane, Shinfield**
Proposal : **Outline application for proposed redevelopment of B8 warehousing including modifications to site access.**

1. **Planning History** – This 1.6 ha. site lies within the rural area on the south side of Church Lane in the gap between Shinfield and Three Mile Cross. The site is used as a warehousing and associated transport depot. The existing buildings on the site comprise warehousing, vehicle maintenance workshops and ancillary offices.

   The site was originally used for poultry rearing and then egg packing. Then in 1989 permission was granted for change of use of the existing buildings to B8 storage and distribution use. The site has since been occupied by Pulleyn Transport.

   Application Nos. 35635 (for vehicle maintenance workshop) and 35636 (for cold store warehouse) were refused permission but allowed on appeal in 1991. The existing slightly larger cold store building was subsequently permitted as an alternative to the one allowed on appeal.

   Then Application No. 98/67515/F for a replacement warehouse was refused permission on 02.07.98 and the subsequent appeal was dismissed. This application proposed a 5,868m^2 warehouse (a net increase of 2,680m^2), part 12.1m high and part 7.3m high. It was refused permission on the grounds that due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have an unacceptable effect on the character and appearance of this predominantly rural area in the gap between settlements. It was also refused on highway grounds due to increased use of the sub-standard access onto Church Lane and increased use of Brookers Hill which is sub-standard for the associated lorry traffic. The Inspector also considered the proposal was unacceptable on these grounds (copy of decision letter attached).

2. **Proposal** – The application is in outline with siting and the means of access to be determined. The proposal is to demolish the 3,071m^2 warehouse 114m^2 of ancillary offices and Church Lane Farmhouse (not a listed building) and erect a 3,457m^2 replacement warehouse; a net increase of 272m^2 floorspace or 8% of the floorspace to be demolished. The existing 222m^2 ancillary lorry maintenance workshop would be relocated from the front to the rear of the site, and the existing 1,407m^2 cold store and 214m^2 of ancillary offices retained. The agent has advised that the proposed replacement warehouse would adjoin the existing cold store and be the same height as it, with a ridge of 11m and eaves of 10m. The increase in volume would be 16,200 cu.m. which is 33% of the existing volume. Twenty staff currently work on the site and an extra 10 are proposed. It is also proposed to alter the proposed access onto Church lane and close off the existing accesses, which is shown on the revised layout plan. Additional landscaping around some of the site's boundaries is also proposed.

The agents have explained how the applicants' business has changed over the last 2 years. They now have major contracts with international drug companies who service the NHS, and need to increase the height of the existing buildings to accommodate the storage of medical vaccines in chilled conditions. As the storing of vaccines in chilled conditions is expensive and their shelf life is critical relative to temperature, the buildings need to be used as efficiently as possible. If the applicants are unable to increase the volume of the warehouses and install expensive chilling equipment, the medical products will have to be located in buildings much further afield, which will increase the inevitable transportation problems and cost and the knock-on pollution that comes with it. An estate agents' report has also been submitted which explains that a search for alternative premises has failed to find suitable alternatives in the area.

3. **Consultations** -
   - ***Parish Council:*** Object – comments attached.
   - ***7 letters of objection:*** On grounds of exacerbation to existing safety, disturbance (including through the night), vibration and pollution problems of the associated increase in HGVs. Also intrusion into green gap of warehouse building. A better use for the site would be housing, with Pulleyns Transport relocated to a more suitable site.
   - ***Highway Officer:*** Considers the proposed access alterations acceptable subject to conditions. However, the increase in volume would have the same effect on trip rates as an increase in floorspace and would not overcome the concerns about increased HGV traffic using Church Lane and Brookers Hill, which are substandard in respect of carriageway alignment and forward visibility. This reason for refusal was supported by the inspector at the previous appeal. Therefore recommends refusal on this ground.
   - ***Landscape Officer:*** The site sits within a green gap designation and is located within the countryside. The existing cold store is very visually dominant within the landscape, especially from the higher open countryside to the south and east. The proposed warehouse would exacerbate the visual intrusion of this development. Whilst additional planting is proposed on the boundaries of the site, due to the restrictions of the space on the south eastern boundary, there is only a limited area available for planting, which is not sufficient for a development of this size.

4. **Appraisal** – Main issues are:-

   A. Countryside Issues: (Berkshire Structure Plan policies LD3, C2 and C6; Loddon Area Local Plan policies LTV2 and LC1; Wokingham District Local Plan policies WOS3, WCC1 and WCC2; Planning Policy Guidance Note No. 7 (PPG7)).

   B. Employment Policy: (Berkshire Structure Plan policies BU1 and BU2; Wokingham District Local Plan policies WRE4 and WEM12; PPG4).

   C. Effect on Nearby Properties.

D. Highway Issues (Berkshire Structure Plan policy LD5; Loddon Area Local Plan Policy LT5 Wokingham District Local Plan policy WT7; PPG13).

E. Concerns of the Parish Council and local residents.

A. Countryside Issues

The site is in countryside and in the gap between Shinfield and Three Mile Cross in the local plans. Policies C2 and WCC1 in principle allow for redevelopment in the countryside, but this is provided the scale and character of development is suited to its location, the form, materials and visual impact on the countryside are acceptable and there are no other policy objections. The use is not one that needs a rural location and is out of character with the area. However, there is a shortage of sites in the area suitable for this type of use and the site is well located for access to the M4 and main road network. It is considered unlikely that any intensification of use would result in an unacceptable increase in activity in terms of impact on the character of the countryside.

However, the building would be clearly visible from several places in Church Lane, from the public footpath to the south west and south east (which is on higher ground) and from the M4 and the footbridge over it. Whilst landscaping belts are proposed adjacent to Church Lane, which would improve near views of the site from Church Lane, it is considered that this improvement would not outweigh the visual impact from the longer views referred to above, where there is insufficient space for planting.

Therefore, due to its scale, massing and prominent siting the proposed building would be visually obtrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap. It will be contrary to policies LD3, C2, C6, LTV2, LC1, WCC1 and WCC2.

Although the current proposal is considered to be some improvement in terms of visual impact compared with the previous proposals, it is considered that the alterations have not overcome the above objections, nor this reason why the appeal was dismissed.

It is considered that the relocated vehicle maintenance workshop would not have a greater visual impact to that caused by its current location (reduced impact from Church Lane, but increased impact from the public footpath).

B. Employment Policy

Policy BU1 allows the principle of a firm expanding on site provided it does not add to an increased demand for housing or create transport difficulties. Some increase in employment is expected but not of such a scale as to conflict with this policy.

Policy BU2 encourages meeting the needs of existing firms through in situ expansion and this type of B8 development contributes significantly to maintaining a range of employment in the area, which is a key concern in the local plan. Policy WEM12 seeks to retain B8 uses. Policy WRE4 deals specifically with existing employment uses within the countryside. However, the proposed development would be contrary to WRE4(a) because it would

have a significantly greater impact on the undeveloped countryside than the existing building due to the proposed height increase. There is a lack of suitable alternative sites in the area which could accommodate the expanded business.

C. Effect on Nearby Properties
Although the proposed building will be large and obtrusive it is considered that it will not have an unacceptable effect on the outlook of the nearest residential properties because of the caravan sales site between. However, an increase in the number of HGVs associated with the application could increase existing disturbance problems.

D Highway Issues
The Highway Officer recommends refusal as the proposed development would result in the increased use of Church Lane and Brookers Hill which are substandard in carriageway alignment and forward visibility.

E. Concerns of the Parish Council and local residents
The concerns of the Parish Council and local residents are noted. Church Lane Farmhouse is not a listed building, and therefore it would be difficult to sustain an objection to its demolition. The remaining comments have been noted and addressed above.

5. **Conclusion** – The needs of the business should be weighed against the scale of the proposed warehouse and the impact it would have. In its favour the proposal would enable the business to adapt to changing needs and help it safeguard its long-term survival and local jobs. The site is conveniently located for the M4 and other main roads and there is a lack of alternative sites. Local and government policies encourage suitable development for existing businesses.

However, the proposed building would be visually obtrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap. There is also a highway objection. These objections are considered to outweigh the benefits of the proposal. The proposal is therefore considered unacceptable.

6. **Recommendation** – REFUSE planning permission for the following reasons:

1, Due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have a detrimental effect on the character and appearance of this predominantly rural area in the gap between settlements. The proposal would therefore be contrary to Berkshire Structure Plan Policies LD3, C2 and C6; Loddon Area Local Plan Policies LTV2 and LC1, and to Wokingham District Local Plan Policies WCC1 and WCC2.

2. The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers Hill which are substandard in respect of carriageway alignment and forward visibility would not be in the interests of highway safety. The proposal is therefore contrary to Berkshire Structure Plan Policy LD5; Loddon Area Local Plan Policy LT5, and to Wokingham District Local Plan Policy WT7 and to PPG13.

Informative
You are advised, in compliance with *The Town & 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 C2, C6, BU1, BU2, LD3 and LD5
Loddon Area Local Plan policies LTV2, LC1, and LT5
Deposit Draft Wokingham District Local Plan policies WOS3, WCC1, WCC2, WRE4, WEM12 and WT7.

Angela Odell

The Planning Inspectorate

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117-987 8927
Switchboard 0117-987 8000
Fax No 0117-987 8139
GTN 1374-8927

Andews Kalik Associates
2 Alexandra Road
READING
Berkshire
RG1 5PD

Your Ref: AMA/JAG/1269

Our Ref: T/APP/X0360/A/98/1014962/P2

Date: 21 JUN 1999

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 & SCHEDULE 6
APPEAL BY PULLEYN TRANSPORT LTD
APPLICATION NO: 98/67515/F

1. The Secretary of State for the Environment, Transport and the Regions has appointed me to determine your clients' appeal against the decision of the Wokingham District Council to refuse planning permission for an extension to an existing warehouse and loading area at Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading. I conducted a hearing on 11 May 1999.

2. Although the proposal is described as given above on the application form, it was agreed at the hearing that it should correctly be described as a replacement warehouse and loading area, and relocation of vehicle maintenance workshop building. I shall treat as such.

3. I consider the main issues in this case are the effect of the proposal on, first, the character and appearance of the area; and second, highway safety.

4. The development plan for the area comprises the Berkshire Structure Plan 1991-2006 (SP) and the Loddon Area Local Plan (LALP) (both adopted 1995). SP Policy C2 restricts development outside built-up areas and settlement boundaries to a limited range, and C6 seeks to protect the openness of "green wedges" in locations where there is a risk of increased urbanised character. Under Policy LD3, development will not be permitted which would seriously harm the character or appearance of an area. Subject to criteria, Policies BU1, BU2 and T9 support distribution and storage development. Policy LD5 says that development which would cause serious problems of access or road safety will not be permitted. LALP Policy LTV2 also restricts development in the countryside, and Policy LC1 seeks to maintain a separation of settlements. Development will not be permitted which would either detract from the undeveloped appearance of defined areas or intensify existing sporadic development. The Deposit Draft of the Wokingham District Local Plan (1997) (WDLP) is used for development control purposes. It shows the site within a Green Gap, where Policy WCC2 broadly continues the policy of maintaining a separation of settlements. Development outside settlements is addressed in Policy WCC1. Subject to criteria, redevelopment proposals in the countryside are acceptable in principle. The plan also includes relevant policies concerning development control principles (WOS3); new building outside settlement boundaries (WCC4); development on existing employment generating sites outside settlements (WRE4); and road safety (WT7). I attach to this plan weight appropriate to its status.

5. The premises are on the edge of a small pocket of development, but outside any defined development boundary. In comparison to the heavily developed land to the other side of the M4 motorway, a short distance to the north, the surrounding area retains a predominantly rural character. Though the premises form a complex of buildings of mainly industrial appearance, they are not generally visually prominent. An exception, however, is the new cold store. In contrast to the older buildings which are proposed to be replaced, this tall, bulky building is visually dominant from the rising agricultural land to the south and south-west, particularly from footpaths 16 & 17.

6. The Council do not object to the relocation of the workshop. I agree. It is not a large building; and it would be sited inconspicuously. In contrast, the proposed new building would lead to an increase of 84% in floorspace at the premises; a significant increase in volume; and, in the larger element, a doubling in height compared to the buildings to be replaced. This would be a major expansion of the complex in a building style similar to the cold store. I accept that much of the building would be screened by the trees and hedging along Church Lane; by the office buildings, and the adjoining caravan sales depot. Nonetheless, and notwithstanding that the present boundaries of the premises would not be exceeded, I believe that it would be an intrusive and urbanising influence in the area. It would intensify the existing sporadic development, and thereby diminish the rural character of the surroundings, particularly when viewed from the south and south-west. The potential to screen it from those directions is very limited within the premises; and I am not satisfied that land would be made available for the purpose outside the site. In any event, even dense planting would be unlikely to soften the bulky angularity of the building.

7. In my opinion, the proposal would therefore be contrary to LALP Policy LTV2 and WDLP Policies LC1 and WCC2. Though WDLP Policy WCC1 and SP Policy C2 allow for redevelopment proposals in the countryside, it is only acceptable where appropriate to its countryside location in scale, form, materials, design and character; and to my mind the proposal fails to meet these criteria. Similarly WDLP Policy WRE4 only supports redevelopment for employment where there is no intensification of activity, no greater visual impact and no larger area of the site occupied. Again these criteria are not met. I conclude that the proposal would be harmful to the character and appearance of the area.

8. Turning to the second issue, your clients propose to modify their working methods and they hope thereby to minimise the number of lorry trips generated, but there is no guarantee that this would come about. In my view, it is appropriate to calculate the likely traffic generation by applying a multiplier based on gross floorspace. TRICS data, upon which the Council rely, indicates a mean of 4 trips, and an 85th percentile of 7 trips per 100 sq m. However, vehicle counts at the site (3.84/100sq m) and information relating to other comparable warehouses (4.31/100sq m) suggests that an appropriate figure is likely to fall towards the bottom of this range. From the evidence, I consider that it is reasonable to apply the higher figure of these two, in order to take some account of the increase in building volume. On this basis, about 140 additional vehicle trips per day would be generated by the proposal, of which some 36 would be of HGVs at the current rate.

9. When set against your clients' measured existing traffic flows on Church Lane and Brookers Hill, the increase would be approximately 2% overall, and 17% for HGVs. These heavily-used country lanes are subject to a 40mph speed limit. Their width is below modern standards, and to the east of the site are some sharp bends, which larger vehicles have to negotiate with care. Although surveys show the speed limit to be well observed; that there is a cycleway/footway over their length; and that few accidents have been recorded in recent years, I consider that the significant increase in the numbers of heavy vehicles would harm the interests of safety on roads which in my view are not suited for that kind of traffic.

10. There are 2 accesses to the premises. The western access has seriously substandard visibility in both directions; and that to the east has an unsatisfactory layout. At present, the former is used by some 36% of site traffic, though not HGVs. If the likely increase in traffic were to be distributed between the accesses in their present proportions, as many as 50 more vehicles could use that access. To my mind, that would be a very substantial intensification in its use, and would not be acceptable. I note that your client is prepared to close that route permanently, so that all vehicles would have to use the eastern access, which has acceptable levels of visibility. However, as it still forms part of the public highway, this may only be achieved by means of a formal order. I am satisfied that there are at least reasonable expectations that the closure could take place prior to the commencement of the development; and that this could be achieved by means of a *Grampian* style condition.

11. A consequence of such a closure, together with the additional traffic resulting from the proposal, would be to increase the use of the eastern access by over two and a half times. Turning movements left out of the site, which would be a substantial proportion of the total, are made awkward by the inadequate layout. Vehicles, especially longer ones, are forced to enter the carriageway slowly and at an oblique angle; and sometimes they can cross into the opposing lane. While this configuration encourages heavy vehicles to turn right, it is clear from the overrunning of the kerb that the junction is not functioning as it ought. It was suggested at the hearing that if the pedestrian refuge to the south-west of the access were to be altered, large vehicles would be prevented from turning left. However, I believe that traffic wishing to turn right into the site would be impeded by such an arrangement; that a poor relationship between the access and the pedestrian/cycle crossing point would result; and the inadequacies of the junction would remain. While I recognise the benefits of closing the western access, I take the view that the very significant intensification of the use of the eastern access could itself harm interests of road safety, contrary to Policies SP LD5 and WDLP WOS3e.

12. In reaching these conclusions I have had regard to all other matters raised. I accept that the site meets your clients needs in terms of size and location. Substantial investment has been put into the business on its present site. The investment now proposed would enable the company to keep abreast of modern methods, which you say are essential to the long-term survival of the firm. It would expand its local employment base and retain a presence in the storage and distribution sector, which is supported by SP Policies BU1, BU2 and T9. I note that there is a lack of available and affordable alternative sites for this type of development. I have also had regard to the advice of Planning Policy Guidance regarding the need to balance environmental protection with economic development. Nonetheless, I take the view that, although the site has a long history of development, the consequences of the proposed intensification of its use would be unacceptable. None of these matters is sufficient to outweigh the conclusions on the main issues which have led to my decision.

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

Yours faithfully

JONATHAN G KING BA(Hons) DipTP MRTPI
Inspector

Shinfield
Parish Council

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

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02 January 2001

Mrs A Odell
Case officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No 0/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Three Mile Cross

At the last meeting of our Planning and Transportation committee on 13th December, it was resolved to record our strong objection to the proposals contained in the above outline planning application on the following basis:

1. We are of the view that little has changed since the Inspectorate rejected the last appeal for expansion of activity on this site in 1999, in that it is located in an exposed position in a green gap between the settlements of Shinfield and Three Mile Cross, with the increased height of the proposed building representing an inappropriate intrusion into the surrounding countryside. Contrary to adopted plan policies, this would significantly detract from the character of the surrounding area.

2. Whilst the ' supporting statement' document talks in para 3.7 of minimal intensification of activity on the site in terms of floorspace (although such a statement acknowledges an actual increase), we are more concerned that the application records a 50% increase in staffing numbers, a 50% increase in car parking facilities and a 67% increase in lorry parking spaces. Yet in the same paragraph it states that traffic generation is being reduced and we certainly wish to challenge this suggestion.

Continued...

2452

3. Furthermore, we would expect performance improvements in material handling methods and technology over the lifetime of the new facility to improve turnaround efficiency by at least 50% and a further 50% operational capacity increase to be possible from adjusting working hours. Our conclusion is that since these performance improvements are mutiplicative, the total theoretical operational capacity improvement could give up to a quadrupling of current capacity. This could mean up to four times the number of HGVs using this 'C' class country lane when even the present traffic volumes are a cause for considerable concern in terms of safety, pollution and suburbanisation of the environment.

4. It is to be regretted that whilst mention is made in para 1.1 of the supporting statement that the existing traditional warehouse buildings will be demolished, there is no mention of the intended demolition of Church Lane Farmhouse, a significant landmark building in the area. This will obviously detract from the character of the area.

5. Our prime concern with any intensification of commercial activity on this site, is the implications of increased traffic generation in an area where various remedial measures are currently proposed to mitigate existing traffic impact, not to mention a 50-67% increase. The site is located on a designated 'Safer Route to School' and any proposal to significantly increase HGV traffic in addition to car movements must be strongly resisted. As a parish council we have received deputation and petitions from local residents about excessive traffic on Church Lane and this proposal would exacerbate an already intolerable situation. We have not had sight of the report on traffic implications from Highway consultants Bellamy Roberts Partnership but would welcome the change to comment on its contents.

6. A further point of severe concern related to the inadequate local highway system serving this site, with particular regard to the very restricted mini-roundabout at Three Mile Cross and the hairpin bend on Brookers Hill. In both cases large articulated lorries are unable to negotiate the turns without encroaching on other traffic roadspace which must constitute a safety hazard and should not be allowed to continue or to be aggravated.

7. Our final point is that this is a full employment area and the creation of additional employment opportunities is not needed. There are already approvals for more than 1,500 new jobs to be created within 1km of this site and a further 20,000 jobs within 3kms.

For all the above reasons, we urge you to refuse permission on the above application but should you be minded to grant permission we recommend that the following conditions should be set:

a) HGVs may only access the site via the A327 and Brookers Hill.
b) Hours of operation are limited to 7am from Monday to Friday with no weekend or Bank Holiday working permitted in this rural residential area. We are aware of complaints from local residents over 'Tannoy' – type noise in the early hours.

Continued...

c) The maximum number of HGV movements per day is limited to 1.5 times the daily average over the past twelve months.

d) The maximum number of HGV movements per week is limited to 1.5 times the average weekly movements over the last eighteen months.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk (0118 9885315)

Copies to: M Bryant, Mr A Pollock and Mr B Patman – District Councillors

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

25th January 2001

Mrs A Odell
Case Officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No O/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Shinfield

Further to our letter of 2nd January recording our strong objection to the above application, in which we expressed our wish in para 5 to comment on the Bellamy Roberts Transportation Assessment , we have now received a copy of that report and wish to add the following observations:

1) We omitted to point out in our letter of 2nd January, that the redevelopment site is in Shinfield and not Three Mile Cross.

2) All the comments made in our letter of strong objection stand and are not changed in the light of this report. Furthermore, we had understood that this report was in support of the above planning application but our members found it extraordinary that the revised site access proposals as depicted in the accompanying Bellamy Roberts drawing No 00/2262/2 bear no resemblance to the drawings that accompanied the planning application. They show a totally different point of access with different visibility splays, based on the current western access to the site, which is part of the public highway.

3) The Bellamy Roberts Partnership demonstrate a poor grasp of the details of the situation upon which they have been commissioned to comment, with the following evidence errors:

   a) We believe their client to be Pulleyn Transport Ltd and not Pulleyns Transport.

Continued...

b) The frequently mentioned road accessing the site is known as Brookers Hill and not Brooker Hill.

c) In paras 4.3 and 6.5 mention is made of a junction with Hyde End Road which in fact lies some distance to the south within our parish. No doubt they are referring to Hyde End Lane.

d) We are not aware of a junction of Church Lane with the A272 as mentioned in para 3.10 and assume that they mean the A327.

All trivial points but serving to undermine the credibility of other elements of the report. Generally, the presentation of written evidence is careless, particularly in the Figures and Appendices; Figure 1 is particularly poor.

4) In our opinion the statistical analysis as presented is extensively flawed and we would be pleased to elaborate further on this point if called upon to do so.

5) The report demonstrates a poor understanding of how a Distribution Warehousing operation works, what makes it efficient and what factors influence capacity and performance. No mention is made of the number of loading bays or the number of HGV and trailer parking spaces. The height of the warehouse is totally ignored and along with it the significant increase in cubic capacity of the unit; mention is only made of the increase to gross floor area (para 2.10)

6) The daily peak period traffic congestion at the Brookers Hill junction with Hollow Lane has been ignored in this analysis.

7) The likely increase in daily traffic along Church Lane over the next five years has been ignored. The major commercial site including B8 development that has planning permission at the junction of Brookers Hill and Hollow Lane is ignored. The increase in 'rat-running' along Church Lane which will result from the 12,000-15,000 additional jobs being created at Green Park and the Reading International Business Park has been ignored.

8) The serious safety issues at the junction of Church Lane and Basingstoke Road at the Local Plan designated ' Area of Special Character' at Three Mile Cross have been ignored as have the safety issues on the acute bend on Brookers Hill, the negotiation of which obliges articulated vehicles to encroach on to the on-coming opposite traffic highway.

9) Despite this being a so-called ' Transportation Assessment' there is no mention of the site being on a designated and operational ' Safer Route to School' to a major Comprehensive with a crossing point at the pedestrian refuge immediately outside the site as mentioned in para 2.7.

10) We strongly disagree that the site is "reasonably served by public transport" (para 4.2), that the redevelopment " will result in an increase of 11 vehicle movements" (para 5.2), that "increased vehicle flows is negligible" (para 5.6) that " In real terms, the daily increase is imperceptible" (para5.8) and the general conclusions of paras 5.9 and 6.7. If so, why would a transport distribution company wish to invest substantial sums of money in such a redevelopment?

Continued....

11) It would appear that the 12-hour traffic survey that was undertaken to establish traffic flow levels was conducted almost two years ago possibly during the school Easter holiday, which would render the information in Appendix A of limited value.

12) Finally, our members were somewhat puzzled by the assertion in para 2.1 that a recent appeal had been upheld by the DoE, for we had always understood that the appeal had been dismissed.

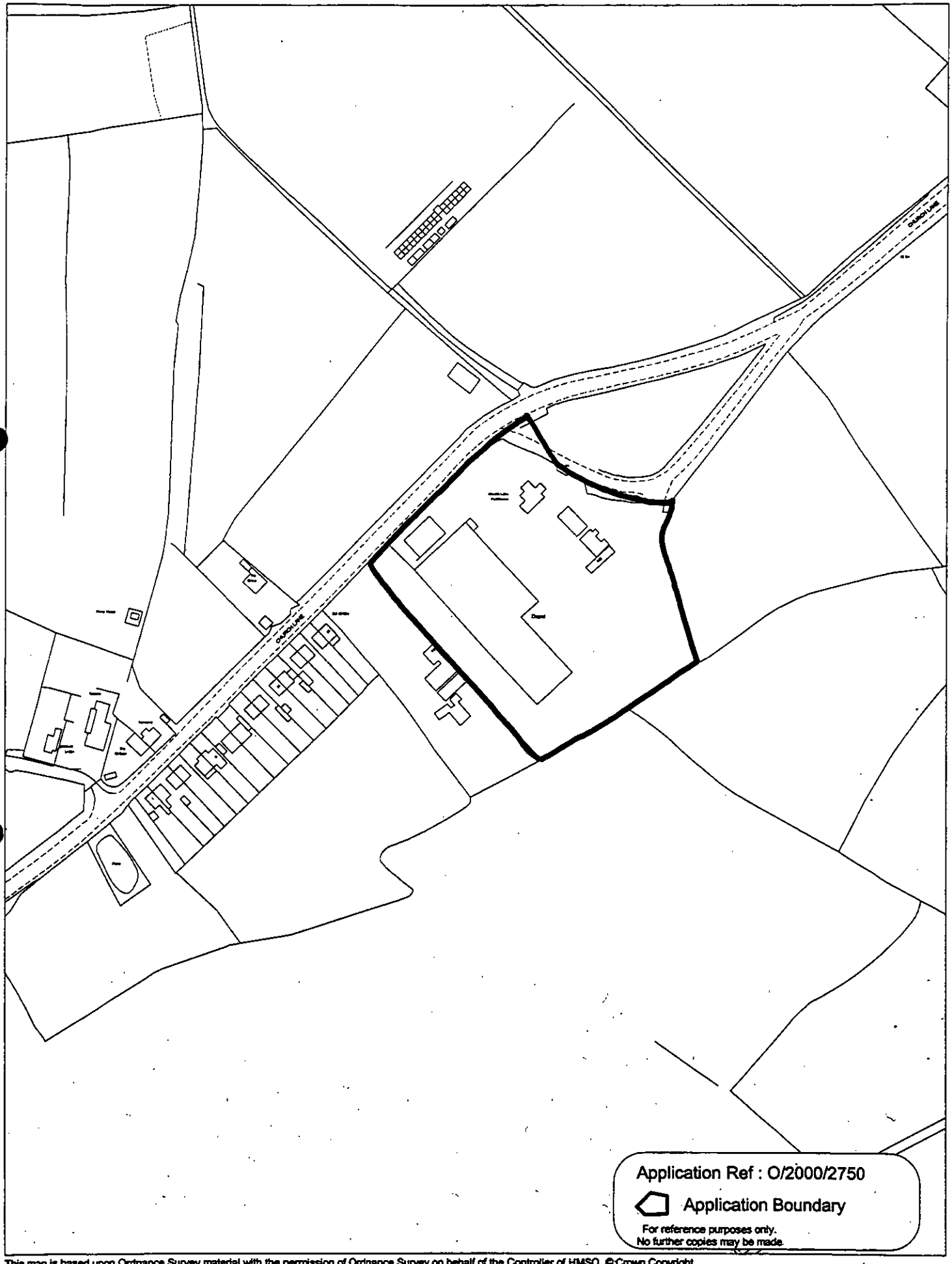
For all the above reasons, along with those detailed in our letter of 2nd January, we urge you to refuse permission on this outline application.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk

Copies to :

District Councillors x 3
Mrs Erdwin, Orchard Cottage, Three Mile Cross



Application Ref : O/2000/2750

Application Boundary

For reference purposes only.
No further copies may be made

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Development Control Section, Environmental Services, Wokingham District Council.
28 February 2001

Scale: 1 : 2500

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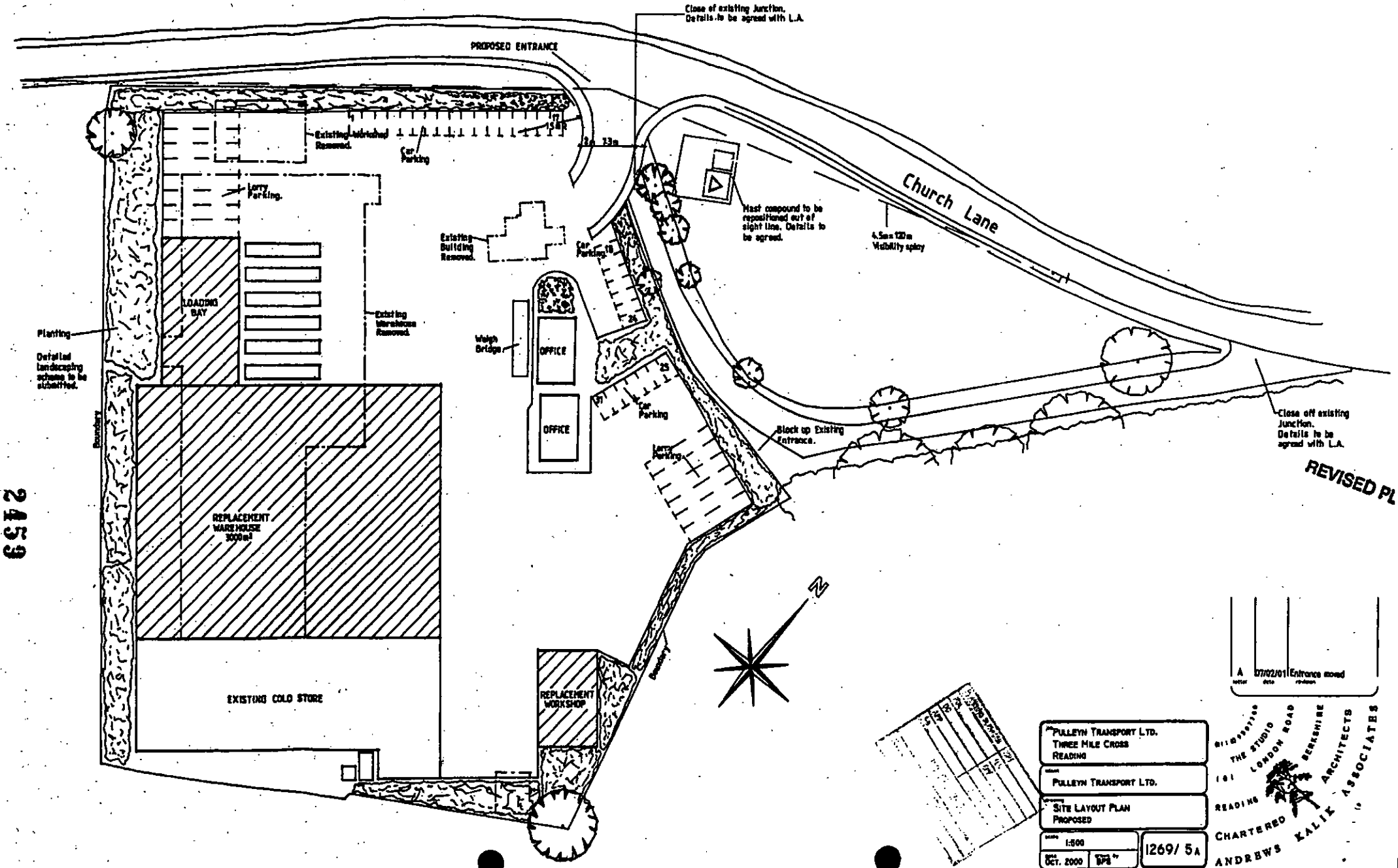
DO NOT SCALE FROM THE DRAWING. VERIFY ALL DIMENSIONS BEFORE SETTING OUT, COMMENCING WORK OR MAKING ANY SHOP DRAWINGS. REPORT ANY DISCREPANCIES TO SUPERVISING OFFICER IMMEDIATELY.



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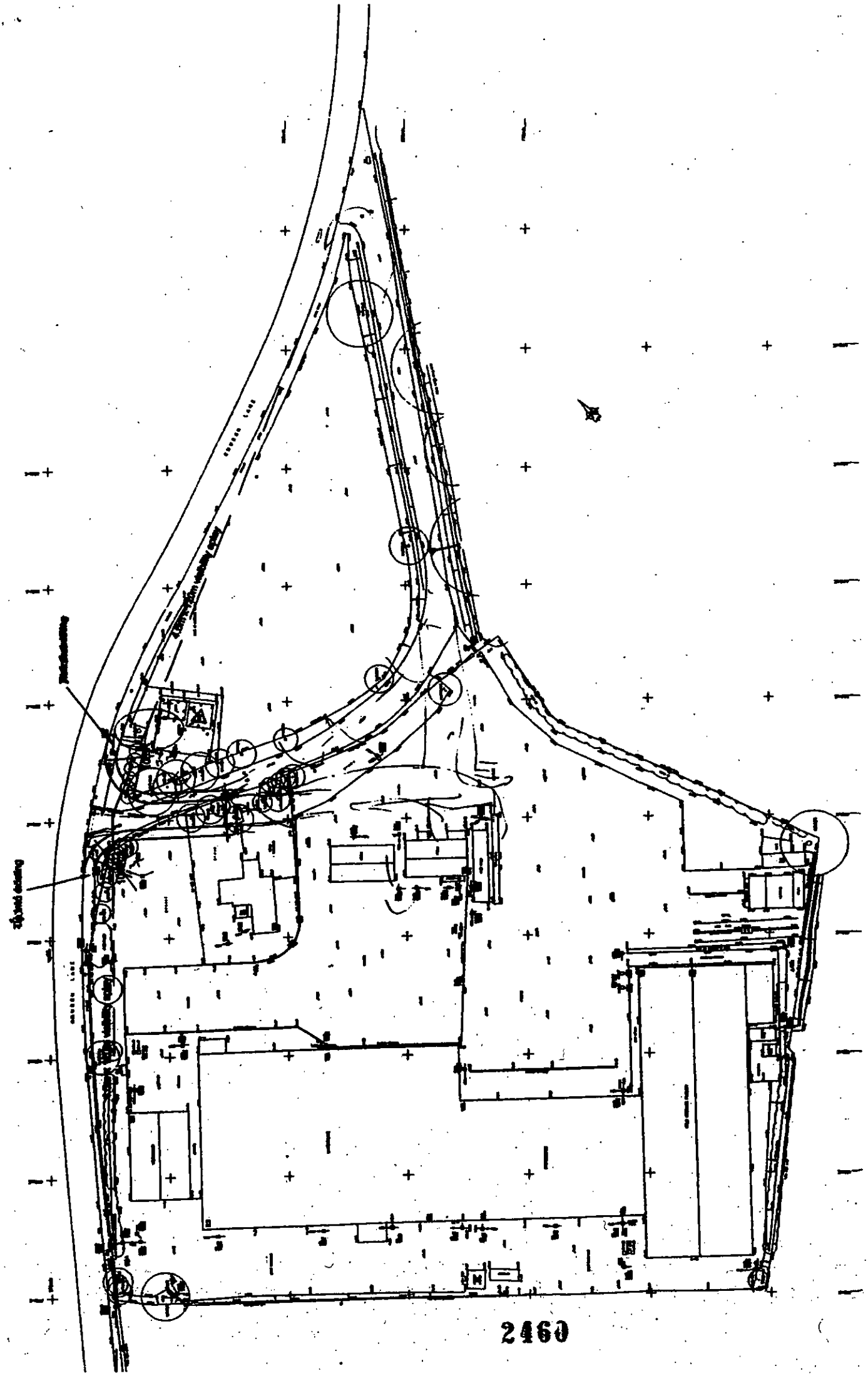

Application No. O/2000/3042 **Received 15.12.00** **Shinfield**

Applicant: **Denton & Gibson Ltd.**
Location : **Pulleyn Transport Ltd., Church Lane, Three Mile Cross, Shinfield**
Proposal : **Outline application for redevelopment of site for B1 office use.**

1. **Planning History** – This 1.6 ha. site lies within the rural area on the south side of Church Lane in the gap between Shinfield and Three Mile Cross. The site is used as a warehousing and associated transport depot. The existing buildings on the site comprise warehousing, vehicle maintenance workshops and ancillary offices.

   The site was originally used for poultry rearing and then egg packing. Then in 1989 permission was granted for change of use of the existing buildings to B8 storage and distribution use. The site has since been occupied by Pulleyn Transport.

   Subsequently application Nos. 35635 (for vehicle maintenance workshop) and 35636 (for cold store warehouse) were refused permission but allowed on appeal in 1991. The existing slightly larger cold store building was subsequently permitted as an alternative to the one allowed on appeal.

   Then Application No. 98/67515/F for a replacement warehouse was refused permission on 02.07.98 and the subsequent appeal was dismissed. This application proposed a 5,868m^2 warehouse (a net increase of 2,680m^2), part 12.1m high and part 7.3m high. It was refused permission on the grounds that due to its scale, massing and prominent siting, the proposed building would be visually intrusive and have an unacceptable effect on the character and appearance of this predominantly rural area in the gap between settlements. It was also refused on highway grounds due to increased use of the sub-standard access onto Church Lane and increased use of Brookers Hill which is sub-standard for the associated lorry traffic. The Inspector also considered the proposal was unacceptable on these grounds (copy of decision letter attached to application O/2000/2750 also in this agenda).

   There is also another current application, No. O/2000/2750, on the site reported in this agenda. This is an outline application for proposed redevelopment of B8 warehousing including modifications to site access.

2. **Proposal** – The application is in outline with siting and the means of access to be determined. The proposal is to demolish all the existing buildings on the site and erect a 7,000 sq.m. 2-storey office building with 280 parking spaces. The proposed access would be a single access directly on to Church Lane and the existing access would be closed. Buffer landscaping strips are proposed to be planted around the boundaries of the site. The proposed occupier is unknown.

3. **Consultations** -
   - ***Shinfield Parish Council :*** "Whilst we consider office development to be preferable to a transport operation on this Shinfield location, we feel that the best use of this site would be for housing. We also have concerns for traffic implications on a designated Safer Route to School."

File copy

angela.

Applicationo	Name & Address
O/2000/2750	Mr & Mrs N Garnett The Thatch Church Lane Three Mile Cross RG7 1HB
O/2000/2750	Mrs B Dyer Highway Cottage Three Mile Cross Reading RG7 1BA
O/2000/2750	Mr & Mrs Erdwin Orchard house Three Mile Cross RG7 1HD
O/2000/2750	S Farmiloe Bay Croft Church Lane RG7 1HD
0/2000/2750	B & J Whitehead Eastfield Cottage Church Lane Three Mile Cross Berks RG7 1HD
0/2000/2750	Dr C R Fricker Childs Ace Church Lane Three Mile Cross Reading RG7 1HD
0/2000/2750	Mrs Bancroft Handie 3 Church Lane Three Mile Cross Reading RG7 1HB

committee letters sent
1st class 20.2.01

Tel. (0118) 974 6051

Date: 21 February 2001

Your Ref:

My Ref: **Angela Odell - O/2000/2750**

Pulleyn Transport Ltd
C/O Andrews Kalik Associates Ltd
The Studio
101 London Road
Earley
Berkshire
RG1 5BY

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

Dear Sir/Madam

Application Number: O/2000/2750

Site Address: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Proposal: Outline application for proposed redevelopment of B8 warehousing including modifications to site access..

Your application is to be determined at the Development Control Sub-Committee meeting on the 28.02.01 and will start at 7.00pm. The application has been recommended for refusal and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

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

All requests to speak must be received no later than 5.00pm on the last working day prior to the meeting and must be arranged by contacting Andrew Lowther on 0118 974 6051

Yours faithfully,

John Mitchell

Development Control Manager

TO: **DEVELOPMENT CONTROL**
Angela Odell

FROM: Environmental Design

DATE: 23 January 2001

Location:	Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Shinfield
Proposal:	Outline application for proposed redevelopment of B8 warehousing including modifications to site access.
Application Number:	O/2000/2750

In response to your consultation dated 22 January 2001 for the above application, the landscape comments are as follows:

The site sits within a Green Gap designation and is located within the countryside. The present existing cold store is very visually dominant within the landscape especially from the higher open countryside to the south and east.

The proposed warehouse will exacerbate the visual intrusion of this development, which I believe is unacceptable in this location. The applicant has shown additional planting on the boundaries of the site, but due to the restrictions of the space on the south eastern boundary, there is only a limited area available for planting, which is not sufficient for a development of this size.

Catherine Brimble

Catherine Brimble
Landscape Architect

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Tom Callaghan, Highways

My Ref: 0/2000/2750

To: Angela Odell, Planning

Your Ref: 0/2000/2750

Date: 16th February 2001

OUTLINE APPLICATION FOR PROPOSED REDEVELOPMENT OF B8 WAREHOUSING INCLUDING MODIFICATIONS TO ACCESS.
PULLEYN TRANSPORT LTD, CHURCH LANE, SHINFIELD

I understand that the proposal will involve an increased storage volume of 33% over and above that which currently exists on the site.. As set out in my previous memo dated 25th Jan 01, increased volume will have the same effect on trip rates as an increase in floor area. Therefore, whilst the access arrangements as proposed would be satisfactory subject to certain conditions, this would not overcome the concerns of increased HGV traffic using Church Lane and Brookers Hill, which are substandard in respect of carriageway alignment and forward visibility. This reason for refusal was supported by the Inspector at the previous appeal. Therefore, I recommend the application be refused on the following grounds:-

The proposed development would result in an unacceptable increase in HGV traffic using Church Lane and Brookers which are substandard in respect of carriageway alignment and forward visibility, which would not be in the interests of highway safety.

Many thanks

Tom Callaghan.

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: Tom Callaghan, Highways — My Ref: 0/2000/2750

To: Angela Odell, Planning — Your Ref: 0/2000/2750

Date: 25th Jan 2001

OUTLINE APPLICATION FOR PROPOSED REDEVELOPMENT OF B8 WAREHOUSING INCLUDING MODIFICATIONS TO ACCESS.
PULLEYN TRANSPORT LTD, CHURCH LANE, SHINFIELD

As you know, the planning inspector at the recent appeal supported the Highway Authority's recommendation to refuse extensions to the warehouse on grounds that the access arrangements were substandard and that sections of Brookers Hill and Church Lane were unsuitable to accommodate increased volumes of HGV traffic. The previous application not only increased the footprint of the building but also increased the volume considerably, through increasing the height of the building.

At the appeal, the traffic generation figures used by the applicant (TRICS) were disputed as they only considered the increased floor area and not the increased volume, which would clearly influence the overall trip rate. However, in the absence of any other data to substantiate the Authority's concerns, the Inspector determined the appeal on the basis of the higher trip rates within TRICS. I have today spoken to Ian Coles of JMP Consultants who manage the TRICS database regarding the anomalies within TRICS when considering B8 land uses. JMP explained that the data provided does not take into account increases in volume and agree that increased volume of a building would have similar effect on trip rates comparable to that of increased floor area.

The information contained within the applicants' transportation assessment assumes that as there will only be an increase in floor area of 272 sq. metres, the resulting traffic impact will be insignificant. This does not provide a robust assessment of the level of traffic likely to be generated by the development, and further information has been requested from the applicants' transport consultant confirming the increased volume of the building as a result of the development. Until this information has been provided it will not be possible to confirm the Highway Authority's position regarding this application.

I can confirm that the amended access arrangements as shown on drawing 00/2262/2 prepared by the Bellamy Roberts Partnership would be acceptable and overcome the Authority's' original objection to suitability of the access, subject to detailed design. However, depending on the level of increase in the volume of the building, it is likely the Authority will object to the development on grounds that Church Lane (in parts) and Brookers Hill are unsuitable to accommodate the likely increase in HGV traffic. This point was supported in the inspectors decision letter.

Many thanks

Tom Callaghan

Date: 15 February 2001

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: O/2000/2750

Location: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Proposal: Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

Applicant: Pulleyn Transport Ltd C/O Andrews Kalik Associates Ltd.

Case Officer: Angela Odell

The new plans show the following: Correction to red lined area to include proposed altered access. Drawing no 1269/5A.

For information only.

Should you have any queries regarding this application please contact the case officer Angela Odell on (0118) 974 6445.

(RING ONE)

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

App No. (Planaps) /0/2000/2758 (Ludhouse) Date Rec. 14/2/00

Location: Pailleys Transport Ltd, Church Lane, Three Mile Cross

Parish Shinfield

Applicant: Pailleys Transport Ltd.

Description of attached plans correction to red lined area to include proposed altered access

Drawing No's: 1269/5A

CONSULTEES

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

Please tick which of the following you wish consulted.

admin have required – for info only

OTHERS:

Drawing No's

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

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

NEIGHBOURS:

Date for Responses None reqd

FURTHER ACTION

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

Redate Application Y / N From

New Site Notice Y / N

New Description

CASE OFFICER AO.

Consultations Sent by Admin. on 15.02.05.

Yellow - Part One Copy
Green - Officer's Copy

ANDREWS KALIK ASSOCIATES
CHARTERED ARCHITECTS
THE STUDIO 101 LONDON ROAD READING RG1 5BY
T 0118 9669669/9507700 F 0118 9568642

PLANNING SERVICES | HPT 39893
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DC AO | ENF
APP |
CS |
14 FEB 2001
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FILE:

AMA/JAG/1269

13th February 2001

Mrs A Odell
Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

2750

REVISED PLAN

Dear Mrs Odell,

B8 APPLICATION, PULLEYN TRANSPORT, CHURCH LANE, THREE MILE CROSS

Further to our telephone conversation yesterday, please find enclosed 6 copies of drawing no. 1269/5A outlining the site in red, as requested.

Yours sincerely,

A.M. Andrews.

Enc:

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
PRACTICE MANAGER
JACKIE GILES

ASSOCIATE
ABDULLAH NAWEED B.Sc.Arch.M.Phil.B.S.
CONSULTANT BUILDING SURVEYOR
KEITH WALKER FRICS ACIArb

ANDREWS KALIK ASSOCIATES LTD
REGISTRATION No 1645300
REGISTERED OFFICE
100 GRAYS INN ROAD LONDON WC1X 8BY

Date: 12 February 2001

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: O/2000/2750

Location: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Proposal: Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

Applicant: Pulleyn Transport Ltd C/O Andrews Kalik Associates Ltd.

Case Officer: Angela Odell

The new plans show the following: Showing modified access. Drawing no 1269/5A.

Comments are required by 22/02/2001.

Should you have any queries regarding this application please contact the case officer Angela Odell on (0118) 974 6445.

(RING ONE)

1970

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

App No. (Planaps) / 0/2000/2750 (Ludhouse) Date Rec. 9.2.01

Location: Pulleyn Transport Ltd., Church Lane, Three Mile Cross

Parish Shinfield

Applicant: Pulleyn Transport Ltd.

Description of attached plans Showing modified access

Drawing No's: 1269/5A

CONSULTEES

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

Please tick which of the following you wish consulted.

OTHERS:

		Drawing No's	
1.	NK (Landscape & Trees)		
2.	NK (Env. Design)		
3.	XA (Highways)	T. Callaghan	✓
4.	NF (Building Control)		
5.	BC/DC Liaison		

AO (taken)

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

NEIGHBOURS: Orchard Cottage, + The Thatch, both Church Lane. Highway cottage, Three Mile Cross

Date for Responses 10 days

FURTHER ACTION

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

Redate Application ~~Y~~/ N From

New Site Notice ~~Y~~/ N

New Description

~~+ copy of letter~~ + copy of letter to all consultees etc. ✓

CASE OFFICER AO.

Consultations Sent by Admin. on 12.02.PS

Yellow - Part One Copy
Green - Officer's Copy

ANDREWS KALIK ASSOCIATES
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AMA/JAG/1269

7th February 2001

Mrs A Odell
Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

2750

REVISED PLAN

Dear Mrs Odell,

PULLEYNS TRANSPORT SITE, CHURCH LANE, THREE MILE CROSS APPLICATION No. 0/2000/2750

With reference to recent telephone conversations, I enclose 6 copies of revised layout plan 1269/5A showing the modified access to acknowledge the agreed layout with the Highway Department. Let me know if you need any more information on this and that your Highway Department is satisfied with this as a solution.

The increased volume of the warehouse is 16,200 m³, which is an increase of 33% of the existing volume.

Yours sincerely,

pp A.M. Andrews.

Enc:

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
PRACTICE MANAGER
JACKIE GILES

ASSOCIATE
ABDULLAH NAWEED B.Sc.Arch.M.Phil.B.S.
CONSULTANT BUILDING SURVEYOR
KEITH WALKER FRICS ACIArb

ANDREWS KALIK ASSOCIATES LTD
REGISTRATION No 1645000
REGISTERED OFFICE
100 GRAYS INN ROAD LONDON WC1X 8BY

01189568642

ANDREWS KALIK ASSOCIATES
CHARTERED ARCHITECTS
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reply req

AMA/JAG/1269

31st January 2001

Mrs A Odell
Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

VIA FAX

Dear Mrs Odell,

PULLEYN TRANSPORT LTD., CHURCH LANE, SHINFIELD – 0/2000/2750

I realise there are one or two highway matters that now require our attention, I would like to resolve these with your Highway Department before you present the application to your committee.

I appreciate that you are considering recommending this scheme for refusal on height and visual impact reasons, but I would like to make sure all technical matters have been resolved before you present this scheme to committee. The reason for this being, should my client wish to appeal a refusal there will just be a single issue to consider.

I believe that it is feasible to overcome the highway matters, but we require a little time to modify our drawings and resubmit them to you.

Could you therefore please postpone the application from this current committee and present it to the next committee at the end of February.

Yours sincerely,

Matt Andrews

A.M. Andrews.

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
PRACTICE MANAGER
JACKIE GILES

ASSOCIATE
ABDULLAH NAWEED B.Sc.Arch.M.Phil.B.S.
CONSULTANT BUILDING SURVEYOR
KEITH WALKER FRICS ACIArb

ANDREWS KALIK ASSOCIATES LTD
REGISTRATION No. 1645300O
REGISTERED OFFICE
100 GRAYS INN ROAD LONDON WC1X 8BY

ANDREWS KALIK ASSOCIATES
CHARTERED ARCHITECTS
THE STUDIO 101 LONDON ROAD READING RG1 5BT
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	FILE:

AMA/JAG/1269

7th February 2001

Mrs A Odell
Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

Dear Mrs Odell,

PULLEYNS TRANSPORT SITE, CHURCH LANE, THREE MILE CROSS APPLICATION No. 0/2000/2750

With reference to recent telephone conversations, I enclose 6 copies of revised layout plan 1269/5A showing the modified access to acknowledge the agreed layout with the Highway Department. Let me know if you need any more information on this and that your Highway Department is satisfied with this as a solution.

The increased volume of the warehouse is 16,200 m³, which is an increase of 33% of the existing volume.

Yours sincerely,

pp A.M. Andrews.

Enc:

MATT ANDREWS RIBA FFB
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19 January 2001

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

fao Mrs A Odell

Dear Madam

PULLEYNS TRANSPORT SITE, CHURCH LANE, THREE MILE CROSS. APPLICATION No 0/2000/2750.

Further to our recent telephone conversation, I describe below the changes that Pulleyns Transport have experienced over the last couple of years, and this illustrates how their business is adapting to the new market in the southeast of England.

The reason that Pulleyns wish to increase the height of the existing buildings, is to accommodate the storage of medical vaccines in chilled conditions. They now have major contracts with three international drug companies who service the National Health Service with the main childhood and tropical vaccines required by the medical professions.

The key issues are being able to use the buildings as efficiently as possible, as the cost of storing the vaccines in chilled conditions is expensive, and their shelf life is critical relative to temperature, and the turn over of the products is in the region of 3 – 6 months. Pulleyns are acting directly for the drug companies to deliver and dispense these medicines throughout the Health Service in the southeast.

There has consequently been a change in the expertise required by the staff employed by Pulleyns. The "blue collar" workers now have to be a lot more technically knowledgeable and aware of what products they are dealing with and how they are correctly handled.

If my Client is unable to increase the volumes of his warehouses, and install the expensive chilling equipment, in order to service the storage of these medical products, they will have to be located in buildings much further afield, which will increase the inevitable transportation problems and cost and the knock-on pollution that comes with it.

DIRECTORS
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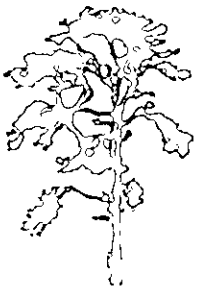

As you probably understand from the Agent's Report and records I forwarded to you last week, there has been great difficulty in finding alternative accommodation in the Wokingham District, and one can say it is actually almost impossible.

I would like to have the opportunity to discuss these points further with you, and I would willingly bring along Mr Pulleyn's Property Agent to explain further details should you require them before you prepare your Report to Committee.

I look forward to hearing from you shortly.

Yours faithfully

A M Andrews

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

25th January 2001

Mrs A Odell
Case Officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No O/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Shinfield

Further to our letter of 2nd January recording our strong objection to the above application, in which we expressed our wish in para 5 to comment on the Bellamy Roberts Transportation Assessment , we have now received a copy of that report and wish to add the following observations:

1) We omitted to point out in our letter of 2nd January, that the redevelopment site is in Shinfield and not Three Mile Cross.

2) All the comments made in our letter of strong objection stand and are not changed in the light of this report. Furthermore, we had understood that this report was in support of the above planning application but our members found it extraordinary that the revised site access proposals as depicted in the accompanying Bellamy Roberts drawing No 00/2262/2 bear no resemblance to the drawings that accompanied the planning application. They show a totally different point of access with different visibility splays, based on the current western access to the site, which is part of the public highway.

3) The Bellamy Roberts Partnership demonstrate a poor grasp of the details of the situation upon which they have been commissioned to comment, with the following evidence errors:

   a) We believe their client to be Pulleyn Transport Ltd and not Pulleyns Transport.

Continued...

b) The frequently mentioned road accessing the site is known as Brookers Hill and not Brooker Hill.

c) In paras 4.3 and 6.5 mention is made of a junction with Hyde End Road which in fact lies some distance to the south within our parish. No doubt they are referring to Hyde End Lane.

d) We are not aware of a junction of Church Lane with the A272 as mentioned in para 3.10 and assume that they mean the A327.

All trivial points but serving to undermine the credibility of other elements of the report. Generally, the presentation of written evidence is careless, particularly in the Figures and Appendices; Figure 1 is particularly poor.

4) In our opinion the statistical analysis as presented is extensively flawed and we would be pleased to elaborate further on this point if called upon to do so.

5) The report demonstrates a poor understanding of how a Distribution Warehousing operation works, what makes it efficient and what factors influence capacity and performance. No mention is made of the number of loading bays or the number of HGV and trailer parking spaces. The height of the warehouse is totally ignored and along with it the significant increase in cubic capacity of the unit; mention is only made of the increase to gross floor area (para 2.10)

6) The daily peak period traffic congestion at the Brookers Hill junction with Hollow Lane has been ignored in this analysis.

7) The likely increase in daily traffic along Church Lane over the next five years has been ignored. The major commercial site including B8 development that has planning permission at the junction of Brookers Hill and Hollow Lane is ignored. The increase in 'rat-running' along Church Lane which will result from the 12,000-15,000 additional jobs being created at Green Park and the Reading International Business Park has been ignored.

8) The serious safety issues at the junction of Church Lane and Basingstoke Road at the Local Plan designated ' Area of Special Character' at Three Mile Cross have been ignored as have the safety issues on the acute bend on Brookers Hill, the negotiation of which obliges articulated vehicles to encroach on to the on-coming opposite traffic highway.

9) Despite this being a so-called ' Transportation Assessment' there is no mention of the site being on a designated and operational ' Safer Route to School' to a major Comprehensive with a crossing point at the pedestrian refuge immediately outside the site as mentioned in para 2.7.

10) We strongly disagree that the site is "reasonably served by public transport" (para 4.2), that the redevelopment " will result in an increase of 11 vehicle movements" (para 5.2), that "increased vehicle flows is negligible" (para 5.6) that " In real terms, the daily increase is imperceptible" (para5.8) and the general conclusions of paras 5.9 and 6.7. If so, why would a transport distribution company wish to invest substantial sums of money in such a redevelopment?

Continued....

11) It would appear that the 12-hour traffic survey that was undertaken to establish traffic flow levels was conducted almost two years ago possibly during the school Easter holiday, which would render the information in Appendix A of limited value.

12) Finally, our members were somewhat puzzled by the assertion in para 2.1 that a recent appeal had been upheld by the DoE, for we had always understood that the appeal had been dismissed.

For all the above reasons, along with those detailed in our letter of 2nd January, we urge you to refuse permission on this outline application.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk

Copies to :

District Councillors x 3
Mrs Erdwin, Orchard Cottage, Three Mile Cross

Shinfield
Parish Council
Clerk: Mrs. J Barnes, 36 Ryhill Way, Earley, Reading, Berkshire. RG6 4AZ
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02 January 2001

Mrs A Odell
Case officer
Wokingham District Council
Shute End
Wokingham
Berkshire

Dear Mrs Odell

Application No 0/2000/2750
Proposed redevelopment by Pulleyn Transport Ltd at Church Lane, Three Mile Cross

At the last meeting of our Planning and Transportation committee on 13th December, it was resolved to record our strong objection to the proposals contained in the above outline planning application on the following basis:

1. We are of the view that little has changed since the Inspectorate rejected the last appeal for expansion of activity on this site in 1999, in that it is located in an exposed position in a green gap between the settlements of Shinfield and Three Mile Cross, with the increased height of the proposed building representing an inappropriate intrusion into the surrounding countryside. Contrary to adopted plan policies, this would significantly detract from the character of the surrounding area.

2. Whilst the ' supporting statement' document talks in para 3.7 of minimal intensification of activity on the site in terms of floorspace (although such a statement acknowledges an actual increase), we are more concerned that the application records a 50% increase in staffing numbers, a 50% increase in car parking facilities and a 67% increase in lorry parking spaces. Yet in the same paragraph it states that traffic generation is being reduced and we certainly wish to challenge this suggestion.

Continued...

3. Furthermore, we would expect performance improvements in material handling methods and technology over the lifetime of the new facility to improve turnaround efficiency by at least 50% and a further 50% operational capacity increase to be possible from adjusting working hours. Our conclusion is that since these performance improvements are mutiplicative, the total theoretical operational capacity improvement could give up to a quadrupling of current capacity. This could mean up to four times the number of HGVs using this 'C' class country lane when even the present traffic volumes are a cause for considerable concern in terms of safety, pollution and suburbanisation of the environment.

4. It is to be regretted that whilst mention is made in para 1.1 of the supporting statement that the existing traditional warehouse buildings will be demolished, there is no mention of the intended demolition of Church Lane Farmhouse, a significant landmark building in the area. This will obviously detract from the character of the area.

5. Our prime concern with any intensification of commercial activity on this site, is the implications of increased traffic generation in an area where various remedial measures are currently proposed to mitigate existing traffic impact, not to mention a 50-67% increase. The site is located on a designated 'Safer Route to School' and any proposal to significantly increase HGV traffic in addition to car movements must be strongly resisted. As a parish council we have received deputation and petitions from local residents about excessive traffic on Church Lane and this proposal would exacerbate an already intolerable situation. We have not had sight of the report on traffic implications from Highway consultants Bellamy Roberts Partnership but would welcome the change to comment on its contents.

6. A further point of severe concern related to the inadequate local highway system serving this site, with particular regard to the very restricted mini-roundabout at Three Mile Cross and the hairpin bend on Brookers Hill. In both cases large articulated lorries are unable to negotiate the turns without encroaching on other traffic roadspace which must constitute a safety hazard and should not be allowed to continue or to be aggravated.

7. Our final point is that this is a full employment area and the creation of additional employment opportunities is not needed. There are already approvals for more than 1,500 new jobs to be created within 1km of this site and a further 20,000 jobs within 3kms.

For all the above reasons, we urge you to refuse permission on the above application but should you be minded to grant permission we recommend that the following conditions should be set:

a) HGVs may only access the site via the A327 and Brookers Hill.
b) Hours of operation are limited to 7am from Monday to Friday with no weekend or Bank Holiday working permitted in this rural residential area. We are aware of complaints from local residents over 'Tannoy' – type noise in the early hours.

Continued...

c) The maximum number of HGV movements per day is limited to 1.5 times the daily average over the past twelve months.

d) The maximum number of HGV movements per week is limited to 1.5 times the average weekly movements over the last eighteen months.

Yours sincerely

Mrs Tracy Sampson
Assistant Clerk (0118 9885315)

Copies to: M Bryant, Mr A Pollock and Mr B Patman – District Councillors

ANDREWS KALIK ASSOCIATES
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12th January 2001

Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

F.A.O. Mrs A Odell

Dear Madam,

PULLEYNS TRANSPORT SITE, CHURCH LANE, THREE MILE CROSS APPLICATION No. 0/2000/2750

My client has been actively looking for a new site in the area for relocating his warehouse business since the appeal decision. Haslams' commercial division have been acting as his agent and I enclose a letter from them to me dated 11th January 2001 outlining the searches they have been making in the area for alternative accommodation for Pulleyn Transport.

Also attached is a schedule of warehousing in the district. As you will see there is a terrible shortage of suitable accommodation and when anything ideal reaches the market it is snapped up.

I would like to have the opportunity to discuss this with you further and would be grateful if I could introduce Mr Brindley to you to explain in more detail his search.

Yours faithfully,

pp A.M. Andrews.

Enc:

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
PRACTICE MANAGER
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CONSULTANT BUILDING SURVEYOR
KEITH WALKER FRICS ACIArb

ANDREWS KALIK ASSOCIATES LTD
REGISTRATION No 16453000
REGISTERED OFFICE
100 GRAYS INN ROAD LONDON WC1X 8BY

Your Ref:

Our Ref: IB/tals/

Date: 11 January 2001

HASLAMS

156 Friar Street Reading
Berkshire RG1 1HH

Tel: 0118 960 1010
Fax: 0118 960 1022

Email: info@haslams-surveyors.co.uk
Web: www.haslams-online.co.uk

Direct Line: 0118 960 1015
Mobile Telephone: 07879 600066
Direct Email: ib@haslams-surveyors.co.uk.

M Andrews Esq
Andrews Calik
101 London Road
Reading
RG1 5BY

RECEIVED
12 JAN 2001
BY:.....

SUBJECT TO CONTRACT **BY POST AND FAX 0118 9568642**

Dear Matt

RE: PULLEYN TRANSPORT SITE, CHURCH LANE, SHINFIELD

Further to your instructions, I am please to set out below a brief report relating to the Berkshire industrial/warehouse market, in the context of Pulleyn Transports search for a new warehouse facility.

Background

Pulleyn Transport currently operate out of a facility at the former Church Lane Farm site at Shinfield comprising a range of smaller converted buildings which, with one exception, have a relatively low eaves height. In total the space amounts to some 70,000 sq ft or thereabouts.

A new facility is required which will be in the order of 60 - 70,000 sq ft in a single building with an eaves height of between 26 - 40 ft (8-12m). Ideally the facility will provide a small office element (probably less than 5%) and have adequate parking/loading areas and relatively good access to the road system.

In terms of location, again ideally they would remain on site or close by however sites/building from Slough to Newbury (East to West) and Wallingford – Basingstoke (North to South) would be considered.

As mentioned above, development sites or existing buildings on a freehold or leasehold basis would be considered.

Search

I am aware from my involvement with Pulleyn Transport that they have been looking for two years or more at potential alternative opportunities within the search area to little or no avail.

This is not surprising considering the wholly inadequate supply of available industrial/warehouse properties or development land within the search area over the last two years.

Associates
Christopher D Moore FRICS
Conrad R B Hill ARICS

Consultants
David J Pantling MA MRTPI ARICS TP
Matt Andrews RIBA FFB
James H Attewell
Stephen P Woodford

Partners
Steven D R Smith BSc (Est Man) FRICS FCIArb
John H Short BSc (Est Man) FRICS
John Garlick FRICS
Keith Walker DipArb FRICS
Matthew S Ward BSc (Hons) ARICS
Ian L Brindley ARICS

Practice & Marketing Manager
Sandra Brown

Chartered Surveyors & Valuers
Corporate Property Consultants
Business Space Agents
Planning & Development Consultants
Building Surveyors & Project Designers
Managing Agents & Arbitrators

Established 1838

With Haslams Estate Agents & Auctioneers

HASLAMS

I enclose for your information a print out from our database which covers the time period of from late 1998/early 1999 to the present date detailing potential opportunities between 50,000 – 80,000 sq ft.. Although this looks extensive at first, when each opportunity is actually analysed very few are suitable. In terms of building specification, site constrains, planning, access to road systems, or indeed actual availability many larger developments are for example only available in smaller unit sizes of 30 - 40,000 sq ft maximum.

In particular it is noticeable that within both the Reading and Wokingham districts there is a distinct lack of suitable large high bay buildings or sites to accommodate the same.

The largest recent industrial/warehouse development to take place in Wokingham has been around the Ashville Park development off Molly Millers Lane comprising some 85,000 sq ft in total in four buildings, the largest ofwhich comprises no more than 24,000 sq ft!

The most recent, and largest speculative warehouse development has been at Arrowhead Park at Theale which comprises 122,000 sq ft in two terraces of 60,683 sq ft and 44,537 sq ft respectively. These have been under offer since practical completion and the deal is expected to be concluded shortly. Unit 1, Gillette Way, Reading comprising 64,423 sq ft was available in July 1999 appeared to be potentially suitable albeit the eaves height was under 20 ft!

Probably the most appropriate opportunity over the last 18 months was the Fuller Pieser "Jacobs" building at Worton Drive, Worton Grange, South Reading which comprised 69,650 sq ft with 48 ft eaves. Unfortunately a plc operator (3663 Group, part of Booker plc) was more attractive in terms of covenant strength to the landlords and therefore we were unable to complete in negotiations.

Certainly I am unaware at the present time of any potentially suitable building being available within a 10-15 mile radius of the existing Pulleyn Transport site, and I doubt if one will become available in the near future.

Please do not hesitate to contact me should you require clarification on any point.

Kind regards

Yours sincerely

pp Ian Brindley
HASLAMS

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5th December 2000

Planning Department
Wokingham District Council
P O Box 157
Shute End
WOKINGHAM
RG40 1WR

F.A.O. Mrs A Odell

Dear Madam,

PULLEYN TRANSPORT LTD., CHURCH LANE, SHINFIELD – O/2000/2750

Further to the above application, please find enclosed a copy of the Transportation Assessment prepared by The Bellamy Roberts Partnership, to be considered as part of this application.

Yours faithfully,

B. P. Smith.

Enc:

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
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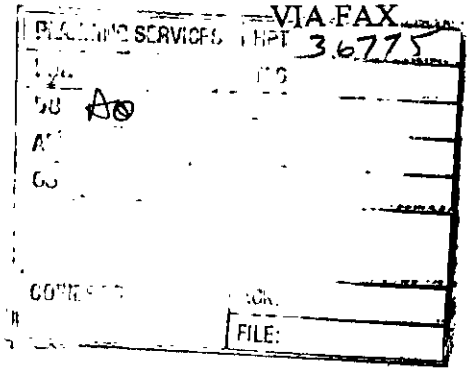

16 November 2000

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

fao Mrs A Odell

Dear Madam

PULLEYNS TRANSPORT CHURCH LANE THREE MILE CROSS

With reference to our recent Planning Application to rebuild part of the existing storage units, I confirm the replacement building will be the same height as the Cold Store – with a ridge of 11m and the eaves of 10m.

Yours sincerely

A M Andrews

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
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PRACTICE MANAGER
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CONSULTANT BUILDING SURVEYOR
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REC'D E+E 16/11

VB 36591

(AO'S)

REPLY REQUIRED 30/11

To:
Policy And Plans Section

From: Angela Odell

Date: 15 November 2000

Application Number: O/2000/2750

EIG (send her the proof electronically).

Proposal: Outline application for proposed redevelopment of B8 warehousing including modifications to site access..

Site Address:
Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Applicant:
Pulleyn Transport Ltd C/O Andrews Kalik Associates Ltd.

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

Planning History

This former poultry farm has been in use by the occupier for a number of years during which time the current use for a haulage company has expanded.

A recent planning application 98/67515/F for a replacement warehouse was dismissed on appeal. The site has been the subject of written representations to the LPI on the WDLP at which the objector sought to relax planning control to allow expansion in situ. A copy of the Council's statement is attached.

The current proposal

The proposal envisages a small increase in floorspace 272m². In terms of employment policy this is of such a size that it would not bring about an objection in principle under BSP policy BU1 or LALP LE2. As a development for a local firm it is supported by Policy BU2 of the BSP.

However in considering the application the principle issues remain unchanged since the site was last considered at the Section 78 Appeal. ie impact on visual amenity ~~of the area~~ and whether the proposal would detract from the overall countryside character of the area. [Height + bulk are relevant]

Relevant countryside + employment policies are. BSP C2, C6,
LALP LTV2 + LC1
WDLP WCC1 WCC2 + WRE4 + WOS3

Recommendation: Treat on merits

E D Gibbons 21/11/00

08.NOV.2000* 2750

SUPPORTING STATEMENT FOR NEW WAREHOUSING DEVELOPMENT CHURCH LANE, SHINFIELD

1.0 THE PROPOSAL

1.1 It is proposed to demolish the existing traditional warehousing buildings on the site, retaining the modern cold storage building at the south eastern side of the site, and construct a new replacement warehousing of 3,000 sq. meters in area, a new workshop of 222 square metres, and loading bay, 457 square metres. This represents a net increase of floorspace over the existing buildings to be demolished, of 272 square metres, i.e. minimal intensification. With regard to vehicular access, the existing entrance will be blocked up and a new access formed onto Church Lane, again as shown on the plans. Further details of the traffic implications of the proposal are provided by Highway Consultants Bellamy Roberts Partnership.

1.2 The application is in outline with a supporting siting plan. Siting and means of access are to be approved at this stage. Indicative landscaping is also shown with the proposals.

2.0 RELEVANT PLANNING HISTORY

2.1 The site has been the subject of a number of planning applications in the past. Most recently, a proposed extension to the existing warehousing was dismissed on appeal in 1999, copy attached to this statement. While the Inspector considered that the size and extent of the new buildings proposed was excessive, and would detract from the character of the area, it is to be noted that the current proposals are for a reduced scale of building, together with additional landscaping around the sensitive south and south west boundaries, as previously identified by the Inspector (paragraph 6).

2.2 In addition, the Inspector also found against the previous proposals on highway safety grounds. That objection has now been resolved, as set out in the report accompanying this application, prepared by the Bellamy Roberts Consulting Engineers.

3.0 RELEVANT PLANNING POLICIES

3.1 The application proposes redevelopment of an existing employment area, on a site outside any settlement boundary and within an area of countryside, which is designated as being a green gap or wedge. As such, various policies in the Structure Plan and Local Plan are relevant, as set out below.

3.2 Structure Plan

Policy C2 permits the redevelopment of existing buildings outside settlement boundaries, particularly where this assists the diversification of the rural economy. The proposal is therefore acceptable in principle. Such development has to be satisfactory in terms of its impact on the character of the surrounding area. This requirement is met for reasons as further set out below.

3.3 Policy C6 in relation to green wedges and gaps, prevents development where it would threaten important open areas which provide separation between the settlements. The proposal has no effect on the extent of the separation of the two nearest settlements, Shinfield and Three Mile Cross.

3.4 LD3 refers to preventing harm to the appearance of an area and to the amenities of neighbouring land uses, and these criteria are again met by the proposal.

3.5 Policies BU1 and BU2 are supportive of this proposal. They encourage the expansion and modernisation of existing employment sites, particularly in relation to declining

industries, such as the B8 use on this site. The importance of meeting the needs of existing firms is stressed, in this case the applicants, and the general serving of the local economy is encouraged. There is an acknowledged shortage of B8 sites in the Council's area, which limits re-siting of this use.

3.6 Deposit Local Plan

WCC1 permits redevelopment proposals in the countryside, subject to various criteria being met, as per Structure Plan C2. WCC2 repeats Structure Plan policy C6, previously referred to above. WCC4 refers to new buildings outside settlement boundaries such as those on the application site, and recognises that there are occasions when such a form of development is necessary or appropriate. There are three criteria to be satisfied under the policies. These are met by the proposal, in that there are no alternative suitably located existing buildings to accommodate this business on the site; the new building is of a size that is necessary for its intended use, and it will be well designed, sited and integrated into its surroundings.

3.7 Finally, WRE4 refers to development on existing employment generating sites outside settlements, and again accepts in principle this form of development, subject to various criteria being met. The proposal meets these criteria in that there will be minimal intensification of activity on the site in terms of floorspace; the buildings occupying a smaller area, and traffic generation is being reduced (criteria a); there will be no greater visual impact on the countryside than that of the existing, as the extent of the buildings is reduced. While the height of the buildings is proposed to be increased, there is now an opportunity for greater landscaping than before. Such a scheme can be subject of a submission at the detailed stage.

3.8 Criteria (c) of WRE4 requires that the proposal does not cover a larger area of the site than at present occupied, and this is met by the proposal. There will be no detriment to the amenities of adjoining land uses (d); there are no highway objections (e) and the proposal does not represent the expansion of a bad neighbour type premises (f).

3.9 Current Government advice also encourages this form of development, particularly where there is a lack of available and affordable alternatives sites. The PPG's generally stress the need to balance environmental protection with economic development. Hence, even if there are concerns at the appearance of this new building, regard should be given to the importance of retaining a B8 type development and allowing it to remain competitive in the market place, as promoted also by the Council's own policies.

4.0 CONCLUSIONS

4.1 The proposals represent an opportunity to redevelop, rationalise and improve the existing premises on the site. This will enable the applicant's business to function more efficiently, and remain competitive. There is a serious shortage of Class B8 premises in this area, and therefore a lack of available alternative premises for the appellant to move to, in order to improve the quality and standard of storage accommodation available for customers.

4.2 The redevelopment proposals provide an opportunity to enhance the landscaping of the site, to meet previous concerns expressed by the Appeal Inspector. Opportunities are also taken to improve highway access, again to meet previous objections.

Christopher Strang Associates
Town and Country Planning Consultants
Newbury

October 2000

Bay Croft,
Church Lane
Three Mile Cross.
RG7 1HD.

6 January.

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Dear Mrs Odell,

Application 01/2000/2750 Redevelopment of Pulleyns Transport

I understand that Pulleyns Transport have submitted two applications for planning permission to Wokingham District to make major changes to their site in Church Lane, Three Mile Cross.
I wish to strongly object to both these plans.

1. Church Lane is entirely unsuitable for these huge HGV lorries. The noise and vibration levels are quite unacceptable & the road surface is being ruined.
2. The lorries are a great danger to the Ryeish Green school children
3. Both proposals are bound to increase the amount of traffic & cause chaos at peak times.
We want less traffic not more.

Pulleyns have behaved very badly. Before coming to this area, they spoke to all the residents saying that the lorries would not turn left along to leave and keep to the Shinfield access. Within a few years they went back on their word.
I trust that the WDC will refuse both these applications.

yours Sincerely
S. M. Farmiloe.

Mrs BETTY DYER
HIGHWAY COTTAGE
THREE MILE CROSS
READING, BERKSHIRE
RG7 1BA
TEL: READING (0734) 883573

PLANNING SERVICES	HPI
POL	TLS
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APP SBS	5
CS	AMO
09 JAN 2001	
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5th January 2001.

Application No. 0/2000/2750

Redevelopment of [illegible] Warehousing - including modifications to Site Access.

Dear Mr Mitchell,

I have heard, although not been notified that there is to be a meeting at R.B.D.C. regarding Pulleyns objecting to the proposal of weight restrictions at Three Mile Cross end of Church Lane.

I have long found it amazing that Heavy Goods Vehicles are allowed to drive down Grazeley Road, around the Mini Roundabout, and down Church Lane - it is still a lane, although attempting to become a road!

As these enormous vehicles, either drive over the mini roundabout towards Reading or down Church Lane, they are amazing to behold, and it is unbelievable to most drivers and residents that they have been allowed to use this route.

My cottage which is a listed building, built in 1752, shakes as they pass, and I continually worry at the harm it is causing the foundations.

Children walk to Riseley School down Crazeley Road and Church Lane and many cycle. It is outrageous that traffic of this size is allowed to use a road and an area with narrow paths, and houses close to the road.

These huge vehicles are noisy, polluting and dangerous. Land should be provided elsewhere, near the Rye Pass to house Heavy Goods Vehicles, so that they can drive on to a suitable road to their destination. These vehicles are increasing every day. I urge you to put a stop to it.

Yours sincerely.

Betty Dyer.

Ian Jordan

From: WebComments@wokingham.gov.uk
Sent: 26 January 2001 06:37
To: ian.jordan@wokingham.gov.uk
Subject: Comments on Planning Applications

****

NatureofEmail: Object
ApplicationNumber: 0/2000/2750
Correspondent_FullName: Mr & Mrs R.Erdwin
Correspondent_StreetAddress: Orchard House,Church Lane,
Correspondent_Address2: 3 Mile Cross,
Correspondent_Town: Reading
Correspondent_County: Berkshire
Correspondent_PostCode: RG7 1HD
Correspondent_Telephone: 0118-9884457
Correspondent_Email:

OBJ
2000/2750
AO

Comments:

Pulleyns Transport.Objections
in order to improve safety red-uce noise,disturbance,vibrationto property.Intrusion into green gap warehouse blding to highHGVs disturb us through the
night/day we therefore consid-er this planning application to
be unacceptable to us.

PLANNING SERVICES | HPT
POL | TLS
DC | ENF
APP |
CS 0035 | AMO
17 JAN 2001
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Angela Odell, Case Officer
Planning Dept
Wokingham District Council
Shute End
Wokingham RG40 1WR

The Thatch
Church Lane
Three Mile Cross
Reading
RG7 1HB

16th January 2001

Dear Ms Odell

1. Ref: **Planning Application Number 0/2000/2750 Pulleyns Transport**
I am writing as a resident of Church Lane in Three Mile Cross, to object to the above planning application submitted by Pulleyns transport in December 2000. My understanding is that the application details proposals to redevelop the Church Lane site to include B8 warehousing, an increase in HGVs at the site, and a change to the position of the site access road.

We have been campaigning for a long time, with the full support of our local councillors, to **reduce** the level of HGV traffic along Church Lane in order to improve safety, noise pollution and disturbance and vibration to property. If the application is approved, there will be a 67% increase in HGV's and a 50% increase in workforce (and therefore cars). The site access would be considerably closer to the houses in the lane and open directly onto the schoolchildren's cycle route.

Our house is a listed, 16th century thatched building with no foundations, and the vibrations caused by the current lorries going by concerns us. The lane is used by several hundred school children both on foot and bicycle every day, so the safety implications are obvious. Any intrusion into this green gap either by the height of warehouse buildings or by storage of HGV's is not acceptable. The HGVs coming to Pulleyns disturb us through the night as well as during the day. We therefore consider this planning application to be unacceptable to us.

2. Ref: **Planning Application number 0/2000/3042 PulleynsTransport**
Pulleyns Transport submitted the above application, also in December 2000, for a change of use of the site, to accommodate office buildings. Whilst this would be the residents' preferred choice, it is with reservations, and we object to any building which will be higher than the neighbouring buildings; the provision of inadequate car parking facilities, which would inevitably cause parking problems along the lane; or the introduction of too numerous a workforce, which would lead to traffic chaos at peak times.

We are told that all objections have to be sent in by 21st January, and hope that you will recognise this letter as representative of the views of many of the residents of Church Lane. Thank you for your attention in this matter.

Yours sincerely

Mr and Mrs N Garnett

Cc: Mr Anthony Pollock, District Councillor, Shinfield
Mr Harold Saunders, ConservationArchitect, Environmental Services Dept

Environmental Services Dept
Wokingham District Council
Shute End
Wokingham RG40 1BN

PLANNING SERVICES	HPT
POL	TLS
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29 JAN 2001	
COPIES TO:	ACK:
	FILE: P/2000/2750

~~The~~ The Thatch
~~Church~~ Church Lane
~~Three~~ Three Mile Cross
~~Reading~~ Reading RG7 1HB

Tel: 0118 9886248

~~25th~~ January 2001

~~34200~~

Dear Mr Saunders

Re: The Thatch, Church Lane Three Mile Cross

Please find enclosed a copy of my letter to Angela Odell, in which I object to planning applications submitted by the hauliers Pulleyns Transport who have a site in Church Lane. I felt it would be appropriate to include you in the copies, so that you are aware of the potentially damaging environmental outcome of these proposals.

Since we moved here just over two years ago, Pulleyns have increased the amount and weight of HGV traffic passing the house considerably, both day and night. We, as residents, have campaigned to restrict movements of HGVs and to lower the speed limit on grounds of safety, noise pollution and vibration. Seeing the damage the HGVs do to the road surface, we feel sure it cannot be good for a timber-framed structure to have this constant disturbance!

Wokingham District Council's Highways Sub-Committe voted last week to go ahead with proposals to introduce traffic restrictions which will decrease the flow of HGVs past our house, and we are pleased that Pulleyns' objections to this have been overridden.

Now we are objecting to these recent planning applications because they would increase the traffic again. Either plan would mean more traffic, pollution, vibration etc. As residents we would propose that the site be considered a brownfield site for redevelopment as housing.

We are not the only listed property affected in this lane, and wanted to make sure you were aware of our campaign!

Yours sincerely

Garnett

Mr and Mrs Garnett

enc.

Copy

Angela Odell, Case Officer
Planning Dept
Wokingham District Council
Shute End
Wokingham RG40 1WR

The Thatch
Church Lane
Three Mile Cross
Reading
RG7 1HB
16th January 2001

Dear Ms Odell

1. Ref: **Planning Application Number 0/2000/2750 Pulleyns Transport**
I am writing as a resident of Church Lane in Three Mile Cross, to object to the above planning application submitted by Pulleyns transport in December 2000. My understanding is that the application details proposals to redevelop the Church Lane site to include B8 warehousing, an increase in HGVs at the site, and a change to the position of the site access road.

We have been campaigning for a long time, with the full support of our local councillors, to **reduce** the level of HGV traffic along Church Lane in order to improve safety, noise pollution and disturbance and vibration to property. If the application is approved, there will be a 67% increase in HGV's and a 50% increase in workforce (and therefore cars). The site access would be considerably closer to the houses in the lane and open directly onto the schoolchildren's cycle route.

Our house is a listed, 16th century thatched building with no foundations, and the vibrations caused by the current lorries going by concerns us. The lane is used by several hundred school children both on foot and bicycle every day, so the safety implications are obvious. Any intrusion into this green gap either by the height of warehouse buildings or by storage of HGV's is not acceptable. The HGVs coming to Pulleyns disturb us through the night as well as during the day. We therefore consider this planning application to be unacceptable to us.

2. Ref: **Planning Application number 0/2000/3042 PulleynsTransport**
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We are told that all objections have to be sent in by 21st January, and hope that you will recognise this letter as representative of the views of many of the residents of Church Lane. Thank you for your attention in this matter.

Yours sincerely

N S Garnett

Mr and Mrs N Garnett

Cc: Mr Anthony Pollock, District Councillor, Shinfield
Mr Harold Saunders, ConservationArchitect, Environmental Services Dept

PLANNING SERVICES | HPT
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APP |
CS 055 | 4010
20 FEB 2001
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FILE:

Angela Odell, Case Officer
Planning Dept
Wokingham District Council
Shute End
Wokingham RG40 1WR

The Thatch
Church Lane
Three Mile Cross
Reading
RG7 1HB

19th February 2001

Dear Mr Mitchell/Ms Odell

Application Number O/2000/2750
Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading

Thank you for your letter of 12th February concerning the revised/additional plans submitted for the above planning application. I understand that the revision shows the modified access, drawing no. 1269/5A.

My comments regarding this modification are that we as a family object to any change to the access which avoids traffic restrictions soon to be imposed on Church Lane. We have fought long and hard to decrease the number of HGVs thundering past our fragile home, and have finally got approval for weight and width restrictions which will affect the passage of HGVs along Church Lane. If Pulleyns are using this application to try and circumvent the restrictions, then all of the work of the residents, the WDC, Parish Council and Residents' Association will have been in vain.

We hope that you can recognise that we are trying to make this a safer and more pleasant lane for residents, motorists and school children in the area.

Thank you for your attention in this matter.

Yours sincerely

A Garnett

Mrs Alison Garnett

PLANNING SERVICES	HPT
POL	TLS
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CS	
13 FEB 2001	
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	FILE:

Harden
Lehurch Lane
Three Mile Cross
Reading
RG7 1HB
4/2/2001.

Dear Sirs

Re planning permission
for Pudleys Transport

1) Application 0/2000/2450
(a) We have less large lorries
not more,
Entry into Lehurch Lane
will be dangerous in
view of corners - especially
when school children are
going to Ryeish Green School
b) It's too near houses
c) There is already too much
warehousing - no more
should be built

e) Our quality of life will be further eroded by this redelopment

Application 0/2000/3042

a) There would be increasing traffic at peak times.

b) The building should be no taller than at the moment

c) Not enough car-parking allowed for, and parking along the lane, already causes trouble owing to the narrowness.

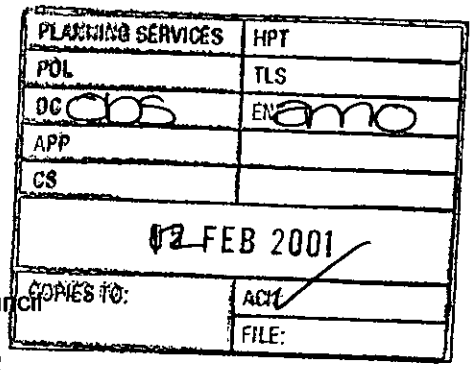
d The drainage - all ready causing a lot of trouble, should be worse.

e) There be more risk to children cycling and walking to School.

Yours faithfully

Eva Barnett (mrs)

Child's Ace
Church Lane
Three Mile Cross
Reading
RG7 1HD
8 February 2001



Angela Odell
Planning Department
Wokingham District Council
Shute End
Wokingham RG40 1WR

Dear Ms Odell

I write with reference to the recent planning applications submitted by Pulleyns Transport.

0/2000/2750

This application would result in a significant increase in HGV traffic along Church Lane causing further danger to school children and local residents. The recent action by the Highways subcommittee to introduce a weight and width restrictions in Church Lane supports the concept that HGV traffic needs to be reduced in this area. It would thus seem ludicrous to allow an increase in the HGV activity which would necessarily be caused should this application be granted. Furthermore, the erection of a warehousing facility would detract significantly from the appeal of the area.

0/2000/3042

This application seeks to change the use of the existing site. Whilst the removal of HGV traffic in the area would be a considerable benefit, the extra private traffic which would be generated by construction of an office building would lead to traffic chaos, particularly at "rush hour". During the morning rush hour period, the traffic load along Church Lane is already heavy and any increase in this would add further danger to school children and local residents. Furthermore it would appear that potentially there is insufficient parking space allocation which could cause further traffic problems in the area.

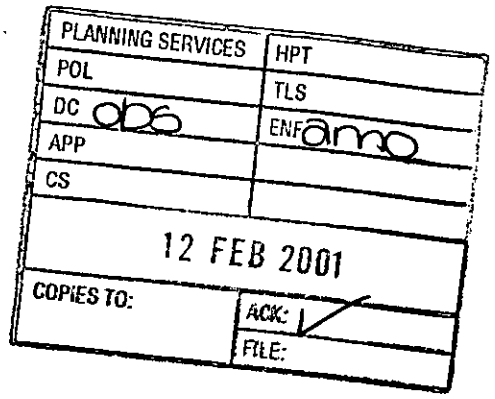
I would urge the Council to reject these applications and any subsequent applications along these lines. The extra vehicular traffic which would be generated by either of these schemes is unacceptable to local residents and the Council should seek to protect school children, local residents and their property. In addition to public safety, an increase in vehicular traffic could further damage local houses and could significantly effect the valuation of properties in Church Lane. Thus I would like to register my strong objection to the further development of the Pulleyns site and trust that the Council will act sensibly to prevent further industrialisation of this area.

Yours sincerely

Dr C R Fricker

cc Alison Garnett, The Thatch, Church Lane, Three Mile Cross
Maureen Edwards, Orchard House, Church Lane, Three Mile Cross

Barry Whitehead
Eastfield Cottage
Church Lane, Three Mile Cross.
Reading, Berkshire, RG7 1HD.
Tel:01189 883794
e-mail: whitehead @ gill-barry.fsnet.co.uk



Ms Angella Odell
Case Officer
Planning Department
Wokingham District Council
Shute End
Wokingham
RG40 1WR

Wednesday, 07 February 2001

Ref; 0/2000/2750. Redevelopment of Pulleyns Transport.

Dear Sirs,

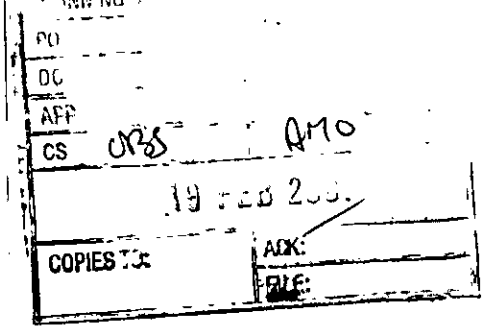
I write to object to the above planning application. I read with horror the application by Pulleyns Transport to redevelop the site to include even more warehouses and by implication more HGV's using the small road which is Church Lane. We have had an ongoing battle with the monster vehicles currently using the site; we certainly do not need more. My house is approaching 100 years old and the vibration caused by these giants rocks the house to its foundations on a daily basis, not to mention the damage they are doing to the road and the environment. We wait to see if the weight restrictions for lorries turning into Church Lane have any effect. If more lorries visit the site it will be even more difficult to police, especially as a lots of the lorries are from the continent and will not have much awareness of our local problems and rules.

As you are aware the road is an access road for Ryeish Green School and it cannot be viewed as safe to mix these vast juggernauts with young children, many on cycles. Again many of the lorries are left hand drive and the mixture of left-hand drive, blind bends and cycles is a recipe for disaster. This must be counter to the Governments 'Safer Route to School' Scheme.

The planning application asks for more industrial building on land that is currently being used as a green barrier between the road and the industrial complex that is Pulleyn Transport. We need transport companies such as Pulleyn Transport but not mixed with a small rural community. A much better use for the area would be for housing with Pulleyn Transport moving to a location where they would not create hazards and pollution.

Regards

B.J.Whitehead



Apl
repeat.

ANGELA ODELL
CASE OFFICER
Planning Department
Wokingham District Council
Shute End
WOKINGHAM
RG40 1WR

14th February, 2001

Dear Ms. Odell,

We would very much like to place our objections to the planning applications made by Pulleyns in Church Lane, Three Mile Cross.

With regards to APPLICATION O/2000/2750 redevelopment of Pulleyns Transport, we are very concerned as we live in a house of over 100 years old into which we moved in September of 2000. Whilst we knew the lane took very heavy traffic, we have been very disturbed at how much our house vibrates when these big transport vehicles go past, sometimes at a very fast speed and the noise level is quite unacceptable. There are houses down Church Lane much older than ours, some listed, with hardly any foundation and this application will only go to increasing the number of trucks going past. A change of access nearer to the houses would also exasperate the situation.

Apart from the problem of the houses, the safety of school children and pedestrians using the lane should be taken seriously into consideration, we have witnessed school children on bikes having to stop to let these monstrous trucks go by, we believe that a new law is being passed to enable trucks to become even bigger!!

With regards to APPLICATION O/2000/3042 change of Pulleyns Transport site, our concern regarding this application is that if offices are built, the height would possibly be above the existing buildings in the Lane, also that the peak time traffic would become vast, and where would the vehicles park? As above, school children and pedestrians would be at risk. I would like to refer you to the new government "Safer Route to School" policy aimed at reducing speed and volume of traffic around schools.

We would ask you to please take our points into consideration and we look forward to a time when Church Lane can be a more pleasant place to live.

Thank you.

Yours sincerely,

P & L. Bromley

PAUL & LOUISE BROMLEY. 1 Church Lane, Three Mile Cross, RG7 1HB.

OBS

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21 FEB 2001	
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	FILE:

Mr P.M. White, Miss R. Sherlock

10 Church Lane,
Three Mile Cross,
Reading,
Berks.
RG7 1HB.
February 19, 2001

Angela Odell.
Case Officer,
Planning Dept, Wokingham District Council,
Shute End,
Wokingham,
RG40 1WR.

Dear Ms Odell,

I am writing due to two proposals which have come to my attention affecting Church Lane in Three Mile Cross. The Application references are 0/2000/2750 and 0/2000/3042. Both these proposals concern the Pulleyn transport site in Church Lane.

If the application to allow Pulleyns to re-develop the site (0/2000/2750) were allowed then a sharp increase in the number of HGVs would be seen. The council must have already decided that HGVs are a danger to children cycling to school because the pavement has been made into a cycle lane. Surely allowing this increase in HGV levels would put children in even more danger. The Pulleyn warehouse has 24 hour high intensity floodlighting which lights up all the houses close to it. Adding more warehousing will presumably increase the amount of floodlighting required and increase the night-time light pollution as a result. During the day the pollution is of a different sort, the noise and vibration caused by these HGVs starts at 6 am and depending on the speed they pass can actually make our house shake. Whilst I understand the need for HGVs I do not think any planning applications bringing more HGVs closer to residential buildings and children's school routes should be considered.

If the application proposing a Change of Use for the site were accepted (0/2000/3042) then we would see a huge increase in traffic at peak hours. Church Lane is currently used as a cut-through by many motorists and in the morning rush hour it is becoming a race track. Church Lane residents and considerate drivers traveling at acceptable speeds are harangued by motorists who believe Church Lane is a national speed limit zone. Adding the motorists trying to get to the new Church Lane offices will make the rush-hour traffic situation intolerable for residents and dangerous for children who must cross this road to get to school..

Approval of either of these applications would result in an unacceptable increase in the amount of traffic that Church lane has to endure. These traffic increases must also affect the safety of the school children who use Church Lane to get to school and contradict the new "Safer routes to school" Government policy aimed at reducing the speed and volume of traffic on school routes. The only applications we should be considering in the Church Lane area are those that will cut HGV and pass-through traffic volumes rather than increase them.

I object to both of these plans. I hope that the planning department will understand that both plans can only have a detrimental effect on the traffic and safety situation in Church Lane which is already bad enough.

Yours Sincerely

P.M.White

(P.M.White)

OBS

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The Grove,
Church Lane,
Three Mile Cross,
Reading.
Berks.
RG7 1HB.

February 19th 2001.

Ms Angela Odell.
Case Officer,
Planning Department Wokingham District Council,
Shute End,
Wokingham
RG40 1WR

Dear Madam,

Application 0/2000/2750 redevelopment of Pulleyns Transport

With reference to the redevelopment of Pulleyns Transport, we object to this planning application on the following grounds. This would mean an increase in the HGV transport and not a reduction which is already excessive. As to the change of access, this road is not wide enough for this size of vehicles as well as being close to a bad corner of the road. With school children, of which there are many, walking to and from school, this would be a big hazard. With the noise and vibration levels of the existing heavy traffic which is already shaking and destroying the rendering on this old house, to have more HGV traffic would be unacceptable. The road surface is already being ruined where they are turning into and out of their premises.

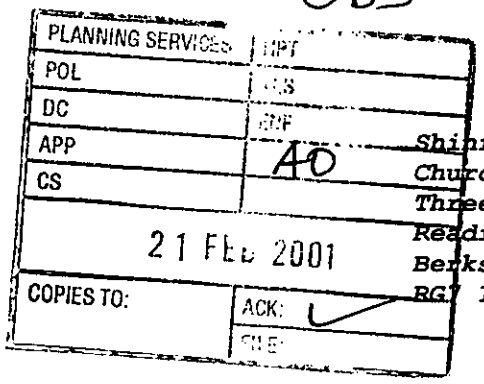
With regard to Planning Application 0/2000/3042 Change of use of Pulleyns Transport site, we also object to this application. To have an increase in traffic at Peak times would cause chaos, as it is already excessive, and not only that we consider there is insufficient parking space, which would mean parking all along this road causing additional hazards and hold-ups. There could also be a problem with drainage, particularly as this road is prone to flooding. The risk to the safety of school children and pedestrians would also be increased including the child cyclists.

We hope this objection will be taken seriously together with the others who have objected to these applications by Pulleyns Transport.

Yours faithfully,

R.S. & E.R. Wells

OBS



Shinfield Court
Church Lane
Three Mile Cross
Reading
Berks
RG7 1HB

Angela Odell
Case Officer
Planning Dept.
Wokingham District Council
Shute End
Wokingham
Berks RG40 1WR

19.02.01

Re: ***Application 0/2000/2750 and 0/2000/3042***
Proposed Redevelopment and change of use.

Dear Mrs Odell,

As the owner/occupier of Shinfield Court, which is situated a Short distance from Pulleyens yard, I wish to make it known that I strongly object to any development that would increase the Number of vehicles using Church Lane.

With regard to H.G.V. trucks, I believe we badly need to keep them away from Church Lane, as my house is nearly 300 years old and suffers from vibration through the building when some of Pulleyens large trucks pass by.

Also the road surface is suffering greatly. I also have had several "near misses" when I edge out of my drive as the speed of the majority of vehicles passing my entrance is around 50 + m.p.h.
The "slow" sign on the road has not improved this. There are many school children walking and cycling in Church Lane and I believe that if traffic is not reduced, and slowed, then it is only a matter of time before there is a fatal incident.
Traffic is already heavy at peak times, and I believe that further development can only increase the problem.

I understand that some restrictions are planned to restrict entry of H.G.V.'s into Church Lane from the mini roundabout end, is this correct?
If the site in question was changed into offices, I believe the number of potential extra employees at the site would be far more than could be catered for with regards to car parking.
This is a rural area and I think it is not an area for dozens of H.G.V. trucks and/or blocks of offices, that only spoil and down grade the area.

Yours sincerely
Jenny Edwards
Jenny Edwards

Shinfield Lodge
Church Lane
Three Mile Cross
READING RG7 1HB

February 19, 2001

Angela Odell, Case Officer
Planning Department
Wokingham District Council
Shute End
WOKINGHAM RG40 1WR

Dear Ms Odell,

Application 0/2000/2750 Redevelopment of Pulleyns Transport

We object to this Planning Application for many reasons but particularly because of the high level of noise and vibration that an increase in truck numbers would cause. As each truck rumbles down the lane the vibration is felt in all our houses, higher numbers would cause even more damage and inconvenience. The use of the current numbers of trucks has resulted in damage to the road, the pavement edges and the traffic islands near the depot. The entrance to the depot has been sandbagged which has changed the drainage of water off the adjacent fields and this has increased the flooding of Church Lane.

The safety of school children would be at greater risk with more lorries as even with the new cycleway the lorries are very close to the many children that walk along the road. All the children have to cross the road adjacent to the old road entrance which puts them at particular risk.

More buildings on the site would further spoil the countryside in this area of green. Already stacks of pallets, razor wire fencing, and glaring spotlights mar the fencing along the pavements. All these aspects have a negative influence on the residents of Church Lane.

Please bring these concerns to the Planning Committee. Thank you.

Yours sincerely,

C B Sellwood

Clive Sellwood

Jane Sellwood

Dr Jane Sellwood

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CS 0035	APPO
27 Feb 2001	
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	FILE:

Wheelwright Cottage,
Church Lane,
Three Mile Cross,
Reading RG7 1HD,

Tel: 0118 9883150

23 February 2001

Angela Odell, Case Officer,
Planning Department,
Wokingham District Council,
Shute End,
Wokingham RG40 1WR

Dear Madam,

Planning Applications: Pulleyns Transport. -0/2000/2750 & 0/2000/3042

The purpose of this letter is to object to the expansion plans of Pulleyns Transport in Three Mile Cross.

Initially the vehicles moving to and from this site used the eastern route, which was in accord with the wishes of the residents. More recently, because of the company's change of policy the number and size of vehicles using the western end of Church Lane has increased to the detriment of the quality of life of the people, of the environment and is leading to possible damage to buildings in the village.

This house is at the narrowest section of the road and vibrates when the largest vehicles go by. The listed properties on the road must also suffer in the same way. In addition, the pavement on this, the northern, side of the road is only 2.5 feet(76cms) wide and is used not just by pedestrians but also, illegally, by schoolchildren on their bicycles. The road is not suitable for a mix of large vehicles, rapidly moving vehicles and people. Does WDC expect the children to behave legally and to use the road in spite of the speed of much of the traffic and the size and quantity of the vehicles? Alternatively, does WDC condone the illegal use of the pavement?

The present plans by Pulleyns would appear to be designed to thwart the wishes of the residents:
Application 0/2000/2750 would result in:

a. A greater number of HGV vehicles, over 60%, moving in and out of the site even closer to the houses.
b. A larger workforce(50%), resulting in more commuter traffic.
c. Greater environmental damage, through extra noise, pollution and vibration including the destruction of road surface and kerbstones, and a bigger threat to road users.
d. Tall buildings not compatible with the neighbouring residential housing and a further intrusion into the green gap.

Application 0/2000/3042 would result in:

e. Incompatability of tall buildings and residential housing.
f. Inadequate parking space for employees.
g. Extra traffic at peak times. This would add to the excessive traffic already present and would clash with the children moving to and from school.

The general thrust of these plans would also add to the drainage difficulties in Church Lane and the increase in traffic, both numerically and vehicle size, is counter to the need for greater safety on roads leading to schools.

At present, it would appear that current WDC plans do nothing to reduce the movement of heavy vehicles in the residential end of Church Lane or to reduce the speed of traffic. This lane needs measures, which will:

Remove HGV vehicles
Reduce speed to 20mph

Yours faithfully,

Mr. K. Millsop

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POL | TLS
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CS 025 | APLO
26 FEB 2001
COPIES TO: | ACK:
FILE:

Brockley Lodge
Church Lane
Three Mile Cross
Reading
RG7 1HD

Tel: 0118 988 3476

22nd February, 2001

Ms Angela Odell
Case Officer, Planning Dept
PO Box 157
Wokingham District Council
Shute End
Wokingham, RG40 1WR

Dear Madam

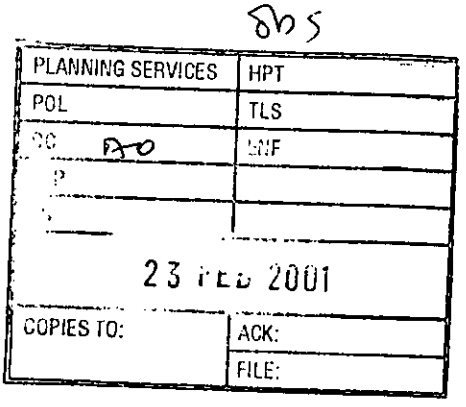
Planning Applications: 0/2000/2750 and 0/2000/3042

As a resident of Church Lane, Three Mile Cross for many years, I am writing to object to the above mentioned planning applications on the grounds stated below.

From Planning Application 0/2000/2750 it would appear that as it is for redevelopment and new warehouses, the amount of heavy goods vehicles along Church Lane will be increased considerably. My main objection is because of the likelihood of an accident involving the school children from Ryeish Green School who, although there are dedicated cycle paths along most of Church Lane, choose to ignore them and still cycle on the road often two abreast, partly I believe, because of the large number of pedestrian children sharing the same path and walking all over the width rather than staying on one side, and partly through bravado to their friends. This is compounded by the fact that although the speed limit for the whole road is 40 miles per hour many of the cars and motorcycles do not keep to this, especially if heavy goods vehicles going to Pulleyn's yard are blocking their way at slower speeds. If the number of lorries is increased, there is a much greater likelihood of a serious accident.

If the application is granted then the speed limit should be reduced to 30 miles per hour and rigidly imposed. At the moment I do not believe any checking of vehicle speed along Church Lane is ever carried out. The stretch of road between Ryeish Lane and the Three Mile Cross junction with the old Basingstoke Road has no cycle path, and the children tend to cycle on the pavements, causing hazards to pedestrians and to themselves if vehicles are emerging from gateways, as I have found at first hand on several occasions. The child either swerves into the road in front of the traffic without checking the road, or could end up hitting the car emerging onto the pavement and go over the bonnet. If the number of heavy goods vehicles travelling along this stretch is increased I am sure even more of the cyclists will take to the pavements rather than the road and risk being knocked off their bicycles, possibly into the path of vehicles on the road.

'Briony'
Church Lane
Three Mile Cross
Reading
Berkshire
RG7 1HD



Angela Odell
Case Officer
Planning Department
Wokingham District Council
Shute End
Wokingham
RG40 1WR

21 February 2001

Dear Ms Odell,

RE: PLANNING APPLICATIONS NOS. 0/2000/2750 & 0/2000/3042
PULLEYN TRANSPORT

I am writing with regard to the above two applications which, as a long suffering resident of Church Lane, Three Mile Cross, I strongly object to.

I have lost count of the number of times I have written to the Council over the years making complaints about Pulleyn Transport's HGVs using the village of Three Mile Cross as a rat run.

The residents have been campaigning very hard for a weight limit/width restriction on Church Lane for a very long time and it makes a mockery of all our efforts if Pulleyn's are given permission to go ahead with these applications.

With regard to application no. 0/2000/2750, my objections are:

- we want a reduction in the number of HGVs using our roads, NOT an increase!
- we already suffer unacceptable levels of noise and vibrations
- we want improved road safety for school children and residents; this would be severely hampered by any increase in the number of HGVs.
- there should be no change of access; we are trying to impose weight restrictions on Church Lane, Pulleyn's are obviously trying to get around those restrictions.
- Three Mile Cross is a **village**, we do not want or need industrial developments here - Reading is only 5 minutes away, let them develop their business there.

With regard to application no. 0/2000/3042, my objections are:

- Three Mile Cross is a **village**, we do not want or need industrial/office developments here. There is already plenty of work in the area, we certainly do not need to develop village sites just to provide more office blocks, particularly when there are already plenty in neighbouring Reading
- any increase in staff/vehicles would cause absolute chaos at peak times

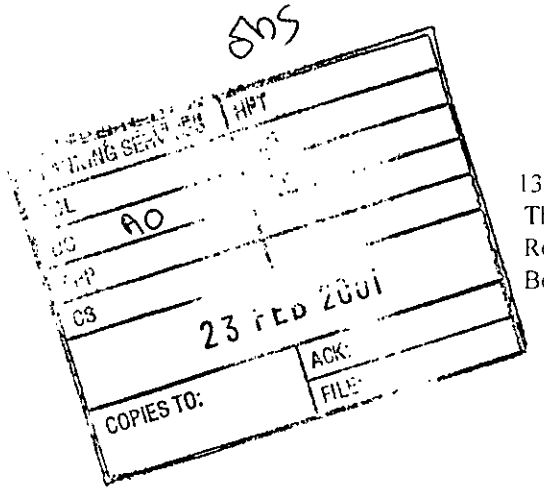
- we want improved road safety for school children, pedestrians and residents; this would be severely hampered by such a huge increase in traffic flow.
- this will add to the drainage problems in the area, which is already prone to flooding

It would really be appreciated if this Council could do the right thing by the local residents on this occasion.

Yours sincerely,

D.A. Rhymes

Mrs D A Rhymes



13 Church Lane
Three Mile Cross
Reading
Berks RG7 1HB

Ms A Odell (Case Officer)
Planning Dept
PO Box 157
Wokingham District Council
Shute End
Wokingham RG40 1WR

21st February 2001

Dear Ms Odell,

Re: Planning Application No's. 0/2000/2750 & 0/2000/3042

I write with reference to the above Planning Applications which I understand are due to be considered on 28.02.01.

I am a relatively new resident to Church Lane having moved into number 13 in September last year. We actually moved from Fleetham Gardens in Lower Earley and one of the reasons for our moving was the erection of the Police Station situated directly behind the house so it is with great disappointment that I feel the need to write with regards our new location.

I understand the first of the above applications is likely to result in a significant increase in HGV's using Church Lane which I wish to strongly object to. I consider the current level of usage to be beyond reasonable and more importantly a danger given that Church Lane is a minor road for such vehicles. Where we are situated these vehicles maximise if not exceed the 40 mph limit and literally make the house shudder as they go past. We have a Two year old son who we intended to have a front bedroom but so far this has not proved possible due to the noise and vibrations caused by the HGV's creating to much of a disturbance.

In addition the pavement where we are and along most of Church Lane is quite narrow which means these vehicles can come very close to pedestrians which is obviously quite dangerous. Having a young child we are particularly concerned about the potential danger even with the current level of Pulleyn Transport vehicles so any increase could in my opinion have potentially disastrous consequences.

With regards the second application I would object on the grounds of any increase in the current level of traffic would be problematic. Most evenings I have to reverse into my drive as I find it to difficult and dangerous for me to reverse out in the morning traffic. As I reverse in it means I have to wait on the right hand side of the road until the traffic is clear enough for me to manoevre. Unfortunately this means that on occasion I block oncoming traffic and it is quite common for me to be hooted and even gestured at simply because I am waiting to get onto my drive but stopping traffic as I do so.

I would consider the current level of office development going on within the vicinity on and around the GreenPark area is more than enough without the need for more on what is primarily a residential lane.

I trust you will take these very serious views along with those of other residents into account when considering the applications and I obviously hope the end result is a rejection.

Yours sincerely

Michael Stallion

Tel. (0118) 974 6465 (Direct Line)
Fax. (0118) 974 6484
Email. Harold.Sanders@wokingham.gov.uk
Date January 29, 2001
My ref. HS/PP/F/2000/2750

Mr & Mrs Garnett
The Thatch
Church Lane
Three Mile Cross
Reading
RG7 1HB

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

Dear Mr & Mrs Garnett

THE THATCH / PULLEYNS TRANSPORT

I refer to your letter dated 25 January 2001 and copy of your letter to Mrs Odell concerning the proposed development adjoining your property.

Having discussed these two applications with the Case Officer, I understand the increase in HGV use and necessary car park facilities for an alternative development is acknowledged by the Planning Department.

Thank you for keeping me informed of concerns about the proposed developments and the fact that you have highlighted the possible detrimental effect of both schemes on your listed building and its setting.

Yours sincerely

HAROLD SANDERS
Conservation Architect

cc: Mrs A Odell

Wokingham District Council
Planning Application

Town and Country Planning (General Development Procedure) Order 1995 – Notice under Article 8

AND/OR

Planning (Listed Buildings and Conservation Areas) Regulations 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990

Application No: O/2000/2750

Proposal:
Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

Location:
Pulleyn Transport Ltd Church Lane Three Mile Cross Reading

This application is being advertised in the Reading Chronicle newspaper on the 24/11/2000 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Angela Odell P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **15/12/2000**. Written comments submitted will become available for public inspection.

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

Date: 24/11/2000

Received by Wokingham District Council

Application No: O/2000/2750

Proposal:
Outline application for proposed redevelopment of B8 warehousing including modifications to site access.

Location:
Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Angela Odell P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 09/12/2000. Written comments submitted will become available for public inspection.

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

Head Planning and Transportation

15 November 2000

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date: 03 NOV 2000	Map No. 72 Site 1.60
Officer: AO	Application No. 0/2000/2450
	Easting: ..... Flood Pln .....
	Northing: ..... Mineral .....

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

Description:
(O) OUTLINE APPLICATION FOR PROPOSED REDEVELOPMENT ~~WITH~~ OF B8 WAREHOUSING INCLUDING MODIFICATIONS TO SITE ACCESS

Location: PULLEYN TRANSPORT CHURCH LANE FARM CHURCH LANE

Parish: SHINFIELD Ward: Shinfield 15.11.2000

Applicant: PULLEYN TRANSPORT LTD

Fee Received 3040-00 (3) Required ..... Additional ..... Refund .....

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2 prc			
2	1:5 & p			
3	Fo			
4	Co			
5	Ele			
6	Flc			
7	Me			
8	Encroachment letter			
9	Miscellaneous	Height of proposed building? request with SN		

Admin
Please ask for height of proposed building — In view of previous appeal this is necessary for determination.

Jay/Helen
Pl. see previous app. & appeal for consultees —
also Thames Valley ~~Enterprise~~ Economic Partnership.

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

Advertisement Required ..... Major development .....

Date Site Notice Sent : 15.11.2000 JB Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

Building Control .....
Landscape ✓ .....
Trees .....
Conservation Officer .....
Environmental Health .....
Housing .....
Leisure & Cultural services .....
Public Rights of Way .....
Property .....
District Secretary (only if called in by SOS) .....
Policy & Plans ✓ .....
Strategic Planning (JSPU) .....
Minerals (INTERNAL) .....
Archaeological Site (BABTIE) : .....
Education .....
Social Services .....
Highways ✓ .....

EXTERNAL CONSULTATIONS

Adjacent D P A : .....
Adjacent Parish : .....
Southern Electricity Board : .....
British Gas .....
PSA Oil Pipeline .....
Transco : .....
Environment Agency .....

Rail Track .....
Police Arch. Liaison Officer .....

HERITAGE BODIES

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

OTHERS: No pre apps.

.....
- C.P.R.E. ✓ .....
- Thames Valley Economic Partnership .....

NEIGHBOURS:

Berkshire Caravans, Church Lane ✓
6 & 7 Church Lane, Three Mile Cross
Church Lane Farmhouse, Church Lane } Three Mile Cross
11a Church Lane
The Grove, Church Lane
12 – 16 Church Lane

ANDREWS KALIK ASSOCIATES
CHARTERED ARCHITECTS
THE STUDIO 101 LONDON ROAD READING RG1 5BY
T 0118 9669669/9507700 F 0118 9568642

08.NOV.2000* 2750

AMA/JDF/1269

1st November 2000

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

fao Mrs A Odell

Dear Madam

PULLEYNS TRANSPORT CHURCH LANE THREE MILE CROSS.

Following the recent Planning Applications and Appeal on this site, my Client is still suffering adverse problems with using the buildings on the site for his B8 activities, and as you know the real issue is not the footprint of the buildings but the volume of them. The existing buildings have been retained from the previous use, and have eaves that are impractical for warehousing use in the current market.

We would like to explore with your Council, by submitting a new Application, the possibility of overcoming some of these problems in the context of the recent Planning decisions on the site.

My Client has commissioned Bellamy & Roberts, Highway Engineers, to assess the criticisms made at the Appeal on the previous Application, and to have an over view to the whole aspect of access and vehicular movements in and around the site.

They have suggested that a completely new access be constructed to resolve all the inadequacies of the existing access point.

I enclose with this letter an Outline Application and the following documents:-

6 copies of our drawing no. 1269/5 and location plan.

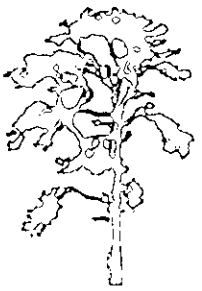
I also enclose a Planning Statement prepared by Christopher Strang Associates to support the Application.

DIRECTORS
MATT ANDREWS RIBA FFB
STOJAN KALIK Dip.Arch.RIBA
STOJANKA KALIK

COMPANY SECRETARY
ELIZABETH ANDREWS
PRACTICE MANAGER
JACKIE GILES

ASSOCIATE
ABDULLAH NAWEED B.Sc.Arch.M.Phil.B.S.
CONSULTANT BUILDING SURVEYOR
KEITH WALKER FRICS ACIArb

ANDREWS KALIK ASSOCIATES LTD
REGISTRATION NO. [illegible]
REGISTERED OFFICE
100 GRAYS INN ROAD LONDON WC1X 8BY



08.NOV.2000* 2750

6 copies of the Highway Consultants Report, which has been discussed informally with your Highway Department, in particular Mr Callaghan, will be forwarded shortly.

The principles of what we are suggesting are the replacement of the existing buildings with a building consolidated and attached to the recently constructed cold store, with a modest increase in floor area and a purpose built docking area attached. As part of the Application, we are also suggesting the moving of the existing work shop from the northern boundary of the site to the south, adjacent to the eastern elevation of the cold store.

The main thrust behind the Application is to make the existing facilities more usable for the current requirements of a B8 operator, yet at the same time acknowledge the points made by the Inspectorate at the last Appeal.

We have opened up the front of the site and moved the building to the western boundary and are proposing a substantial landscaping area around these boundaries in order to soften and green this part of the site.

Yours sincerely

pp A.M.Andrews

Encls

1789/a

SECTION 66 CERTIFICATE

Application No.

Please fill in both Certificate A, B, C or D and the Agricultural Holdings Certificate. Delete sections not relevant.

08.NOV.2006* 2750

CERTIFICATE A

I certify that:

at the beginning of the period of 21 days ending with the date of the accompanying application, nobody, except the applicant, was the owner of (a) of any part of the land to which the application relates.

(a) "Owner" means a person having a freehold interest or leasehold interest the unexpired term of which is not less than 7 years.

OR

CERTIFICATE B

I certify that:

I have/The applicant has* given the required notice to everyone else who, at the beginning of the period of 21 days ending with the date of the accompanying application was the owner (a) of any part of the land to which the application relates, as listed below.

Owner's(a) name	Address at which notice was served	Date on which notice was served

+ See Note (a) to Certificate A

OR

CERTIFICATE C

I certify that

- I/The applicant* cannot issued a certificate in accordance with either paragraph (a) or paragraph (b) of Section 66(1) of the Act in respect of the accompanying application.

- I have/The applicant has* given the required notice to the persons specified below, being persons who at the beginning of the period of 21 days ending with the date of the application were owners (a) of any part of the land to which the application relates.

Owner's(a) name	Address at which notice was served	Date on which notice was served

(b) Insert description of steps taken.

- I have/The applicant has* taken all reasonable steps open to me/him/her* to find out the names and addresses of the other owners (a) of the land, or of a part of it, but have/has* been unable to do so. These steps were as follows:

  (b) . . . . . .

  . . . . . .

(c) Name of local newspaper circulating in the area where the land is situated.

(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).

- Notice of the application as attached to this Certificate, has been published in

  the (c) . . . . . .

  on (d) . . . . . .

1789/b

CERTIFICATE D

I certify that

● I/The applicant cannot issue a certificate in accordance with paragraph (a) of Section 66 of the Act in respect of the accompanying application.

OR

● I/The applicant have/has taken all reasonable steps open to me/him/her to find out the names and addresses of everyone else who, at the beginning of the period of 21 days beginning with the date of application was the owner (a) of any part of the land to which the application relates, but have/has been unable to do so. These steps were as follows:

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

(c) Insert name of local newspaper circulating in the area where the land is situated.

(d) Insert date of publication (which must not be earlier than the beginning of the period of 21 days ending with the date of the application).

● Notice of the application as attached to this Certificate, has been published in the (c) . . . . . .

on (d) . . . . . ●

ALL APPLICANTS MUST COMPLETE THIS SECTION

Agricultural Holdings Certificate

If any of the site is part of an area of land which is let or there is an agreement to let the land for agricultural purposes to a tenant, it may be an agricultural holding. Further advice may be obtained from the Department.

One or other section must be crossed through as not applicable.

If the applicant is the sole agricultural tenant he or she must delete the first alternative and insert "not applicable" as the information required by the second alternative.

● None of the land to which the application relates is, or is part of, an agricultural holding. ●

OR

● I have/The applicant has given the required notice to every person other than my/him/herself who, at the beginning of the period of 21 days ending with the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:

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

Signed . . . . . (ANDREWS KALIK ASS.)

On behalf of . . PULLEYN TRANSPORT LTD. . . . . .

Date . . . 12/10/2000 . . . . . .

TOWN AND COUNTRY PLANNING ACT, 1990
TOWN & COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1988
Certificate under Section 66

(1) CHURCH LANE POULTRY FARM PC 10 210 025 A1.

ADDRESS CHURCH LANE. PARISH SHINFIELD.

PLOT No. Now Pulleyn Transport ORD. SHEET No. SU 7268 72

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
R/147/63	Mr A. Cunwin.	3 repeacement poultry houses	11-7-63	App-App.
PD/679/64	Messrs Cunwin (Poultry) Ltd	Poultry Houses	26-11-64	App N/A
O/284/65	"	sanitary block - office - packing station - canopy over	30-12-65	N/A C/A
R/37/66	"	sanitary block & office with food & surface water drains	17.2.66	App. C/A
R/150/66	"	Two Poultry Houses	27-7.66	App App
O/15/68.	"	Pair of Houses on land.	1.8.68	N/A. Refuse
R/303/68	"	Food Milling - mixing plt & Storage & Vehicle	5.9.68	App C/A
R/309/68	"	Extn. 18.16 to egg packing station.	5.9.68	App App.
O/8/69	"	Building - offices etc & Manager's flat	2.4.69	N/A. C/A.
R/10/69	"	2,400 Gall Water Tank	23/1-69	N/A App.

DATE OF COMPLETION

MINISTRY DECISION O/15/68 Appeal Withdrawn

SPECIAL ORDERS

DRAINAGE

(2) CHURCH LANE POULTRY FARM PC 10 210 025 A1.

ADDRESS CHURCH LANE PARISH SHINFIELD

PLOT No. ORD. SHEET No. SU 7268 72

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
~~R-357/69~~	~~Mr B Bowtell~~	~~Two storey retract. Garage/stores with 2 Bedrooms & bathroom over~~	~~30-10-69~~	~~App C/A~~
R/478/69	Cunwin Poultry Ltd	Two storey Bldg - Officers Toilets & Living accom	1.1-70	App. C/A
R/12/70	" "	Two storey bldg - offices - toilets living accom - vestibule & porch	Sheet 10.2.70	- Refusal
R/28/70	" "	Substitute egg packing station new bldg (60', 55')	5-2-70	- Refuse
R/53/70	" "	Substitute exist Egg Packing Stn	19 3 70	App C/A
O/185/70.	" "	2 dwellings poultry houses	31-12-70	N/A. Refused
O/156/70	" "	5 Houses (Town)	1.7.71	N/A Refuse.
979/71	" "	Outline 2 Cottages	28.10.71	N/A C/A
1383/71	" "	Food Milling & Mixing Plt Silos - Feed handling & packaging machinery	30.12.71	App C/A
274/73	" "		22.2.73.	App Refuse

DATE OF COMPLETION

MINISTRY DECISION O/186/70 Appeal Dismissed 30.7.71.

SPECIAL ORDERS

DRAINAGE

③ CHURCH LANE POULTRY FARM. PC ID 210 025 A1

ADDRESS CHURCH LANE PARISH SHINFIELD.

PLOT No. ORD. SHEET No. SU·7268 72

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
292/73	Curwin Poultry LTD	conversion of staff flats to Two St Brocky 4 Flats	22-2-73	Refuse
467/73	"	extension of egg packing station	19.4.73	C/A
617/73	"	pack of staff houses planning only	19.4.73	C/A
1253/73	"	Grain Storage Bldg	30.5.73	Refuse
01133 18/10/73	"	EXT. OF SCHP. PERMISSION FOR CHRISTIAN	14.12.73	TP. 30.6.74
01135	"	EXTENSION TO PACKING STATION	8.8.74	N/A REFUSE
01525	"	CHANGE OF USE / RES. TO OFFICE	8.8.74	N/A REFUSE
BR8564	"	PETROL & DERV. PUMPS	19.12.74	N/A C/A
08445	"	DEM. FEED MILL — NEW EGG PACKING BUILDING	18.5.78	REF. N/A
BR 8949	"	"	26	C/A
		"	26.6.78	APP. N/A

DATE OF COMPLETION

MINISTRY DECISION 1253/73 - APPEAL GRANTED. 1.11.74 01135 - Appeal granted 9.12.75

SPECIAL ORDERS

DRAINAGE

④ CHURCH LANE POULTRY FARM

ADDRESS CHURCH LANE PARISH SHINFIELD

PLOT No. CURWIN POULTRY ORD. SHEET No. SU.7268 72

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
09114	CURWIN POULTRY	EGG PACKING STATION	31.8.78	N/A C/A
10134	"	REPL. POULTRY LAYING HOUSES (8-4)	24.1.79	APP N/A
10020	"	"	15.3.79	N/A C/A
21281	"	RENEWAL 10020	4.5.84	N/A C/A
22474	"	EXT. TO EX. EGG PACKING STATION	15.11.84	N/A C/A
BR23969	"	" MLTS.	22.1.85	APP N/A
25064	"	DEM EX STORE BLDG & EXT EGG PACKING	27.2.86	REF
25909	"	" "	10.7.86	REF
BRA 2792	"	EXT. TO PACKING STATION	29.4.87	APP
29931 ~~[illegible]~~	"	REMOVAL COND. 5 ON 25909	17.3.88	REF
32522 N/DR.				
33352/3	"	C/O USE TO B1(c) L. IND & B8 STORAGE & DISTR.	6.7.89	C/A LA

DATE OF COMPLETION

MINISTRY DECISION ~~25064~~/25909 - APPEAL GRANTED RE 25909 - 12.11.86

SPECIAL ORDERS

DRAINAGE

~~[illegible]~~ 33354 — " C/O USE TO GEN. IND. B2 6.7.89 REF

(5) ADDRESS CHURCH LANE LARM PARISH SHINFIELD

PLOT No. ORD. SHEET No. FU7268 72

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
33352/3	CURVIN POULTRY	C/O/USE TO B1 LIND & B8 STORAGE & DISTR	6.7.89	C/A CA
33354	"	C/O/USE TO B2 GEN IND	6.7.89	REF
35635 APPEAL	PULLEYN HOLDINGS	VEH. MAINTENANCE WORKSHOP	10.5.90	REF
35636 APPEAL	"	REPL. BLDG. FOR B8	10.5.90	REF
35900 APPEAL	"	VEH. WORKSHOP	4.7.90	REF
BRA 9222	"	"	10.7.90	APP
41157	"	COLD STORE (AMENDED PLANS)	7.7.93 25.11.96 ~~31.7.96~~	~~REF~~ ISSUED C/A CA
ZP96/5926	"	COLDSTORE/PLANT ROOM & BATTERY CHARGING AREA	10.01.97	REF

DATE OF COMPLETION

MINISTRY DECISION 35635/6 (35900) - ENF. NOTICE QUASHED - APPEALS ALLOWED - 2.4.91

SPECIAL ORDERS

DRAINAGE

091074

1933

(6) PULLEYNS TRANSPORT DEPOT

ADDRESS CHURCH LANE PARISH SHINFIELD

PLOT No. ORD. SHEET No. FU.7268 (72)

BUILDER

Plan No.	Applicant	Description of Development	Date of Decision	Decision
98/67515/E	PULLEYNS	REPL. WAREHOUSE & RELOC. VEH. MAINTENANCE WORKSHOP	2.7.98	REF
TL/2000/1353	Orange PCS Ltd.	Erect replacement antenna on mast & replacement equipment cabin	6.6.00	APP

MINISTRY DECISION 67515 - APPEAL DISMISSED - 21/6/99

SPECIAL ORDERS

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

New buildings, major alterations and enlargement of existing buildings, and many changes in the use of buildings and land need planning permission.
The Town and Country Planning Acts impose a duty on Local Authorities to control these changes, and this means that a balance has to be found between the need and pressure for change, and the desire to protect the character of settlements and the countryside.
The merits of each application are, therefore, carefully examined.

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent: for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.

Advertisement Consent: for the display of advertisements or signs

Building Regulation Approval: for most new building or construction work.

Special forms are available for these types of applications.

You should also check whether there are any other regulations with which you may need to comply.

WHAT HAPPENS TO THE APPLICATION ?

It will first be checked to see if it is complete and if it is, it will be registered.

Consultations will be carried out with public and other bodies, such as the Highway Authority, or Local Parish Councils.

Publicity may be given to allow local people the opportunity to comment on your proposals.

The application will be considered in relation to the Council's planning policies and guidelines, the past history of decisions on that site or in the locality, other standards (such as parking, or visibility at road junctions), and any other material considerations.

The site will be visited by a Planning Officer You may be asked to submit more information, or to amend your application.

The application will then be considered either by a Planning Committee or Sub Committee (made up of Councillors) or by the Chief Officer responsible for planning matters. Objections to an application will be taken into consideration by the Committee or the Chief Officer.

Shortly after the application has been determined, you will receive a Decision Notice.

HOW LONG WILL IT TAKE ?

An application will generally be determined within eight weeks although a longer period may sometimes be required for a complicated application.

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

Your application may be approved subject to certain conditions. These could impose restictions on the use of land or buildings, or require further details to be approved at a later stage, (e.g. materials or landscaping).
You may appeal against the conditions, but this opens the entire permission to review by the Secretary of State.

Your application may be refused. The reason will be listed on the Decision Notice.

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

You have the right to appeal against the refusal to the Secretary of State, but you have to do that within six months. Appeals can be dealt with by written representations by both sides, or by a Public Inquiry.
You may ask the Planning Officer whether an amended application would be more likely to receive planning permission.

DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held by the Council on computer (such as the PLANAPS applications processing system) and may be used by the Council only for purposes registered under the terms of the Data Protection Act.'

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
08.NOV.2000* 2750

1.	APPLICANT'S NAME	PULLEYN TRANSPORT LTD.
	ADDRESS	CHURCH LANE, THREE MILE CROSS, READING.
	POST CODE	RG7 1HB PHONE
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	ANDREWS KALIK ASSOCIATES LTD.
	ADDRESS	'THE STUDIO' 101 LONDON ROAD, READING, BERKSHIRE.
	POST CODE	RG1 5BY. PHONE 0118 950 7700
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	PULLEYN TRANSPORT LTD., CHURCH LANE, THREE MILE CROSS, READING.
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		PROPOSED REDEVELOPMENT OF B8 WAREHOUSING INCLUDING SITE ACCESS MODIFICATIONS.
5. Give the area in hectares or part of a hectare	AREA OF SITE	1·6 HA.
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	OWNER
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	1269/5 + LOCATION PLAN.

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 ?

EXTERNAL APPEARANCE	☐	SITING	☑
MEANS OF ACCESS	☑	DESIGN	☐
		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.

B8 STORAGE & DISTRIBUTION.

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS? YES/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/NO — If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

METAL PROFILE SHEETING TO WALLS AND ROOFS.

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.

AS EXISTING WITH IMPROVED BOUNDARY PLANTING.

16. HOW WILL SURFACE WATER BE DISPOSED OF?

AS EXISTING.

17. HOW WILL FOUL SEWAGE BE DISPOSED OF? To existing system YES/NO — If no, please give details

18. WHAT ARE THE ACCESS ARRANGEMENTS?
AS EXISTING
AS PROPOSED
Give details of pedestrian and vehicular access

AS PROPOSED DRAWINGS.

19. HAS PROVISION BEEN MADE FOR THE DISABLED? See notes for applicants

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/NO — 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? YES/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.

£3,040

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] (ANDREWS KALIK ARY.) ON BEHALF OF PULLEYN TRANSPORT LTD. DATE 12/10/2000

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".

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: Retained in existing use	Existing floor space: Lost by change of use or demolition	Proposed additional floorspace created by: New building	Proposed additional floorspace created by: Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)	214	114 (DEM.)		
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL		222 (W.SHOP)	222 (W.SHOP)	
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION	1407	3071	3457	
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL	1621	3407	3679	

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	20	12
Proposed	30	20 (MAX)

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.

STORAGE & DISTRIBUTION WAREHOUSE

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?

PULLEYN TRANSPORT LTD.

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
20		10	30

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".

A0.

1792

I have today displayed the site notice(s) in a prominent position on the land/ buildings to which the application number O/2000/2750 relates.

Address of site PULLEYN TRANSPORT LTD
CHURCH LANE
THREE MILE CROSS
READING
BERKS RG7 1HB

Signed _____

Date 23/11/00

Postage
will be paid
by licensee

Do not affix Postage Stamps if posted in
Gt. Britian, Channel Islands, N Ireland
or the Isle of Man

Business reply service
License no. RG147

Planning Services
Environmental Services Department
Wokingham District Council
Council Offices
Shute End
Wokingham
Berkshire RG40 1BR

THE
BELLAMY
ROBERTS
PARTNERSHIP

ITR/SPP/00/2262/4

October 2000

PULLEYNS TRANSPORT, CHURCH LANE, SHINFIELD

PROPOSED REDEVELOPMENT B8 WAREHOUSING (DISTRIBUTION)

TRANSPORTATION ASSESSMENT

Prepared on behalf of
Pulleyns Transport Limited

Turnpike House
16 Church Road, Fleet, Hampshire GU13 9RJ
Tel: 01252 613465 Fax: 01252 626737
e-mail: brp@dial.pipex.com
Highways and Transportation
GD Bellamy BSc CEng MICE IT Roberts MIHT
Associate: GA Frostick B.TP Dip Env.P. MRTPI MIHT

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Figure 1	Site location plan
Figure 2	Access layout
Figure 3	Exiting traffic flows
Figure 4	Proposed traffic flows

Appendices

Appendix A	Traffic survey data
Appendix B	TRICS output
Appendix C	Vehicle categories
Appendix D	Accident Data
Appendix E	Arrival/ Departure profile

1.0 INTRODUCTION

1.1 This report has been prepared on behalf of Pulleyns Transport Limited for the proposal to redevelop the exiting site at Church Lane, Shinfield, Reading.

1.2 The site and the surrounding areas have been visited in order to prepare this report.

1.3 This report addresses the highways and transportation issues that arise from the proposal on the site. Initial discussions with officers at the District Council have been held in connection with the proposal and suggested Weight Limit Orders being pursued by the Council.

2.0 THE SITE

Site History

2.1 The applicant recently appealed a refusal of planning permission for an increase in floor area and facilities from 5028m^2 to 7918m^2. However, the appeal was upheld by the Department of Environment. Highways and traffic matters were an issue at the Appeal and following receipt of the Inspectors Decision Notice, the highway concerns relating to that proposal were upheld by the Inspector.

Existing

2.2 The application site occupies some 1.4 hectares on the southern side of Church Lane. The site currently accommodates some 5028m^2 of B8 warehouse distribution.

2.3 To the west of the site lies the village of Three Mile Cross. To the east, Church Lane bends around the Six Bells public house where the road becomes known as Brooker Hill. There is a minor road off to the south-east (the continuation of Church Lane) and this is subject to a prohibition on all motor vehicles except for access.

2.4 The site is well located in terms of the principal road network, within easy reach of the M4 motorway, the A33 (Reading/Basingstoke/M3 south-west) and the A327 (Reading/Farnborough/M3 north-east). A site location plan is attached at **Figure 1**.

2.5 Church Lane in the immediate vicinity of the site access is some 6.2m wide, and reasonably level and straight in alignment. The site lies within a 40mph speed limit.

2.6 The site is currently served by two accesses onto Church Lane at a point where the road was diverted some years ago and now bypasses the former alignment. The western part of the old road is narrow and has only a dropped kerb access onto Church Lane. This access is substandard, with poor visibility. Informal signage has been placed by the applicant company indicating no entry to HGV's.

2.7 The eastern arm of the old road provides easy manoeuvre to and from the east as the access is aligned at a shallow angle to Church Lane in that direction, although visibility to the left when exiting is restricted by the cab. To and from the west, the left turn is acute, with a pedestrian refuge island located immediately west of that access junction in order to make it difficult for large vehicles to turn to and from the west.

2.8 The existing visibility at a x-distance of 2m at the eastern access is approximately 60m and 120m to the east and west respectively. Western access has visibility lines of about 120m and 40m to the east and west respectively. These are below the visibility standards advised in PPG13.

Proposal

2.9 This site previously was subject to a Planning Appeal in respect to a larger development proposal. Due regard has been made to the Planning Inspectors Report within this assessment.

2.10 The proposal would increase the existing gross floor area of the present site by some 272m^2 to 5300m^2. It is also proposed to stop up the eastern access (subject to further discussions and agreement with the Local Planning Authority), and provide a new access conforming to PPG13 and TD42/95 in the vicinity of the western access. This provision of the new access will help to achieve one of the aims of the Highway Authority and Secretary of State in trying to enhance safety. This is shown at **Figure 2**.

2.11 This shows that it is possible to achieve 120m visibility lines at the access in both the east and west directions at a x-distance of 4.5m back from the kerb line. The new access conforms to current technical standards and provides an improved safer access into the site, when compared to both existing accesses where the visibility is substantially below standard.

2.12 The improved access will comprise of a 7.3m carriageway into the site, with 15m radii to easily accommodate HGV manoeuvres.

3.0 TRAFFIC ASSESSMENT

Existing traffic flows

3.1 In order to establish the traffic flow levels at the site and along Church Lane, a 12 hour traffic survey was undertaken April 1999 between 0700-1900hrs at the site accesses and the junction of Booker Hill/A327. The traffic survey data is attached at **Appendix A**.

3.2 This demonstrates a total traffic generation of 201 movements per 12 hours to and from the site, of which 52 were HGVs (26%). All of the HGV movements and 64% of all movements were via the eastern arm of the access triangle. Of the HGVs using the eastern access, some 43 HGV's travelled via Booker Hill to the east and 9 HGV's via Three Mile Cross to the west.

Proposed Generation

3.3 Whilst it is envisaged that the site will not generate an increased traffic movement as a result of the increased floor area, which is intended to increase the efficiency, a worst case has been assumed whereby the traffic flows have been increased pro-rata to the gross floor area.

3.4 This has been based on the agreed typical trip rates for Distribution warehouses obtained from TRICS version 4.1, and used and accepted in the public inquiry of 1999 for this site. The latest version of TRICS version 4.3 has also been investigated and was found to provide similar trip rates to those from TRICS version 4.1.

3.5 The current gross floor area of the occupied buildings is some 5028m^2. The total traffic generation per day (12 hour) from the survey indicates

some 201 vehicle movements of which 52 were HGVs (26%). This gives a total daily two-way trip rate of 4 vehicle movements per $100m^2$.

3.6 The TRICS database contains information relating to distribution warehouses have been used, with details attached at **Appendix B.** This indicates that the total two-way trip rate is 4.31 movements per $100m^2$ per day. A table containing the split into different vehicle categories for those sites within the TRICS output is attached at **Appendix C.** This demonstrates that the average HGV content throughout the day (sum of categories OGV1 and OGV2) is some 26%.

3.7 The application of these trip rates to the existing floor area of the site gives a predicted flow of 226 vehicle movements per day of which 59 would be HGVs. Comparing these with the traffic survey results shows that the sites operation is typical of this land use.

3.8 In order to assess the worst case in terms of traffic flows, the higher trip rates derived from TRICS have been used for the assessment, details of which are provided later in the report.

Accident Analysis

3.9 Personal injury accident (PIA) data for Church Lane has been obtained. This data is for a three year period between 01/01/97 to 31/12/99, and is attached at **Appendix D.**

NEED TO BE CHECKED

3.10 The data shows that there have been 5 accidents in total along Church Lane between its junctions with the A272 to the east and Hyde End Lane to the west. Of these recorded accidents, only two accidents occurred in the vicinity of the site. The first involved a car turning left from the

eastern access colliding with a cycle due to a restricted view from the car. The second accident involved the trailer of a HGV, which swung out to turn left into the eastern access colliding with car travelling in the opposite direction along Church Lane.

3.11 The remainder of accident, one occurred on the bends east of the site and involved a farm tractor and trailer where an insecure load fell off. Of the remaining accidents, 1 involved a vehicle loosing control on the sharp bend at Brooker Hill, and the other involved a right turner from Brooker Hill colliding with a car travelling northbound on the A327 Shinfield Road.

3.12 With the closure of both the eastern and western accesses and the provision of a new improved site access junction, safety at this location will be vastly improved.

4.0 PPG13 ISSUES

Public Transport

Bus service

4.1 The site is served by bus services operated by Reading Buses and Tillingbourne, and run along Church Lane / Brooker Hill. The services are summarised in Table 4.1 below.

Table 4.1 Summary of Bus Services

Service No.	Route	Frequency
12	Reading Station – Aldershot	AM Peak – 1 per hour Daytime – 1 per hour PM Peak – 1 per hour
111	Reading Station – Swallowfield	AM Peak – 1 per hour Daytime – 1 per hour PM Peak – 1 per hour

4.2 The site is considered to be reasonably well served by public transport, with a combined frequency of 30 minutes into Reading Town Centre, which provide the opportunity for connection to further services to many local and regional destinations. The bus station is located within walking distance of Reading British Rail Station, from which services run to London.

Pedestrian/ Cycle links

4.3 The site is served by a 2.5m wide combined cycleway and footway which runs along the northern side of Brooker Hill, from the A327 to the pedestrian island west of the eastern arm of the site access, at which point the cycleway/footway crosses to the south side of Church Lane and continues westwards to the junction with Hyde End Road.

4.4 The location of this link will provide staff to the site an alternative mode of travel other than the private motor car. This is in accordance with the Governments current aims and aspiration of promoting more sustainable modes of travel.

4.5 As part of the development proposal, safe secure cycle storage facilities could be provided on the site in accordance with the council's standards, to encourage a more healthy and sustainable mode of travel.

5.0 ASSESSMENT

5.1 The traffic generation of the proposal when compared to the existing use of the site has been assessed within this section for the combined network and development peak periods of 0730-0830hrs and 1700-1800hrs on a typical weekday.

5.2 Based on the traffic generation of the existing site derived from the survey at the site, an increase in floor area of some 5.4% to 5300m^2 will result in an increase of 11 vehicle movements during a 12-hour period, of which some 3 would be HGV movements.

5.3 However, due regard has been made of the Inspectors Decision Notice which identified that the TRICS data can be used for the assessment. The TRICS database has been used, and the arrival/departure profile is attached at **Appendix E**. This demonstrates that the traffic generation of the site will result in an increase of some 14-vehicle movements during a 12-hour period, which would comprise of 4 HGV movements. This worst case, based on the TRICS trip rates has been used in the traffic assessment contained later in this report.

5.4 The existing and proposed traffic generation (based on the observed traffic distribution of the existing site set against the network flows) are summarised diagrammatically at **Figures 3** and **4** respectively.

5.5 Table 5.1 below summarises the increase in total traffic flows along Church Lane as a direct result of the proposal:

Table 5.1: Summary of total traffic flows

	East of Site along Church Lane			West of Site along Church Lane		
	Existing Flows	Proposed Flows	% increase	Existing Flows	Proposed Flows	% increase
AM	1068	1071	0.28%	1067	1073	0.56%
PM	832	832	0%	820	821	0.12%
Daily	7054	7086	0.45%	7076	7079	0.04%

5.6 It can be seen therefore that the anticipated increase in total flows along Church Lane during the peak hours range from 0% to 0.56% (AM peak west of the site) which in terms of increased vehicle flows is negligible.

5.7 Table 5.2 below summarises the increase in total HGV movements along Church Lane.

Table 5.2: Summary of HGV flows

	East of Site			West of Site		
	Existing Flows	Proposed Flows	% increase	Existing Flows	Proposed Flows	% increase
AM	10	10	0.0	12	12	0.0
PM	15	15	0.0	18	18	0.0
Daily	99	101	2.0	133	135	1.5

5.8 It can be seen from the above table that the increase in total HGV flows along Church Lane ranges from a zero increase to 2% throughout the day, with 0% increases in the peak periods. In real terms, the daily increase is imperceptible.

5.9 In summary, the relatively small increase in floor area will result in only a minimal increase in traffic flows which would be imperceptible to anyone living, travelling or walking in the area and is likely to be less than the daily variation of flows in any event. There would therefore be no detrimental harm to matters of acknowledged importance as a result of this proposal. Indeed, as suggested above, there would be positive benefit to highway safety as a result of the improved access layout and amended layout to the current access arrangement.

6.0 CONCLUSION

6.1 A transportation assessment report has been undertaken in respect to the planning application for the development proposals at Pulleyns Transport, Church Lane, Shinfield, Reading.

6.2 The site currently accommodates 5028m^2 of B8 warehousing (distribution), which generates some 201 vehicles throughout the day.

6.3 It is proposed to increase the floor area by some 272m^2 to 5300m^2 on the site. The additional traffic will increase the total daily flows along the immediate road network by some 14 vehicles from 201 to 215 vehicles, of which the increase in HGVs is some 4 vehicles during the 12-hour period (0700-1900), which equates to one vehicle every 3 hours.

6.4 The existing substandard accesses would be stopped up subject to the Local Planning Authorities approval and replaced with a new improved site access junction, designed in accordance with PPG13 and TD42/95, which will significantly enhance safety at this location.

6.5 The site is served by a combined footway/ cycleway which runs along the northern side of Brooker Hill, from the A327 to just west of the eastern access, at which point it crosses to the south side of Church Lane and continues westwards to the junction with Hyde End Road. This provides visitors to the site with an alternative mode of transport other than the motor car, and therefore is in accordance with the Governments current policies.

6.6 Whilst preparing this report, due consideration has been made of the Planning Inspectors Decision Notice in respect of the Planning Appeal that was undertaken on this site in 1999.

6.7 In summary, the increase in floor area proposed would not increase traffic significantly from that currently generated by the site. The provision of an improved site access junction will provide a safety benefit, which outweighs any marginal increase in traffic movement associated with the site. Therefore, there are no valid highway or traffic reasons why this planning application should be refused permission.

FIGURES

FIGURE 1

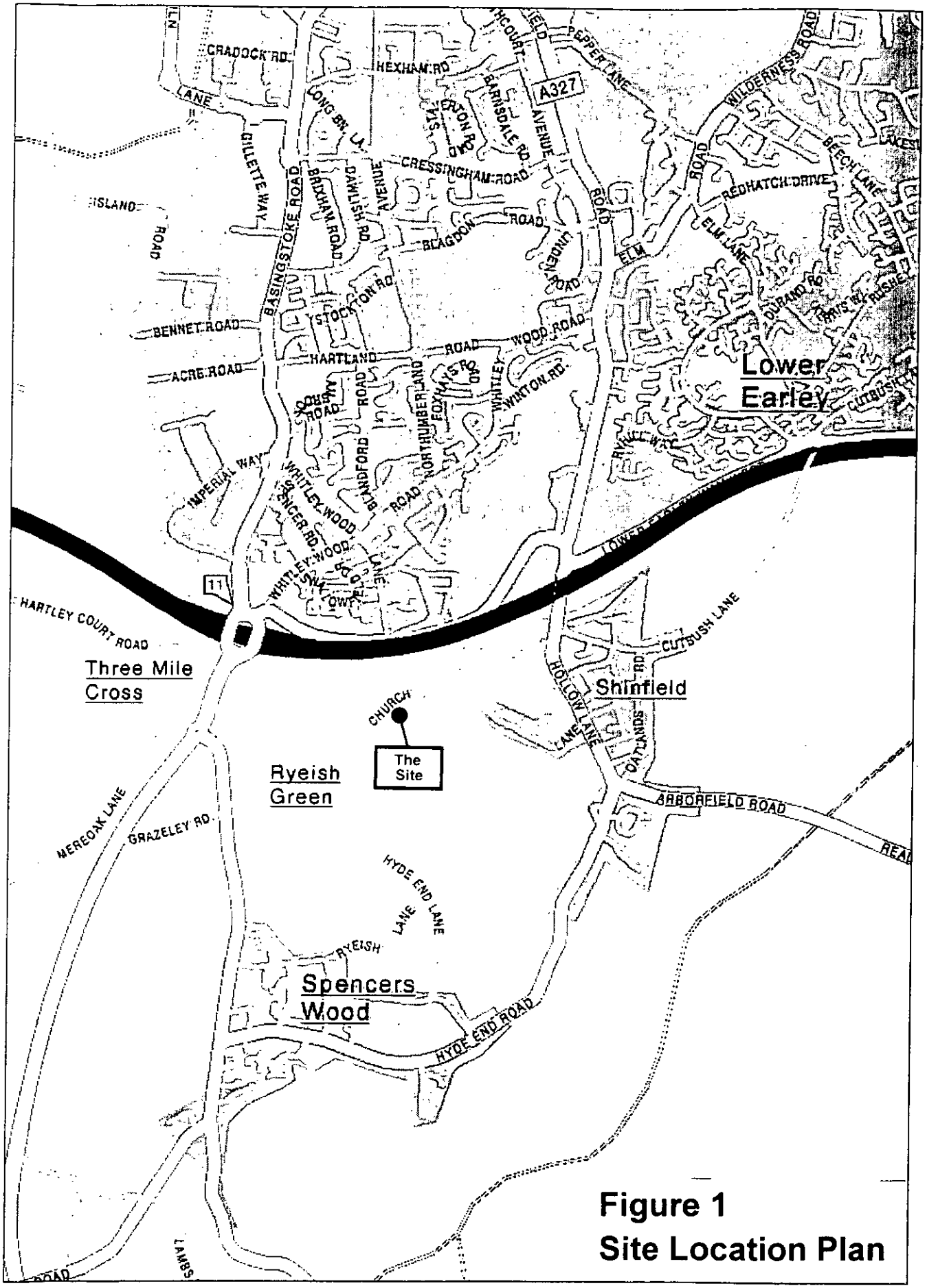


Figure 1
Site Location Plan

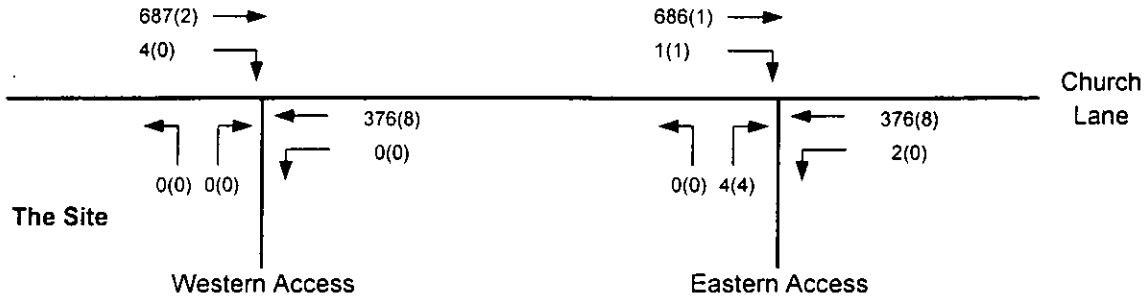
© 1995-1998 Navigation Technologies B.V. All rights reserved.
Based upon Ordnance Survey electronic data and used with the permission of The Controller of Her Majesty's Stationary Office. © Crown Copyright 1995.
© Andes VSP B.V., Eindhoven, The Netherlands

FIGURE 2

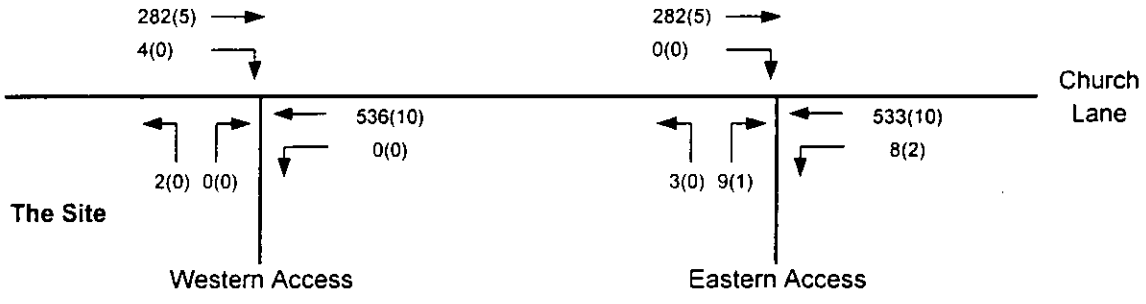
FIGURE 3

Figure 3
Existing Flows

AM PEAK



PM PEAK



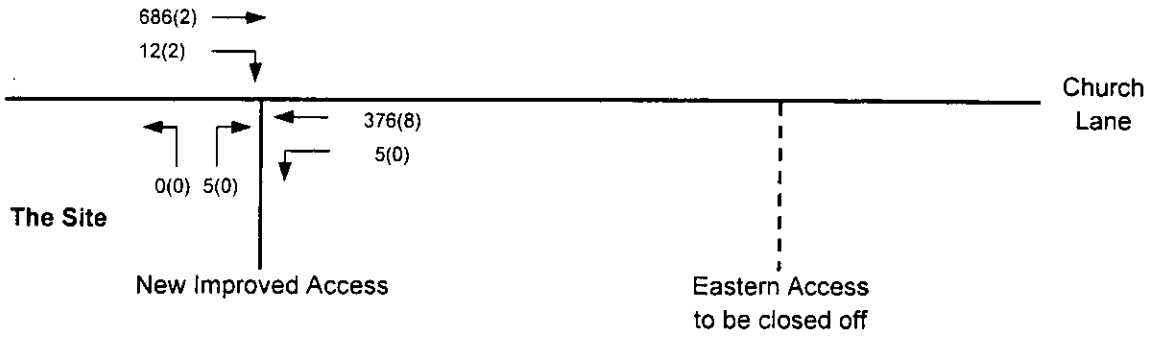
DAILY



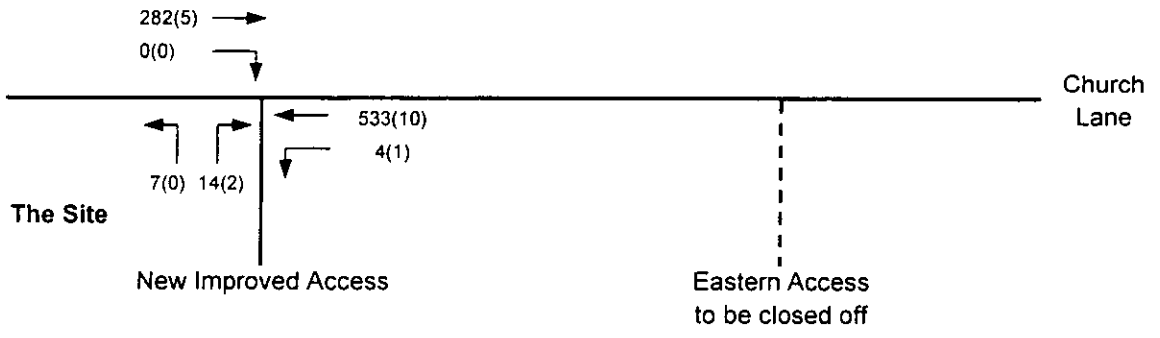
FIGURE 4

Figure 4
Proposed Flows (B8 use)

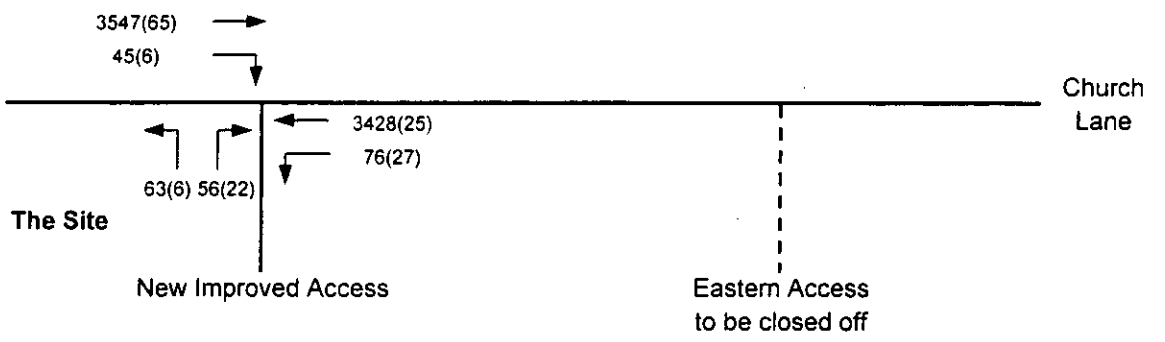
AM PEAK



PM PEAK



DAILY



APPENDICES

APPENDIX A

SITE ACCESS SURVEYS

TIME	WESTERN ACCESS												EASTERN ACCESS											
	Left in			Right in			Left out			Right out			Left in			Right in			Left out			Right out		
	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV
7.00-7.30				3	-	-	-	-	-				3	-	3	-	-	-	-	-	1	-	-	-
7.30-8.00				4	-	-	-	-	-				1	-	-	-	-	1	-	-	-	-	-	3
8.00-8.30				1	-	-	-	-	-				1	-	-	-	-	-	-	-	-	-	-	1
8.30-9.00				3	-	-	-	-	-				1	-	-	2	-	-	-	-	-	-	-	1
9.00-9.30				5	-	-	1	-	-				3	-	-	-	-	-	-	-	-	2	-	1
9.30-10.00				2	-	-	4	-	-				-	-	2	-	-	-	1	-	-	-	-	-
10.00-10.30				-	-	-	1	-	-				-	-	1	-	-	-	-	-	-	-	-	-
10.30-11.00				3	-	-	2	-	-				-	-	2	-	-	-	-	-	-	-	-	2
11.00-11.30				-	-	-	-	-	-				1	-	-	1	1	1	-	-	-	2	-	2
11.30-12.00				-	-	-	2	-	-				1	2	2	-	-	-	1	3	-	1	-	-
12.00-12.30				-	1	-	2	-	-				2	-	1	1	-	1	-	1	-	-	-	-
12.30-13.00				1	-	-	1	-	-				-	-	1	-	-	-	-	-	2	1	-	-
13.00-13.30				3	-	-	2	-	-				1	-	1	2	-	1	-	-	-	2	-	-
13.30-14.00				1	-	-	1	-	-				-	-	-	-	-	-	1	-	-	-	-	1
14.00-14.30				1	-	-	-	1	-				2	-	3	-	-	1	-	-	1	-	-	1
14.30-15.00				2	-	-	2	-	-				1	1	-	-	-	-	-	-	-	-	-	1
15.00-15.30				2	-	-	1	-	-				2	-	1	-	-	-	-	-	-	4	-	1
15.30-16.00				-	-	-	-	-	-				1	-	1	-	-	-	-	-	-	-	-	3
16.00-16.30				-	-	-	2	-	-				1	-	1	-	-	-	-	-	-	1	-	1
16.30-17.00				1	-	-	1	-	-				1	-	2	-	-	-	-	-	-	1	-	-
17.00-17.30				1	-	-	6	-	-				3	-	1	-	-	-	3	-	-	5	-	1
17.30-18.00				-	-	-	2	-	-				3	-	1	-	-	-	-	-	-	3	-	-
18.00-18.30				-	-	-	5	-	-				-	-	-	-	-	-	1	-	-	4	-	1
18.30-19.00				1	-	-	2	-	-				-	-	-	-	-	-	-	-	-	1	-	-
TOTAL				34	1	-	37	1	-				28	3	23	6	1	5	7	4	4	27	-	20

SURVEY DETAILS
BROOKERS HILL / A327

TIME	LEFT IN				RIGHT IN				LEFT OUT				RIGHT OUT			
	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus
7.00-7.30	44	-	1	-	100	5	4	-	154	5	5	-	10	-	-	-
7.30-8.00	3	2	2	-	156	1	4	-	347	-	3	-	5	1	-	-
8.00-8.30	2	1	1	-	200	2	1	3	322	-	1	3	3	-	1	-
8.30-9.00	7	1	-	-	156	6	3	1	295	4	3	4	10	1	6	-
9.00-9.30	19	1	1	-	109	1	5	-	265	3	3	2	26	-	-	-
9.30-10.00	10	-	3	-	61	-	5	-	125	2	3	-	40	1	1	-
10.00-10.30	8	-	3	-	47	2	4	-	75	-	2	-	12	-	-	-
10.30-11.00	19	1	2	-	47	-	3	-	44	1	4	-	11	-	2	-
11.00-11.30	22	1	3	-	55	1	3	-	41	1	1	-	19	1	3	-
11.30-12.00	24	1	2	-	56	2	3	1	67	1	3	-	14	3	1	-
12.00-12.30	20	1	1	-	75	2	7	-	64	4	2	-	20	1	3	-
12.30-13.00	22	3	2	-	66	3	4	-	57	3	4	-	14	1	2	-
13.00-13.30	11	-	1	-	64	2	2	-	73	1	2	-	14	1	1	-
13.30-14.00	8	-	2	-	78	-	3	-	75	1	6	-	11	3	-	-
14.00-14.30	14	3	-	-	90	2	3	-	56	-	5	-	16	1	2	-
14.30-15.00	23	1	1	-	102	1	5	2	57	4	2	2	18	-	1	-
15.00-15.30	14	3	2	-	119	3	3	-	130	1	1	4	20	-	2	-
15.30-16.00	10	3	8	-	85	4	3	-	66	1	-	-	19	1	1	-
16.00-16.30	35	2	-	-	129	4	5	-	67	2	-	-	20	3	-	-
16.30-17.00	56	2	-	-	172	2	5	1	107	3	-	-	19	1	1	-
17.00-17.30	65	4	1	-	186	2	8	1	131	2	-	-	3	-	3	-
17.30-18.00	46	1	3	-	221	2	-	-	140	-	3	-	7	-	-	-
18.00-18.30	46	-	-	1	174	1	1	-	169	1	-	-	12	-	1	-
18.30-19.00	24	-	-	-	170	2	2	-	129	1	1	-	10	-	-	-
TOTAL	552	31	39	1	2718	50	86	9	3056	41	54	15	353	19	31	0

APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : F WAREHOUSING (PRIMARILY DISTRIBUTION)

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1000 to 15881 (units: sqm)

Date Range: 01/01/90 to 09/10/97

Selected Survey Days:

Monday	3 days
Tuesday	7 days
Wednesday	8 days
Thursday	7 days
Friday	2 days

Selected Survey Types:

Manual Count	19 days
One Way ATC Count	8 days

LIST OF SITES relevant to selection parameters

1 **BC-02-F-01** **J.LEWIS,READING** **BERKSHIRE**
ARROWHEAD ROAD
THEALE
READING
Total Gross Floor Area: 7750 sqm
Survey Date: WEDNESDAY *28/11/90* *Survey Type: MANUAL*

2 **BC-02-F-02** **FOOD DISTRIBUTION** **BERKSHIRE**
ENTERPRISE WAY
COLTHROP
THATCHAM
Total Gross Floor Area: 15881 sqm
Survey Date: WEDNESDAY *28/11/90* *Survey Type: MANUAL*

3 **BC-02-F-03** **COLD STORAGE AND DISTRIBUTION** **BERKSHIRE**
DOWNMILL ROAD
WESTERN INDUSTRIAL ESTATE
BRACKNELL
Total Gross Floor Area: 4590 sqm
Survey Date: WEDNESDAY *20/11/91* *Survey Type: MANUAL*

4 **BC-02-F-04** **BISCUIT DISTRIBUTION** **BERKSHIRE**
WORTON DRIVE
WORTON GRANGE
READING
Total Gross Floor Area: 6533 sqm
Survey Date: WEDNESDAY *27/11/91* *Survey Type: MANUAL*

5 **ES-02-F-01** **BREWERY,LEWES** **EAST SUSSEX**

LEWES
Total Gross Floor Area: 3400 sqm
Survey Date: TUESDAY *04/06/91* *Survey Type: MANUAL*

6 **GL-02-F-01** **J.LEWIS,EALING** **GREATER LONDON**
KENDAL AVENUE
PARK ROYAL
EALING
Total Gross Floor Area: 12463 sqm
Survey Date: TUESDAY *18/06/91* *Survey Type: MANUAL*

7 **GL-02-F-02** **FREIGHT FORWARDING COMPANY** **GREATER LONDON**
CHASE ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 6700 sqm
Survey Date: TUESDAY *02/07/91* *Survey Type: MANUAL*
Survey Date: FRIDAY *28/06/91* *Survey Type: ONE WAY ATC*
Survey Date: MONDAY *01/07/91* *Survey Type: ONE WAY ATC*
Survey Date: WEDNESDAY *03/07/91* *Survey Type: ONE WAY ATC*
Survey Date: THURSDAY *04/07/91* *Survey Type: ONE WAY ATC*

8 **GL-02-F-03** **CARLSBERG,EALING** **GREATER LONDON**
OLD OAK LANE
PARK ROYAL
EALING
Total Gross Floor Area: 5000 sqm
Survey Date: THURSDAY *24/10/91* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

BC-02-F-04

9 **GL-02-F-04 VIDEO DISTRIBUTION** **GREATER LONDON**
OLD OAK LANE
PARK ROYAL
EALING
Total Gross Floor Area: 3000 sqm
Survey Date: TUESDAY 29/10/91 Survey Type: MANUAL
Survey Date: THURSDAY 31/10/91 Survey Type: ONE WAY ATC
Survey Date: FRIDAY 01/11/91 Survey Type: ONE WAY ATC
Survey Date: MONDAY 04/11/91 Survey Type: ONE WAY ATC
Survey Date: WEDNESDAY 06/11/91 Survey Type: ONE WAY ATC

10 **GL-02-F-05 WINE DISTRIBUTION** **GREATER LONDON**
CHANDOS ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 7000 sqm
Survey Date: WEDNESDAY 30/10/91 Survey Type: MANUAL

11 **GL-02-F-06 GARDEN FURNITURE DISTRIBUTION** **GREATER LONDON**
CHANDOS ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 1000 sqm
Survey Date: WEDNESDAY 30/10/91 Survey Type: MANUAL

12 **GL-02-F-07 CABLE DISTRIBUTION** **GREATER LONDON**
STANDARD ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 1393 sqm
Survey Date: THURSDAY 03/10/91 Survey Type: MANUAL

13 **GL-02-F-08 SEALING MATERIALS DISTRIBUTION** **GREATER LONDON**
FAIRWAY DRIVE
GREENFORD
EALING
Total Gross Floor Area: 3900 sqm
Survey Date: TUESDAY 05/11/91 Survey Type: MANUAL

14 **GL-02-F-09 CABLE DISTRIBUTION** **GREATER LONDON**
FAIRWAY DRIVE
GREENFORD
EALING
Total Gross Floor Area: 1420 sqm
Survey Date: TUESDAY 05/11/91 Survey Type: MANUAL

15 **GL-02-F-10 VALVES DISTRIBUTION** **GREATER LONDON**
HALIFAX ROAD
GREENFORD
EALING
Total Gross Floor Area: 2787 sqm
Survey Date: THURSDAY 14/11/91 Survey Type: MANUAL

16 **GL-02-F-11 PHARMACEUTICALS DISTRIBUTION** **GREATER LONDON**
HALIFAX ROAD
GREENFORD
EALING
Total Gross Floor Area: 7900 sqm
Survey Date: THURSDAY 14/11/91 Survey Type: MANUAL

17 **GL-02-F-12 ELECTRICAL PRODUCTS DISTRIBUTION** **GREATER LONDON**
FIELD WAY
GREENFORD
EALING
Total Gross Floor Area: 7525 sqm
Survey Date: TUESDAY 19/11/91 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18 GM-02-F-01 ASDA DISTRIBUTION CENTRE GREATER MANCHESTER
HEMFIELD ROAD
INCE-IN-MAKERFIELD
WIGAN
Total Gross Floor Area: 8848 sqm
Survey Date: MONDAY 10/04/95 Survey Type: MANUAL

19 SC-02-F-01 COURAGE,WEYBRIDGE SURREY
VICKERS DRIVE
BROOKLANDS
WEYBRIDGE
Total Gross Floor Area: 7085 sqm
Survey Date: THURSDAY 09/10/97 Survey Type: MANUAL

TRIP RATE for Land Use EMPLOYMENT/WAREHOUSING (PRIMARILY DISTRIBUTION)
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
00:30 - 01:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
01:00 - 01:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
01:30 - 02:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
02:00 - 02:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
02:30 - 03:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
03:00 - 03:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
03:30 - 04:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
04:00 - 04:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
04:30 - 05:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
05:00 - 05:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
05:30 - 06:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
06:00 - 06:30	10	4720	0.05	10	4720	0.00	10	4720	0.05
06:30 - 07:00	10	4720	0.04	10	4720	0.00	10	4720	0.04
07:00 - 07:30	25	4985	0.12	25	4985	0.05	25	4985	0.17
07:30 - 08:00	25	4985	0.12	25	4985	0.04	25	4985	0.17
08:00 - 08:30	**25**	**4985**	**0.17**	25	4985	0.05	25	4985	0.21
08:30 - 09:00	25	4985	0.15	25	4985	0.04	25	4985	0.19
09:00 - 09:30	25	4985	0.15	25	4985	0.05	25	4985	0.20
09:30 - 10:00	25	4985	0.14	25	4985	0.05	25	4985	0.20
10:00 - 10:30	25	4985	0.07	25	4985	0.08	25	4985	0.15
10:30 - 11:00	25	4985	0.07	25	4985	0.07	25	4985	0.13
11:00 - 11:30	25	4985	0.06	25	4985	0.06	25	4985	0.13
11:30 - 12:00	25	4985	0.06	25	4985	0.06	25	4985	0.12
12:00 - 12:30	25	4985	0.09	25	4985	0.09	25	4985	0.18
12:30 - 13:00	25	4985	0.08	25	4985	0.09	25	4985	0.17
13:00 - 13:30	25	4985	0.12	25	4985	0.09	25	4985	0.21
13:30 - 14:00	25	4985	0.13	25	4985	0.09	25	4985	0.22
14:00 - 14:30	25	4985	0.10	25	4985	0.09	25	4985	0.19
14:30 - 15:00	25	4985	0.09	25	4985	0.11	25	4985	0.20
15:00 - 15:30	25	4985	0.05	25	4985	0.08	25	4985	0.13
15:30 - 16:00	25	4985	0.05	25	4985	0.08	25	4985	0.13
16:00 - 16:30	25	4985	0.06	25	4985	0.12	25	4985	0.18
16:30 - 17:00	25	4985	0.04	25	4985	0.13	25	4985	0.17
17:00 - 17:30	25	4985	0.04	**25**	**4985**	**0.18**	**25**	**4985**	**0.22**
17:30 - 18:00	25	4985	0.03	25	4985	0.17	25	4985	0.20
18:00 - 18:30	21	5377	0.03	21	5377	0.08	21	5377	0.11
18:30 - 19:00	21	5377	0.02	21	5377	0.07	21	5377	0.09
19:00 - 19:30	9	4689	0.01	9	4689	0.02	9	4689	0.04
19:30 - 20:00	9	4689	0.00	9	4689	0.03	9	4689	0.03
20:00 - 20:30	9	4689	0.00	9	4689	0.01	9	4689	0.01
20:30 - 21:00	9	4689	0.00	9	4689	0.00	9	4689	0.01
21:00 - 21:30	9	4689	0.01	9	4689	0.01	9	4689	0.02
21:30 - 22:00	9	4689	0.00	9	4689	0.01	9	4689	0.01
22:00 - 22:30	8	4850	0.00	8	4850	0.01	8	4850	0.01
22:30 - 23:00	8	4850	0.00	8	4850	0.01	8	4850	0.01
23:00 - 23:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
23:30 - 24:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
Daily Trip Rates:			2.19			2.12			4.31

APPENDIX C

Warehousing (Primarily Distribution)

Site	Car	M/C	PSV	LGV	OGV (1)	OGV (2)
BC-02-F-02	41	2	0	7	11	39
GL-02-F-01	43	1	0	12	37	7
GM-02-F-01	65	0	0	5	16	14
GL-02-F-11	54	3	0	14	20	9
BC-02-F-01	45	4	0	22	27	2
GL-02-F-12	79	0	0	9	7	5
SC-02-F-01	52	2	0	7	29	10
GL-02-F-05	81	0	0	12	4	3
GL-02-F-02	67	2	0	13	13	5
BC-02-F-04	46	1	1	10	11	31
GL-02-F-03	67	0	0	6	17	10
GL-02-F-08	40	1	0	24	30	5
GL-02-F-04	75	4	0	8	12	1
GL-02-F-10	75	0	0	8	17	0
GL-02-F-09	63	2	0	24	11	0
GL-02-F-07	60	0	0	16	18	6
GL-20-F-06	70	0	0	10	17	3
Average	**60.18**	**1.29**	**0.06**	**12.18**	**17.47**	**8.82**

APPENDIX D

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--	475	W3351098	Slight	FRI	30/10/1998	1906	0	471630/167860	001/

CHURCH RD 150M NE BASINGSTOKE RD O/S EASTFIELD COTTAGE WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	NotJCT	NotJ	Dark+L	.	Dry	.	.	

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	2 Pa F46.	F	No ?			
								2V	2 Pa M10.	R	No ?			3502

C1 TRAV SW ON LT BND HIT REAR C2

User Information: NB C/Factors: 21

-- 475 W0991097 Slight THU 23/10/1997 2335 0 472490/168390 005/

CHURCH LN (BROOKERS HILL) APP 3/4ML NE OLD BASINGSTOKE RD WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
60mph	Single2L	Priv	Unct	Dark-N	.	Dry	.	.	

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	1 Dr M38.		No ?			

HGV2 TRNG LT FROM NE TO SE SWUNG OUT TO MAKE TRN & TRAILER WAS HIT BY C1 TRAV NE

User Information: ED C/Factors: 21 41

-- 475 W0470799 Slight WED 07/07/1999 0830 50291 472492/168401 005/

BROOKERS HILL O/S UBHI HOUSE ENT. APP 170M SW JNC CHURCH LN SHINFIELD 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
40mph	Single2L	Priv	Unct	.	.	Dry	.	.	

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	2 Dr F12.		?		Y	7501

PC2 TRAV SW HIT BY C1 TRNG LT FRM S TO SW (RESTRICTED VIEW FOR C1)

User Information: LD C/Factors: 51B 21B 39B

-- 475 W0751297 Slight TUE 16/12/1997 1245 0 472680/168640 006/

BROOKERS HILL APP 450M W HOLLOW LN NR NURSERY CORNER WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
60mph	Single2L	NotJCT	NotJ	.	.	Dry	.	.	

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	1 Pe M20.		NoFOOT ?	Bck		

OMV1 (TRACTOR & TRAILER) TRAV SE ON RT BND UNSECURED LOAD FELL OFF TRAILER & HIT PED WLKNG ON FWAY

User Information: PW C/Factors:

-- W1031299 Unknown *BA / / See attached 0/ 0/

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
0mph	Unknown	NotJCT	NotJ	?	?	?	.	.	

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School

User Information: C/Factors:

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--	475	W0670397	Slight	FRI	28/03/1997	1200	0	473110/168630	007/

A327 SHINFIELD RD JNC BROOKERS HILL WOKINGHAM 1st Rd: A327 2nd Rd: N45

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
60mph	Single2L	T/Stag	Give	.	.	Dry		.	.

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	P	Sch School
								1V 1	Pa F69.	F	No		?	

C2 TRAV N ON RHBEND HIT BY C1 TRNG RT FRM W TO S

User Information: RD C/Factors:

-- 475 W0571297 Slight SAT 13/12/1997 0800 0 473120/168600 007/

HOLLOW LN APP 100M S CUTBUSH LN O/S MAGNOLIA LODGE WOKINGHAM 1st Rd: A327 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l Hazard
60mph	Single2L	Priv	Unct	.	.	Dry		.	.

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	P	Sch School
								1V 1	Dr F70.	No	?			
								2V 2	Dr F22.	No	?			

C1 TRNG RT FROM E TO N FROM PTE ENT FAILED TO GWAY & WAS HIT BY C2 TRAV S

User Information: RD C/Factors:

Accident Report: W10312999 *Wednesday 24 May 2000 09:47:50*

Local/A	Severity	Date	Day	Time	Link/Node	Area: Grid Reference
475	Slight	07 December 1999	Tue	0845		472680 - 168645

Speed	C'way	Junction/Control	Light	Weather	R/Surf.	Ped'n X'	Special	Hazard
40	Single2L			Wet				

Location: *BROOKERS HILL APP 450M W HOLLOW LN SHINFIELD*

Descrip'n: *C1 TRAV SE LST CONT ON SHARP LT BND, SKDD & LEFT CWAY OSIDE*

Vehicle						Casualty		
No. Veh	Man' Dir	Loc'n	Juct'n	L/C Hit Obj's	Drv B't	No. In Cl S/A/S Pass	Ped'n	Pupil
1 Car	Lh-BNWSE	On Main	OnMain	S OF Sign M18.		1V 1 Dr M18.		
						2V 1 Pa M12. R		

Severity Codes: . (dot) - slight, X - serious, F - fatal

S/A/S - Casualy Sex/Age/Severity

APPENDIX E

Pulleyns Transport

B8 Warehousing

	Proposed 5908				
	Arr		Dep		Two-way
	Trip Rate	Vehs	Trip Rate	Vehs	Vehs
0700-0730	0.12	7	0.05	3	10
0730-0800	0.12	7	0.04	2	9
0800-0830	0.17	10	0.05	3	13
0830-0900	0.15	9	0.04	2	11
0900-0930	0.15	9	0.05	3	12
0930-1000	0.14	8	0.05	3	11
1000-1030	0.07	4	0.08	5	9
1030-1100	0.07	4	0.07	4	8
1100-1130	0.06	4	0.06	4	7
1130-1200	0.06	4	0.06	4	7
1200-1230	0.09	5	0.09	5	11
1230-1300	0.08	5	0.09	5	10
1300-1330	0.12	7	0.09	5	12
1330-1400	0.13	8	0.09	5	13
1400-1430	0.1	6	0.09	5	11
1430-1500	0.09	5	0.11	6	12
1500-1530	0.05	3	0.08	5	8
1530-1600	0.05	3	0.08	5	8
1600-1630	0.06	4	0.12	7	11
1630-1700	0.04	2	0.13	8	10
1700-1730	0.04	2	0.18	11	13
1730-1800	0.03	2	0.17	10	12
1800-1830	0.03	2	0.08	5	6
1830-1900	0.02	1	0.07	4	5
Total	2.02	121	1.95	119	235

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