APPLICATION NO
F/2002/7868

LOCATION
Remenham Farm Remenham Lane,
Remenham Henley-On-Thames.

APPLICANT
T A Cope's Family Settlement Trust C/O Barnes Smith Associates

PROPOSAL
Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

EARLIEST DATE FOR DECISION: **02/12/2002**

APPLICATION WILL HAVE EXPIRED ON: 19/12/2002

CASE OFFICER: **Heidi Lynch**

See F/2002/7867 for correspondence.

REMENHAM FARM

24. OCT. 2002 7868

T A COPAS FAMILY SETTLEMENT TRUST

TRANSPORT ASSESSMENT - ADDENDUM 1

17 May 2002



FABER MAUNSELL

T A COPAS FAMILY SETTLEMENT TRUST

REMENHAM FARM

TRANSPORT ASSESSMENT – ADDENDUM No. 1

May 2002

Prepared by: .....
Phil Parker
Consultant

Approved by: .....
John Watson
Principal Consultant

Reviewed by: .....
Angela Dove
Principal Consultant

Rev No	! Comments	Approved /Reviewed	Date
0			
1	Review following Wokingham DC comments.		15/5/2002

Job No: 26639TSE
Reference: 4363R/JAW-CD1/LJ
Date created: 18 July 2001

T +44 (0)20 8784 5784
F +44 (0)20 8784 5700
www.fabermaunsell.com

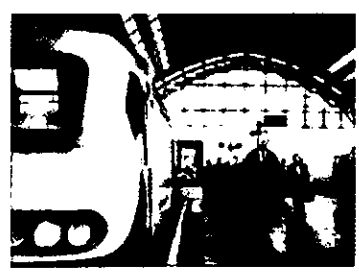
Marlborough House
Upper Marlborough Road
St Albans, Herts AL1 3UT

CONTENTS

1 INTRODUCTION 1
2 REVIEW OF TRIP GENERATION 3
2.1 TRIP RATES 3
2.2 TRAFFIC GENERATION AT FORMER FARM BUILDINGS 3
2.3 TRICS DATABASE 3
2.4 TRIP GENERATION 3
2.5 TRIP DISTRIBUTION 3
2.6 TRIP ASSIGNMENT 4
3 REVISED IMPACT OF DEVELOPMENT 6
3.1 TRIP GENERATION 6
3.2 TRIP DISTRIBUTION 6
4 ACCESSIBILITY AND PARKING 9
4.1 PUBLIC TRANSPORT 9
4.2 WALKING 9
4.3 CYCLING 9
4.4 VEHICULAR ACCESS TO THE SITE 9
4.5 PARKING ON SITE 10
5 GREEN TRANSPORT PLAN 12
5.1 INTRODUCTION 12
5.2 OBJECTIVES 12
5.3 BASELINE DATA & STAFF TRAVEL SURVEY 12
5.4 TARGETS 12
5.5 PROPOSED MEASURES 13
5.6 MONITORING 14
6 CONCLUSIONS 16
APPENDIX A – TRAFFIC COUNT DATA 18
APPENDIX B – DRAWING NO 26639/SK1 (REDUCED SCALE) 19

1 INTRODUCTION





1 Introduction

The TA Copas Family Settlement Trust is proposing to re-develop Remenham Farm to provide 795m^2 B1 office and 237m^2 B8 storage buildings. This comprises a total of 1032m^2 gross development floor area. This will replace the existing site buildings, which comprise 1038m^2 floor area of storage.

In July 1997 Oscar Faber (now FaberMaunsell) produced a Traffic Impact Assessment for a proposed development of 1262m^2 B1 offices. The scope of the assessment was discussed with Wokingham District Council at the time of preparation of the report.

Since the preparation of the original report, there have been changes to the size of the proposed development and also to the circulation of traffic in the centre of Henley-on-Thames. As a result of this, Wokingham District Council has requested that the trip generation for the development be reviewed. This review is to include:

- Verification that the trip generation rates previously derived from TRICS remain appropriate
- Trip distribution for development generated traffic
- Impact on local highway network.

The results of this review are described in this Addendum to the original Traffic Impact Assessment.

Since the preparation of the original report Government Policy has changed to promote sustainable modes of travel. This addendum also considers the existing public transport, walking and cycling network and considers the accessibility of the development. A Green Transport Plan has been prepared setting out how the use of sustainable travel will be encouraged. It is intended that future employers would adopt this plan. This is included in section five of this report.

The content of this report has been discussed with officers of Wokingham Council at a number of meetings. Arising from these discussions, a number of amendments have been incorporated into the report in response to issues raised by the Council. It is now our understanding that there are no outstanding transport or highway issues to be resolved.

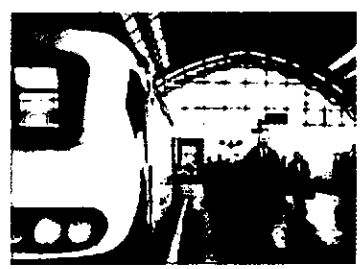
FORMAT OF THE REPORT

This report includes in chapter 3 details of the number of vehicular trips the development is likely to generate. Chapter 4 covers the distribution of these trips and their impact on to the local highway network. Accessibility and parking issues are dealt with in chapter 4 including consideration of sustainable modes of travel such as public transport and cycling.

The proposed Green Transport Plan is described in chapter 5 and includes proposals for promoting and encouraging the use of sustainable modes of travel to and from the development. Finally, the conclusions of the report are set out in chapter 6.

2 REVIEW OF TRIP GENERATION





2 Review of Trip Generation

2.1 TRIP RATES

In order to bring the Traffic Impact Assessment up to date, from 1997 to 2001, Wokingham District Council has requested that the trip generation previously obtained from the TRICS database be reviewed. The most recent version of the database (TRICS 4.7) has therefore been interrogated to extract more recent comparable sites and in addition reference has been made to studies of other developments on farm sites.

2.2 TRAFFIC GENERATION AT FORMER FARM BUILDINGS

A number of surveys have been carried out by the Rural Development Commission, now the Countryside Agency, into the impact of the conversion of farm building to commercial use. RDC's report 'Survey of Traffic Generated by Conversion of Rural Buildings to Commercial Uses' 1991 conclude that standard traffic generation estimates are generally based on urban traffic studies and can exaggerate projections for rural areas by up to 33%.

A further study, Survey of Firms in Farm Buildings, was carried out by RDC and Kent CC to assess the changes taking place in businesses based in the Kent countryside. Part of the survey investigated traffic generation at companies now occupying farm buildings. This survey concluded that for small rural firms the traffic generated was 8.8 vehicle movements per day per 1000ft^2 (9.47/100m^2). This figure was very similar to results obtained from the 1991 survey of rural buildings (see above) and also to other studies carried out in Hampshire.

Using these results, average trip rates are shown in Table 2.1.

Table 2.1 – Average Trip Rates (per 100m^2)

Time	Arrivals	Departures
0800 – 0900	1.56	0.23
1700 – 1800	0.28	1.30
daily	4.74	4.74

2.3 TRICS DATABASE

Using the same parameters as the original study, revised mean trip rates have been identified. Table 2.2 summarises the peak hour arrival and departure rates.

Table 2.2 – TRICS B1 Trip Rates (per 100m^2)

Time	Arrivals	Departures
0800 – 0900	2.48	0.36
1700 – 1800	0.45	2.00
daily	7.52	7.26

In addition, new trip rates for the B8 storage land use have been derived and are included in Table 2.3.

Table 2.3 – TRICS B8 Trip Rates (per 100m^2)

Time	Arrivals	Departures
0800 – 0900	0.49	0.16
1700 – 1800	0.10	0.50
daily	3.45	3.26

The new search of the database identified only four comparable sites for the B1 use and only two for the B8 use. Therefore an assessment of the 85th percentile rates is not suitable or appropriate. However, on the basis of the surveys carried out by RDC, it is probable that the TRICS rates overestimate the traffic generation by up to 33%. In addition to the above, it is expected that the adoption of the Green Transport Plan (see section 5) will reduce the level of car commuting through the encouragement of car sharing and travel by minibus to/from the local railway station.

It is therefore proposed to adopt the mean TRICS trip rates as a robust projection of likely traffic at the site. These rates are approximately 60% greater than the figures obtained from the rural buildings surveys.

2.4 TRIP GENERATION

In order to determine the number of trips generated by the development, the trip rates (per 100m^2) obtained from the TRICS database were multiplied by the size of the development; 795m^2 for the B1 use and 237 m^2 for the B8 use. This resulted in the following peak hour trip generation:

Table 2.4 – Projected Trip Generation

Time	Arrivals	Departures
0800 – 0900	21	3
1700 - 1800	4	17
daily	68	65

The numbers of trips indicated in Table 2.4 represent a worst case. It is anticipated that the proposed development will be occupied by e-commerce type businesses. This will mean working hours will be more flexible than a traditional office environment. Consequently, the impact of the development in the peak hours, is likely to be lower than that predicted by the above trip rates.

2.5 TRIP DISTRIBUTION

Recently, there have been a number of changes to the local highway network in Henley-on-Thames.

The original assessment assumed that all trips generated by the development would travel along Remenham Church Lane to gain access to and from the site. The changes to the local highway network result in queues developing along the A4130 in the centre of Henley-on-Thames. Wokingham District Council considers that this queueing may result in traffic generated by the development using different routes and have requested that the trip distribution be reviewed.

In order to determine the current trip distribution, automatic traffic counts were undertaken at three locations in the vicinity of the Remenham Lane / Remenham Church Lane junction. The locations are shown in Figure 2.1.

The ATCs were taken during the period Thursday, 28 June – Wednesday, 4 July 2001. The traffic count information is included in Appendix A. The information was collected in the lead up to the Henley Regatta. Inspection of the results would suggest that traffic flows from Monday, 2 July are likely to be affected by Regatta generated traffic. Therefore, the traffic counts for Thursday, 28 June have been taken as being representative of a typical weekday. The information for this day has been used to determine the trip distribution.

The two way flows during the morning and evening peak hours on each of the links have been determined from the traffic counts. This information has then been used to determine the trip distribution in each of the peak hours. The distributions adopted are shown in Table 2.5.

Table 2.5 – Distribution of traffic generated by the site

Route	AM Peak	PM Peak
Remenham Lane East	6%	14%
Remenham Church Lane	31%	30%
Remenham Lane West	63%	56%

In the original report, three situations were considered for the further distribution of traffic through the surrounding highway network:

- 50% East, 50% West
- 75% East, 25% West
- 25% East, 75% West

The third situation is considered to be the worst case in terms of traffic impact in Henley, and therefore only this distribution has been applied for the purposes of this Addendum.

In order to distribute traffic onto the wider highway network it has been assumed that the westbound traffic has been further split into the following proportions, by destination:

- 10% to Henley-on-Thames and further west towards Oxford (A4130)
- 50% to Central Reading (A4155)
- 40% to East Reading (A321)

Figures 2.2 and 2.3 show the overall revised trip distribution for AM and PM peak hours respectively.

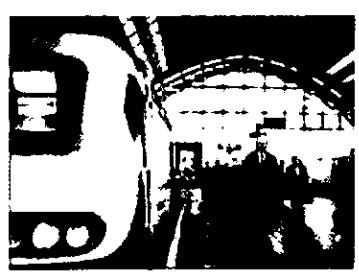
2.6 TRIP ASSIGNMENT

The trip generation identified in Section 2.4 has been assigned to the highway network in accordance with the 'worst case' trip distribution in Section 2.5. Figures 2.4 and 2.5 show the trip generation for the AM and PM peak hours.

In order to compare the impact of the original and revised trip distributions, the original trip generation used in the TIA has also been assigned to the wider highway network using the above proportions. The results are shown in Figures 2.6 and 2.7

3 REVISED IMPACT OF DEVELOPMENT





3 Revised Impact of Development

3.1 TRIP GENERATION

The revised trip generation has been compared to the trip generation included in the original TIA report. Table 3.1 compares the trip generation in the morning and evening peak hour for the mean trip rates.

Table 3.1 – Comparison of Trip Generation – Mean Trip Rates

Peak Hour	Original Report		Addendum No.1	
	Arrivals	Departures	Arrivals	Departures
AM	34	4	21	3
PM	4	28	4	17

The table demonstrates that the revised traffic generations based on the rural studies surveys and TRICS database are generally lower than that previously considered in the TIA.

It is therefore considered that the impact of the reviewed predicted trip generation is negligible.

3.2 TRIP DISTRIBUTION

The original assessment used the 85th%ile trip generation to consider the impact of the development on the local highway network.

The mean trip generation is generally considered to demonstrate typical levels of operation of a development. The 85th%ile trip generation is considered to be a worst case situation. The original report therefore forms a robust assessment of the future situation.

In order to provide a realistic assessment of the traffic situation, this addendum adopts the mean trip generation. A comparison of the trip assignments used in the original report and in this addendum, for the morning and evening peak hours is shown in Figures 3.1 and 3.2.

The re-distribution tends to remove through traffic from the A4130. This is achieved by vehicles using the Remenham Lane junction rather than Remenham Church Lane. Elsewhere, there is a negligible impact on the network.

It is understood that Wokingham District Council are concerned that the introduction of additional traffic at the A4130 / Remenham Lane junction would have a significant impact on the operation of the junction.

At a meeting held on 6 June 2001 with Wokingham District Council it was agreed that the impact on Remenham Lane would be used to judge this impact.

Remenham Lane is a quiet country lane. Between the junction with the A4130 and Remenham Farm access junction the standard of carriageway varies. The southern section is generally, wide enough for two-way operation, the northern section narrows to single-lane width. The northern section of carriageway has a number of passing places, both formal and informal. Observations of the operation of the narrow section of the road confirms that the existing arrangement functions satisfactorily.

Automatic traffic count data was collected on Remenham Lane immediately north of the A4130 junction. The information was collected for the period Thursday, 28 June – Wednesday, 4 July 2001. As previously stated the information was collected in the run up to the Henley Regatta, therefore, it is assumed that the information for Friday, 29 June is representative of a typical weekday.

The peak hour flows on Remenham Lane, taken from the ATC are shown in Table 3.3.

Table 3.3 – Remenham Lane Existing Traffic Flows

Peak Hour	Northbound	Southbound	Two Way
AM	68	15	83
PM	99	45	144

The traffic count information demonstrates that Remenham Lane is very lightly trafficked.

The generated traffic flows on Remenham Lane are tabulated below:

Table 3.4 – Remenham Lane Generated Traffic Flows

Peak Hour	Northbound	Southbound	Two Way
AM	13	2	15
PM	2	10	12

As the existing traffic flows on Remenham Lane are very low, the traffic generated by the development would represent a significant percentage increase in traffic flows. It is noted that no discounting of trip generation has been undertaken to reflect the fact that the development is currently generating traffic on the highway network or that the nature of the development is likely to reduce the impact during the peak hour.

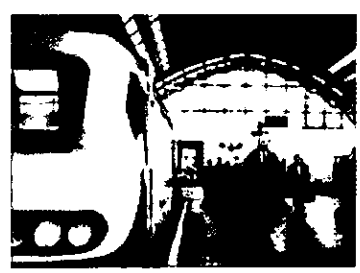
The worst case impact of the development will generate approximately 15 vehicles on Remenham Lane during the peak hour. On the basis of these figures, the impact of the development on Remenham Lane is unlikely to be significant. From observations made on site, it is anticipated

that the existing passing bay locations on the single lane section of carriageway would ensure the continued satisfactory operation of this section of carriageway. Forward visibility distances are sufficient for safe operation of the route.

The predicted level of increase is not considered to have a significant effect on the operation of Remenham Lane or its junction with the A4130.

4 ACCESSIBILITY AND PARKING





4 Accessibility and Parking

4.1 PUBLIC TRANSPORT

The development is located within an approximately 20 minute walk of Henley railway station. This provides access to local and regional centres such as Reading, Twyford, Maidenhead and London Paddington.

The railway station is a relatively long walk from the site, it is therefore unlikely that employees would regularly use this mode of travel to get to work. However, the location of the station offers the opportunity of providing some form of dedicated transport between it and the site for employees and visitors to the site.

There are two bus services, which serve Henley-on-Thames. The routes pass along the A4130 at the junction with Remenham Lane. The services an their frequencies are summarised below:

Service	Route	Frequency (mins)	
		Peak Hour	Off Peak
328	Reading, Twyford, Henley, Marlow, Wycombe	60	60
329	Reading, Caversham, Henley, Marlow, High Wycombe	60	60

The services provided are relatively infrequent and the routes are remote to the site. In order to address this issue, a dedicated taxi / minibus commuter service between Henley Station and the site will be provided as a service for employees and visitors at the site. It is therefore hoped that, where feasible, employees can be encouraged to travel to work by public transport.

4.2 WALKING

The site is located approximately 2km north of Henley town centre. The area around the development is largely rural and there are few destinations within reasonable walking distance.

The site is located on the eastern side of the Thames and has good access to the Thames Path, which runs south along the eastern bank of the river until it reaches Henley. It then crosses to the western bank. The developer will co-operate with others to ensure that this route is maintained and improved to encourage its use.

The location of the development is not likely to encourage a significant number of walking journeys.

4.3 CYCLING

Consultation has been carried out with the Rights Officer of Reading Cycle Tourist Club (CTC) from which it is understood that there are two routes that local cyclists currently use to travel between Henley and Aston and which pass very close to Remenham Farm. The first is via Remenham Lane, which is part of the local highway network. Although not having any specific provision for cyclists, it is noted that Remenham Lane is fairly lightly trafficked and therefore forms an attractive route for cyclists.

The Wokingham District cycle strategy does not include any specific provision for cyclists in the

Henley area, although it does identify Remenham Lane, Remenham Church Lane and the A4130 as being suitable for cyclists.

The second regularly used route between Henley and the site is via the Thames Path. This route is formally designated as a footpath but appears to be used regularly by cyclists, although it is restricted during Henley Week. Subject to limiting access by unauthorised vehicles, improved access arrangements for cycles between the Thames Path and Remenham Lane will be investigated and provided where appropriate.

The majority of Henley-on-Thames lies within a 15 minute cycle ride of the development. Therefore, there may be some opportunity to encourage cycling to work.

4.4 VEHICULAR ACCESS TO THE SITE

Vehicular access to the site is via either Remenham Lane or Remenham Church Lane. The earlier TIA identified improvements in Remenham Church Lane to provide passing places along the single lane stretch of the road. The developer offers to carry out these works as part of the development.

In Remenham Lane, there is sufficient width for vehicles to pass along most of its length. The increase in traffic from the development is only 15 vehicles per hour. However, in recognition of the fact that some additional traffic arising from the development will use this road, similar works are offered at the northern end of Remenham Lane. These works will improve three existing informal passing places just to the south and north of 'Old Blades', and provide a new passing place near to 'Cherwell'.

The location of these proposed improvements to passing places is shown on drawing no 26639/sk1, a copy of which is included in Appendix B.

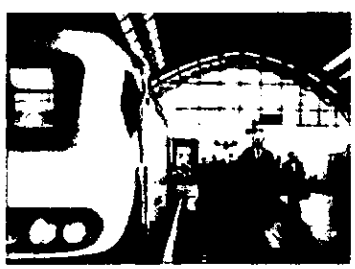
4.5 PARKING ON SITE

The revised proposals include 36 parking spaces on the site. This is a reduction from the previous proposal considered in the TIA, which had 51 spaces.

Secure parking facilities will also be provided for six cycles. In addition, shower and changing facilities will be provided in the redeveloped building for cyclists.

5 GREEN TRANSPORT PLAN





5 Green Transport Plan

5.1 INTRODUCTION

This section sets out details of the outline Green Transport Plan for the proposed development at Remenham Farm. It is envisaged that it will be further developed once more detailed information about its occupiers are known.

To ensure the commitment from future occupiers of the development, the outline Transport Plan will be presented to them and they will be required to sign up to the Transport Plan and to act upon the requirements set out within it.

5.2 OBJECTIVES

The main aim of the Transport Plan is to reduce employee travel by car for all work-related journeys and to improve the choice of travel available to them. The plan outlines a strategy that will help to manage effectively the way in which staff and visitors travel to the site, generating fewer trips on the local road network and therefore reducing congestion and parking demand. In recognition of this strategy, a lower level of parking on site is now proposed.

The plan aims to:

(1) Encourage walking and the use of cycles for short distance travel to and from the site.

(2) Encourage the use of public transport for all work related journeys.

(3) Reduce the dependency of employees on the private car and encourage employees to consider the most appropriate mode of travel for journeys undertaken.

(4) Reduce the need for unnecessary travel and encourage those that do have to travel (both staff and visitors) to do so in a way that is sustainable.

(5) Maximise the opportunity for staff and visitors to travel to, from and during work, using transport modes other than the private car.

(6) Where appropriate, encourage alternative working practices, which encourage more sustainable travel.

The intention is that future occupiers adopt these options as appropriate, and add information to include baseline travel data, specified targets and timescales.

The objectives and benefits of the Transport Plan should be understood and communicated to all staff from the outset.

The framework for the Remenham Farm Transport Plan will address the following issues;

1. Establishing baseline data.
2. Setting targets
3. Proposed measures
4. Delivering the plan
5. Monitoring and assessment

5.3 BASELINE DATA & STAFF TRAVEL SURVEY

It is anticipated that between 50 and 70 employees will be based at the proposed development. However it is unlikely that all these will be present on site at the same time because of different working patterns and hours of working. It will be necessary to carry out an employee travel survey as soon as practicable after an employer occupies the site. This will enable the existing modal split to be determined and clarify employees' perception on current travel choice and views on alternative modes of travel.

Changing employee travel choice is often increasingly difficult once a mode of travel has become established. With the majority of employees being new to the site it is important that proposed measures to encourage alternative modes be introduced as early as possible, so that initial travel choice is drawn away from the private car.

From the results of the survey, preferred measures can be chosen that are likely to have a greater effect on more sustainable travel choice by employees. The modal split will be used as the baseline, against which targets are set and monitoring of the effectiveness of the plan undertaken.

5.4 TARGETS

The targets will reflect the overall objectives of the Transport Plan; to reduce employee dependency on private cars for journeys to, from and during work and improve the choice of transport mode available to them.

Targets will be set in relation to the baseline survey data and the potential for change correlated from the travel survey.

It is envisaged that the most significant opportunities for changing travel habits will be obtained by encouraging:

- Promotion of car sharing scheme
- Encouraging travel by rail through the provision of dedicated transport to/from the site and the railway station
- Travel by cycle

The main targets will therefore relate to these modes. It is proposed that targets will be set once

the travel survey has been undertaken and existing modal split has been ascertained.

5.5 PROPOSED MEASURES

5.5.1 TRANSPORT CO-ORDINATOR

To ensure that the plan is delivered and monitored efficiently, and that effective communications are maintained with all staff, the employer will:

- Appoint a member of staff to be responsible for the implementation, monitoring and review of the Transport Plan.
- Specify the member of staff's duties and resource the post in order to achieve this.
- Ensure the member of staff maintains records necessary to effectively monitor the effects of the Plan, and make adjustments as necessary to achieve the set targets.

5.5.2 CAR SHARING

Car sharing involves two or more people sharing a car for their journey to / from work. It appeals to people because it does not involve giving up the convenience of the car, but at the same time it does reduce traffic.

The transport co-ordinator will be responsible for the scheme, which may involve setting up a database to match potential car sharers. The scheme may include the following elements:

- Guaranteed ride home in the event of unforeseen problems.
- Priority parking for employees who regularly car share.
- Computer based information of addresses allowing all employees to find potential car-share partners easily.
- Financial incentives to make the use of car sharing more attractive to potential users.
- Publicity and awareness.

5.5.3 PUBLIC TRANSPORT

The existing public transport network provides a basic service in the vicinity of the development. The current level of bus transport means that this in unlikely to be used be those visiting the site.

The use of the train from Henley Station by employees will be encouraged by:

- The provision of public transport information to all staff.
- Where possible provide interest-free ticket loans to staff, when purchasing monthly or annual season tickets.
- The provision of a dedicated taxi / minibus commuter service between Henley Station and the site will be provided as a service for employees and visitors at the site. This facility could also be used by employees for trips into Henley during lunchtimes.

5.5.4 CYCLING

Employees, especially those living within 5 kilometres of the site, will be encouraged to cycle for at least some journeys. This will be encouraged using the following measures:

- The provision of parking for six cycles in a safe and secure location.
- Shower, changing and equipment storage facilities will be made available to all employees who cycle / walk to work.
- Interest-free cycle loans or discounts at a local cycle store.
- Encourage cycling for all nearby work related journeys.
- Identification of safe routes.
- Forming a bicycle user group.

The local CTC group have identified two routes currently used by local cyclists. The first is via Remenham Lane which is part of the local highway network. Although not having any specific provision for cyclists, it is noted that Remenham Lane is fairly lightly trafficked and therefore would form an attractive route for cyclists. The second route is via the Thames Path which although formally designated as a footpath appears to be used regularly by cyclists. It is however restricted during Henley Week.

5.5.5 WALKING

Walking to work will be encouraged as much as possible. Employees and visitors living within three kilometres of the site in particular will be encouraged to walk. As with cycling, this encouragement can be linked to health campaigns. The Thames Path provides the most direct route between Henley town centre and the site. The developer will co-operate with others to ensure that this route is maintained and improved to encourage its use.

5.5.6 BUSINESS TRAVEL

Where possible the use of public transport for work related journeys will be encouraged. If there is no other option than to travel by car, employees will be encouraged to car share.

Where practical, the need to travel will be reduced by encouraging the use of teleconferencing, e-mail and faxing facilities.

5.5.7 WORK PATTERNS

For the type of business expected to occupy this site, it is expected that employees will work in a way that reduces the need for travel or reduces the amount of traffic on the road at problem times of the day. This may include:

- Homeworking
- Flexible working hours
- Compressed working week (4 day week)
- Hot desking

- Teleworking

Bearing in mind the likely use of the office development for e-commerce purposes, then this may provide the most significant opportunity to reduce the number of car journeys generated.

5.5.8 DELIVERING THE PLAN

The staff travel survey and site assessment will be undertaken as early as is feasible after the occupation of the building. It is recognised that full occupation will occur over a period of time; therefore the surveys will ideally be carried out approximately three months after the initial occupation by an employer.

Once results of the surveys have been analysed, the formation of the Transport Plan document will be undertaken, detailing specific measures and targets for the employer.

The timescale for implementation of measures will largely be dependent on the individual measures, with some allowing immediate introduction, whilst others may require further investigation / analysis.

The development of the car sharing database should progress so that it is operational as early as possible after the site's occupation, enabling employees to be registered onto the database as near to the time of starting as possible.

The transport co-ordinator will play a key role in ensuring measures are implemented successfully and will liase with all employees to ensure effective implementation of the Plan and make any required adjustments to it.

Promotion and publicity of the Plan will be on-going from the time of the sites initial occupation.

5.6 MONITORING

As the Transport Plan is an on-going process of implementation and review, a programme of regular monitoring of travel patterns will be established to ensure the objectives and targets of the Plan are being met, and to assess the effect of measures on the site.

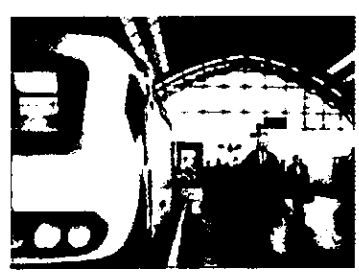
The transport co-ordinator will be responsible for the monitoring progress, which will take the form of a series of staff surveys to assess progress against specified targets.

It is anticipated that the initial monitoring will occur approximately a year after the baseline staff travel survey. This will allow time for measures to become established and regular employee travel patterns to be formed. This will form a relatively early indication of the Plan's success.

The results of the monitoring programme will be reported in an appropriate format to allow for the Plan's progress to be seen and any required amendments to be made. It would also be presented to employees to assist in maintaining enthusiasm for the Transport Plan.

6 CONCLUSIONS





6 Conclusions

A key element in encouraging greater use of sustainable modes of travel to and from the site is the introduction of a Green Transport Pan for the development. A preliminary Transport Plan has been prepared for the proposed development, which the eventual occupiers of the building will be required to adopt. The principal measures contained within the Plan are promotion of car sharing, provision of a dedicated minibus for employee travel between the site and Henley station, and facilities to encourage cycling.

The type of businesses expected to occupy the premises are likely to encourage a greater flexibility in working hours resulting in a fewer car journeys generated during the peak hours. A reduced number of car parking spaces is provided. Cycling as an alternative mode of travel will be encouraged by the provision of secure parking and shower/changing facilities.

The original trip rates derived from the TRICS database at the time of the original assessment are representative of rates derived from the current TRICS database. However, surveys of companies occupying former farm buildings indicate that these overestimate the level of traffic expected. The projected traffic levels have therefore been based on the average TRICS rates.

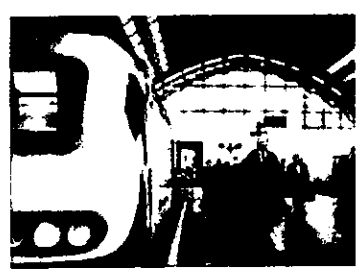
The traffic generated by the proposed development has been re-assigned to the local highway network in accordance with the worst case distribution considered in the original assessment. This demonstrates that the re-assignment of the traffic does not have a significant impact on the operation of the local highway network.

The north end of Remenham Lane is a single lane width. Localised improvements will be carried out at existing passing places to improve safety and assist the flow of traffic. Similar improvements will be implemented in Remenham Church Lane as described in the original TIA.

Although the existing site is not well located in terms of accessibility, the measures contained in the Transport Plan will promote employee travel by alternative modes to the car. Car sharing will be encouraged and dedicated transport between the site and Henley station will be provided, as appropriate, to encourage the use of rail travel to/from work.

APPENDICES





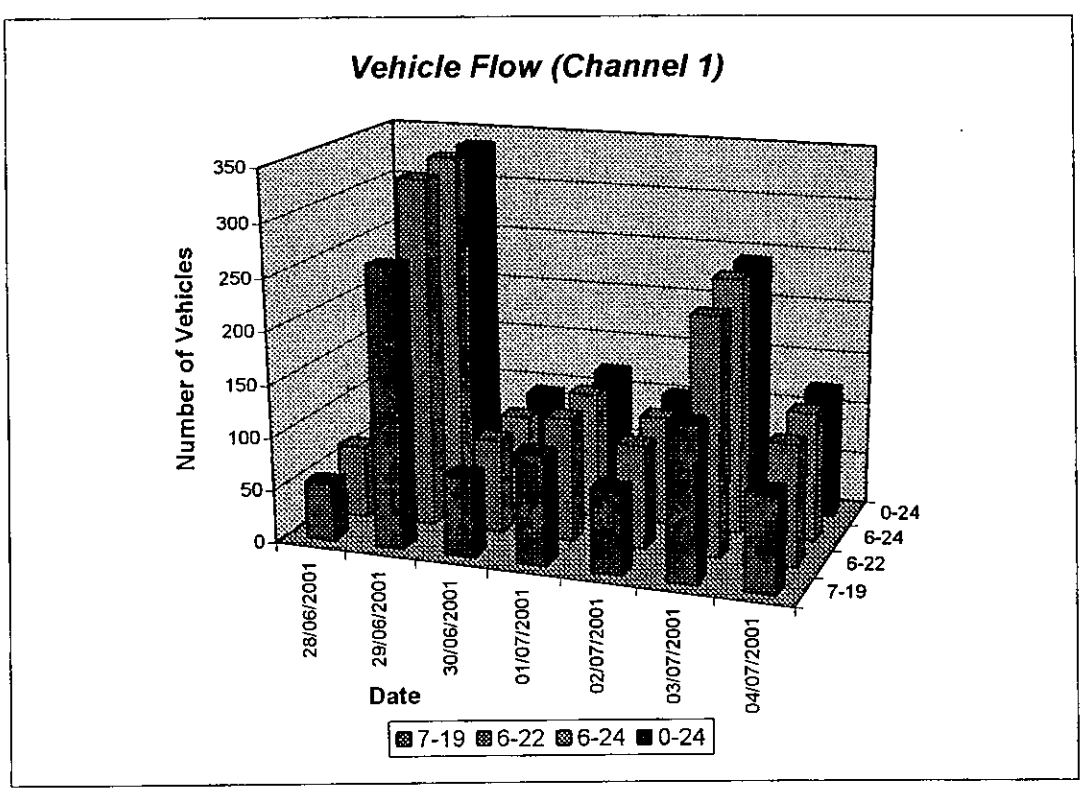
Appendix A – Traffic Count Data

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	0	0	0	0	1	0	0	0
2	0	0	1	3	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0
7	0	0	2	1	1	2	1	1	1
8	4	4	2	1	2	2	9	4	3
9	6	9	5	3	12	15	8	10	8
10	7	5	5	4	3	10	7	6	6
11	7	7	5	5	3	4	8	6	6
12	5	3	1	8	3	3	14	6	5
13	3	4	7	11	12	3	3	5	6
14	4	4	9	12	8	12	2	6	7
15	2	2	12	13	8	11	7	6	8
16	0	5	10	16	5	12	0	4	7
17	6	7	6	12	6	4	14	7	8
18	6	72	8	12	7	5	10	20	17
19	4	143	5	6	8	64	9	46	34
20	4	39	6	8	9	52	8	22	18
21	4	6	1	3	5	15	8	8	6
22	6	20	4	1	5	10	5	9	7
23	3	7	0	3	5	6	5	5	4
24	0	1	2	0	1	12	3	3	3
7-19	64	265	75	103	77	145	91	125	116
6-22	68	330	88	116	97	224	113	166	146
6-24	71	338	90	119	103	242	121	175	155
0-24	71	338	93	122	103	243	122	175	156



Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	32.5	-
2	-	-	37.5	50.8	-	-	-
3	-	-	47.5	-	-	-	-
4	-	-	32.5	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	32.5
7	-	-	33.8	32.5	25.0	33.8	25.0
8	30.0	30.0	33.8	25.0	47.5	31.3	33.9
9	38.3	38.3	32.5	33.3	42.3	36.8	42.5
10	49.6	42.5	44.5	31.3	39.2	42.5	34.6
11	39.6	37.5	42.5	40.5	36.7	29.4	43.1
12	37.5	30.0	37.5	35.9	35.0	47.5	35.7
13	42.5	42.5	35.0	35.7	32.9	34.2	25.8
14	30.6	40.0	37.8	34.0	37.2	37.3	20.0
15	26.3	35.0	32.3	39.8	39.4	41.4	34.6
16	-	40.5	33.3	37.5	30.5	35.4	-
17	40.0	38.9	28.8	34.4	29.2	38.1	34.5
18	38.8	41.4	37.5	34.0	38.6	42.0	45.3
19	37.5	41.4	43.5	41.7	35.9	45.9	30.0
20	38.1	40.8	43.3	33.4	36.1	41.8	32.5
21	36.9	35.0	52.5	45.8	37.5	38.8	40.9
22	36.3	35.6	38.8	32.5	37.5	33.8	34.5
23	35.8	35.0	-	40.8	42.5	39.2	42.5
24	-	42.5	35.0	-	42.5	31.0	22.5

10-12	38.6	33.8	40.0	38.2	35.8	36.4	39.4
14-16	26.3	37.8	32.6	38.7	34.9	38.4	34.6
0-24	37.2	38.1	38.0	36.6	37.0	37.5	33.9

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	33.2	-
2	-	-	38.1	52.8	-	-	-
3	-	-	48.5	-	-	-	-
4	-	-	33.4	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	32.7
7	-	-	42.7	33.4	25.9	43.0	25.9
8	38.2	38.5	43.2	26.0	47.8	38.0	43.2
9	53.0	53.4	48.5	37.9	48.3	48.0	48.0
10	53.1	52.6	47.7	37.8	42.9	52.9	47.9
11	47.8	48.4	48.0	42.7	52.8	42.9	47.6
12	37.8	37.9	37.6	47.7	43.4	52.8	43.3
13	48.3	48.0	43.5	43.1	38.1	37.6	38.0
14	42.5	43.3	43.2	47.9	48.1	42.7	25.8
15	38.3	37.6	37.5	42.9	42.9	48.5	48.1
16	-	48.1	38.1	43.2	42.6	42.6	-
17	48.3	43.0	47.6	42.8	53.1	52.9	43.3
18	48.2	47.8	47.6	48.1	48.2	47.9	57.5
19	37.5	48.1	53.3	47.7	43.4	53.0	42.7
20	47.9	48.1	47.8	47.7	43.3	47.7	42.6
21	53.4	47.8	52.5	53.1	42.5	43.0	47.6
22	43.3	42.8	42.8	32.6	43.0	37.8	42.8
23	37.9	43.3	-	48.0	48.4	43.1	47.6
24	-	43.3	37.9	-	42.9	48.0	37.5

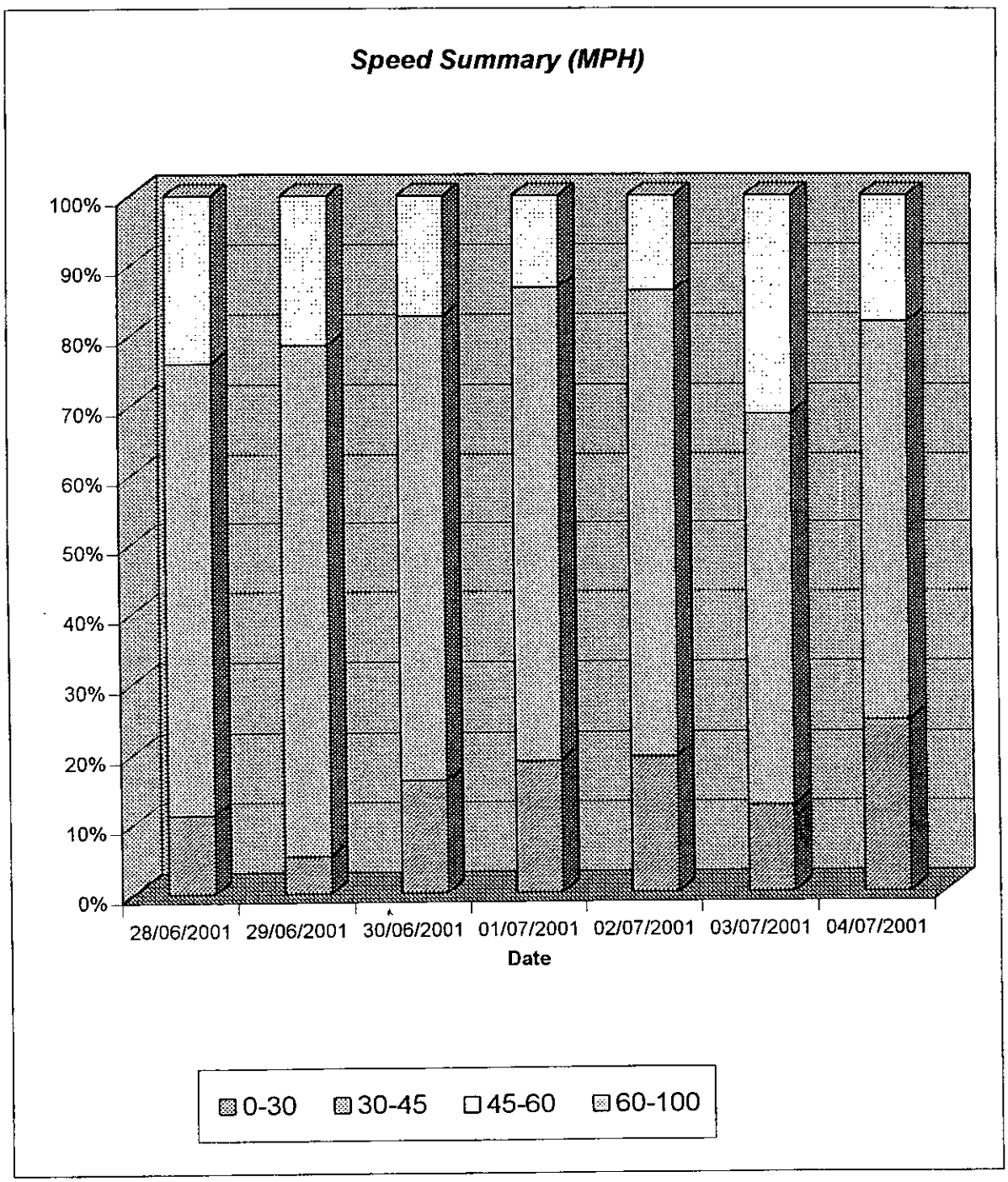
10-12	42.6	43.2	42.8	45.2	45.1	47.9	45.5
14-16	38.3	42.9	37.8	43.1	42.6	45.6	48.1
0-24	45.0	45.4	44.0	43.1	44.3	45.0	42.3

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	8	18	15	23	20	30	36
30-45	46	248	62	83	69	137	70
45-60	17	72	16	16	14	76	22
60-100	0	0	0	0	0	0	0
TOTAL	71	338	93	122	103	243	122



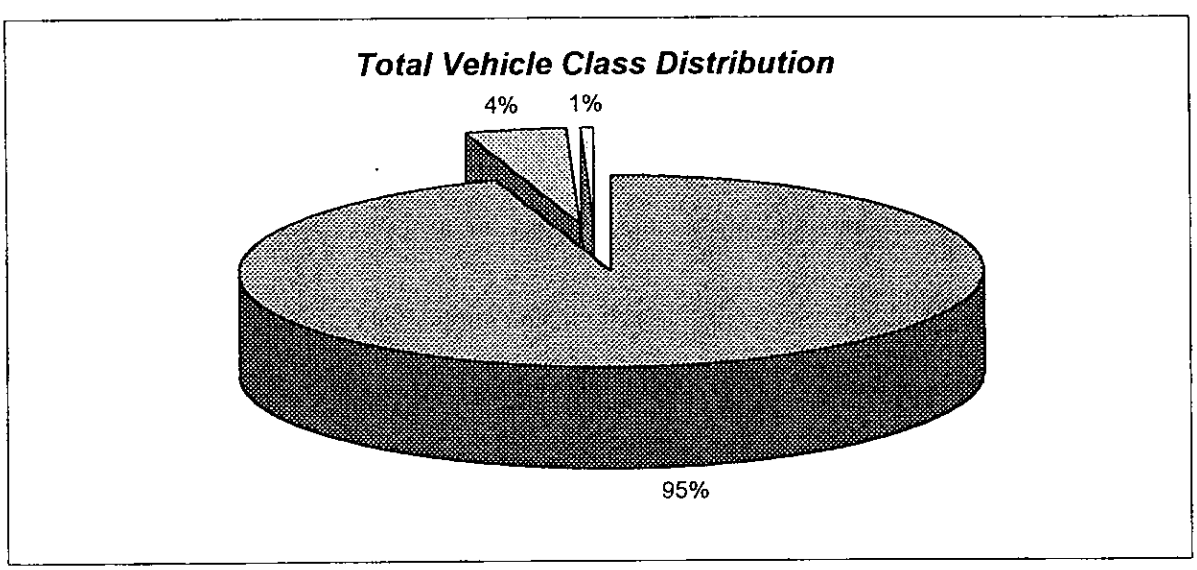
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	47	6	1	54
6-22	61	6	1	68
6-24	64	6	1	71
0-24	64	6	1	71
29/06/2001				
7-19	256	6	3	265
6-22	319	8	3	330
6-24	327	8	3	338
0-24	327	8	3	338
30/06/2001				
7-19	73	2	0	75
6-22	84	4	0	88
6-24	86	4	0	90
0-24	89	4	0	93
01/07/2001				
7-19	101	2	0	103
6-22	114	2	0	116
6-24	117	2	0	119
0-24	120	2	0	122
02/07/2001				
7-19	72	5	0	77
6-22	92	5	0	97
6-24	98	5	0	103
0-24	98	5	0	103
03/07/2001				
7-19	137	8	0	145
6-22	212	11	1	224
6-24	229	11	2	242
0-24	230	11	2	243
04/07/2001				
7-19	81	10	0	91
6-22	101	12	0	113
6-24	109	12	0	121
0-24	109	13	0	122

Average				
7-19	110	6	1	116
6-22	140	7	1	148
6-24	147	7	1	155
0-24	148	7	1	156



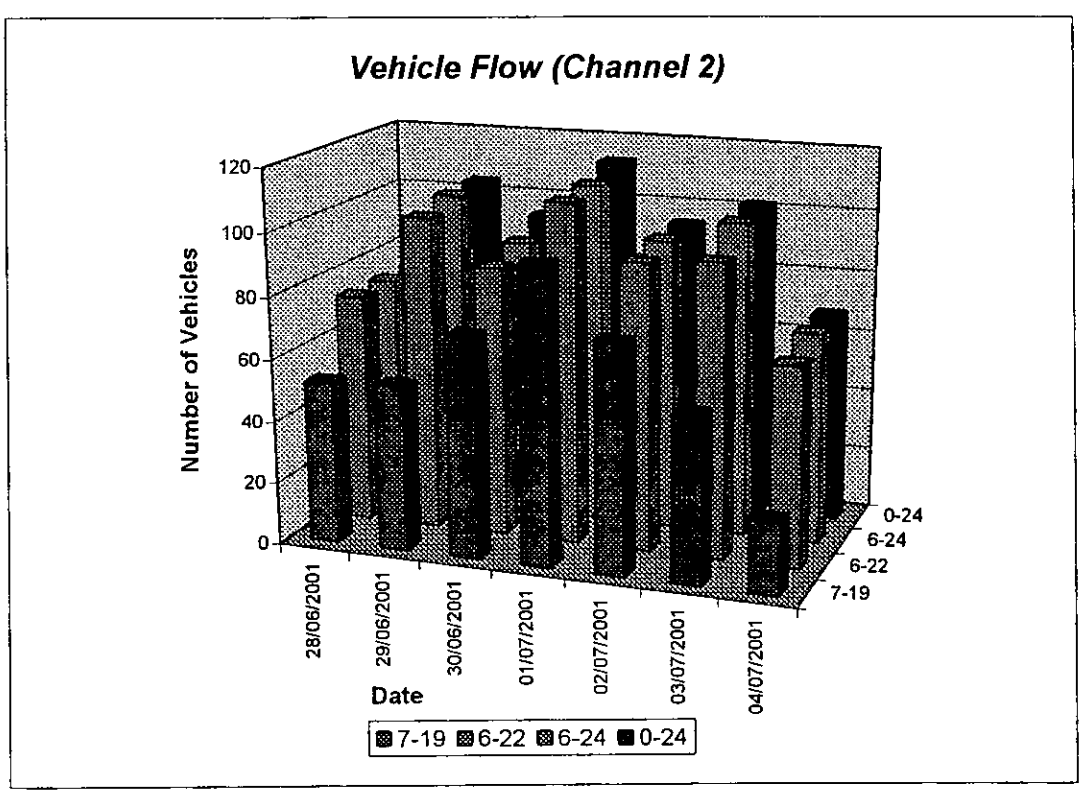
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	0	1	2	0	1	0	0	1
2	0	0	1	1	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	1	1	0	1	0	0	0	0
8	2	0	4	0	1	2	3	2	2
9	1	1	1	3	4	1	2	2	2
10	5	3	5	2	5	6	1	4	4
11	3	5	0	4	7	2	1	4	3
12	9	7	4	11	7	5	0	6	6
13	4	3	13	12	5	7	1	4	6
14	1	2	11	20	14	9	1	5	8
15	2	2	8	6	2	5	2	3	4
16	8	5	7	6	3	4	0	4	5
17	4	0	3	9	9	3	2	4	4
18	3	4	6	14	6	4	1	4	5
19	10	21	9	8	10	5	9	11	10
20	8	10	8	8	9	12	26	13	12
21	6	27	3	3	6	19	6	13	10
22	8	10	4	3	3	10	9	8	7
23	0	2	2	1	1	5	3	2	2
24	0	1	1	0	1	2	1	1	1

7-19	52	53	71	95	73	53	23	51	60
6-22	74	101	87	109	92	94	64	85	89
6-24	74	104	99	110	94	101	68	86	92
0-24	74	104	94	113	94	102	68	88	93



Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	42.5	45.0	-	15.0	-
2	-	-	42.5	47.5	-	-	-
3	-	-	-	-	-	-	-
4	-	-	25.0	-	-	-	-
5	-	-	32.5	-	-	-	-
6	-	-	-	-	-	-	-
7	-	37.5	42.5	-	42.5	-	-
8	37.5	-	43.1	-	47.5	40.0	40.8
9	47.5	32.5	42.5	35.8	33.1	25.0	42.5
10	45.5	44.2	41.5	28.8	40.5	31.7	25.0
11	32.5	35.5	-	35.0	32.5	37.5	32.5
12	30.8	30.4	36.9	33.0	39.6	38.0	-
13	32.5	34.2	38.8	38.5	36.0	37.1	25.0
14	15.0	40.0	35.0	34.8	38.4	37.8	25.0
15	31.3	31.3	32.5	36.3	40.0	37.0	26.3
16	39.4	34.0	34.3	33.3	39.2	36.3	-
17	36.3	-	31.7	35.8	34.7	42.5	31.3
18	39.2	38.8	32.5	38.4	29.6	37.5	42.5
19	39.3	40.4	33.9	37.5	38.5	32.5	34.7
20	35.3	33.8	40.0	37.8	36.1	41.0	33.5
21	36.3	38.5	37.5	34.2	43.3	34.9	33.3
22	33.4	31.3	37.5	42.5	40.8	31.5	35.3
23	-	37.5	32.5	37.5	47.5	41.0	40.8
24	-	25.0	42.5	-	42.5	33.8	42.5

10-12	31.7	32.9	36.9	34.0	36.1	37.8	32.5
14-16	35.3	32.6	33.4	34.8	38.6	36.8	26.3
0-24	35.4	35.3	37.0	37.2	39.0	35.0	34.1

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	42.8	47.9	-	15.5	-
2	-	-	42.6	48.5	-	-	-
3	-	-	-	-	-	-	-
4	-	-	25.0	-	-	-	-
5	-	-	32.8	-	-	-	-
6	-	-	-	-	-	-	-
7	-	37.9	43.3	-	43.3	-	-
8	38.0	-	52.8	-	48.3	48.2	42.7
9	48.2	33.0	42.7	37.6	38.2	25.9	48.3
10	48.0	48.0	53.0	33.4	48.2	37.9	25.2
11	33.3	42.7	-	43.1	38.5	42.8	33.5
12	42.6	37.8	47.8	37.8	42.8	47.8	-
13	32.7	37.6	47.8	47.6	43.0	47.7	25.1
14	15.7	48.1	42.5	43.0	42.9	43.0	25.1
15	38.0	47.7	43.0	47.7	43.2	47.7	38.3
16	42.9	43.4	37.7	48.5	47.7	43.1	-
17	42.6	-	38.4	42.6	37.9	47.9	47.9
18	48.2	42.6	43.1	42.5	38.0	43.4	43.0
19	43.4	47.9	38.3	47.8	43.3	48.0	42.6
20	43.0	42.8	43.4	43.0	43.0	47.7	42.6
21	42.6	43.4	42.8	38.4	47.9	48.2	47.7
22	38.3	43.3	43.0	53.0	43.0	48.2	47.5
23	-	37.8	32.6	37.9	47.7	58.1	48.2
24	-	25.7	43.1	-	43.1	43.3	43.0

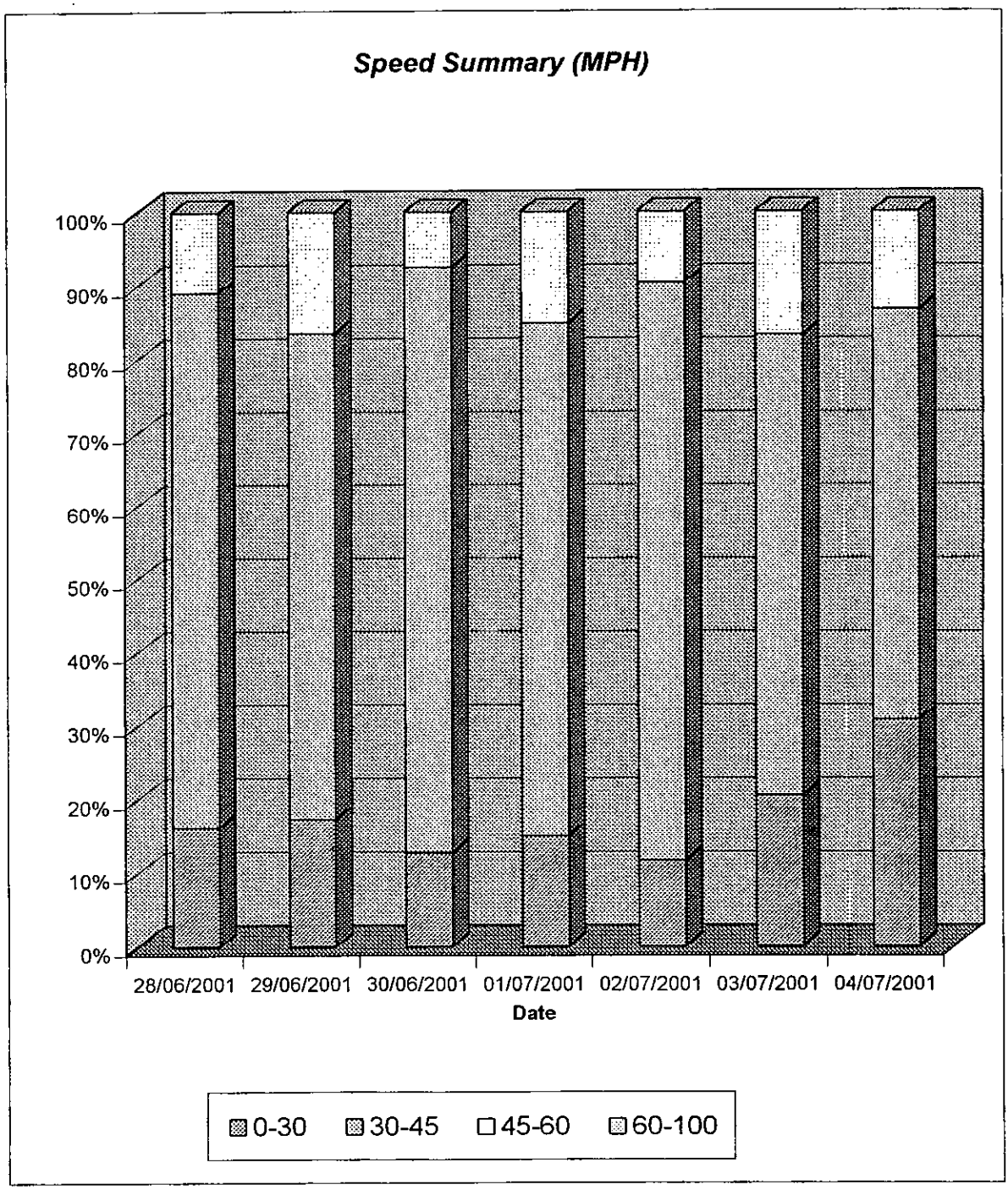
10-12	38.0	40.3	47.8	40.5	40.7	45.3	33.5
14-16	40.5	45.6	40.4	46.1	45.5	45.4	39.3
0-24	39.8	41.2	41.8	43.5	43.3	43.6	40.0

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	12	18	12	17	11	21	21
30-45	54	69	75	79	74	64	38
45-60	8	17	7	17	9	17	9
60-100	0	0	0	0	0	0	0
TOTAL	74	104	94	113	94	102	68



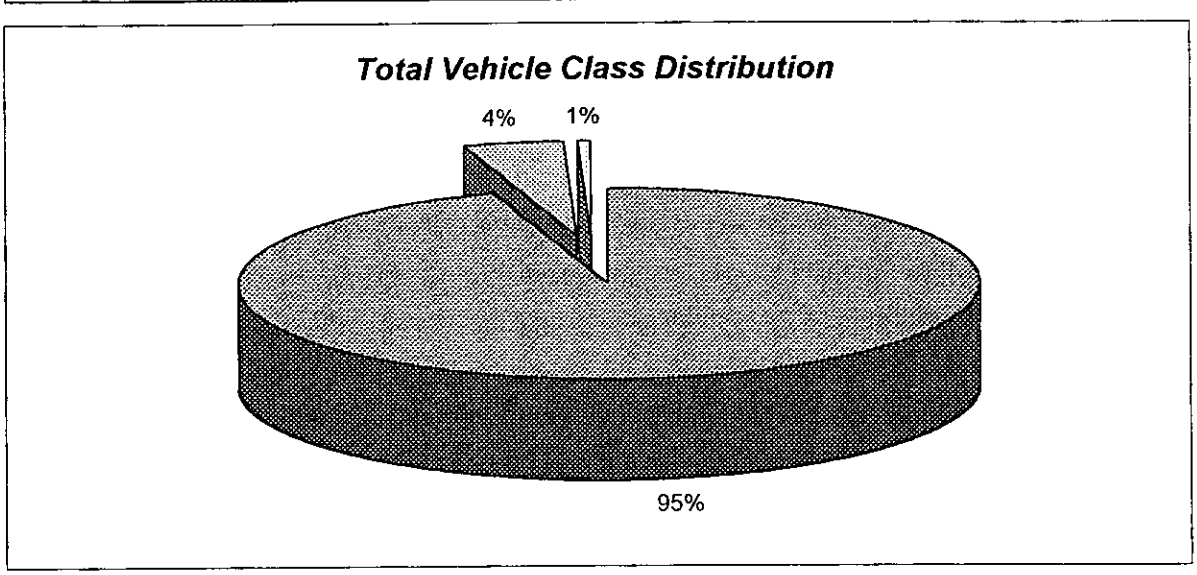
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 2 - Northbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	49	3	0	52
6-22	71	3	0	74
6-24	71	3	0	74
0-24	71	3	0	74
29/06/2001				
7-19	50	2	1	53
6-22	95	4	2	101
6-24	97	5	2	104
0-24	97	5	2	104
30/06/2001				
7-19	69	2	0	71
6-22	83	4	0	87
6-24	86	4	0	90
0-24	90	4	0	94
01/07/2001				
7-19	93	1	1	95
6-22	106	2	1	109
6-24	107	2	1	110
0-24	110	2	1	113
02/07/2001				
7-19	69	4	0	73
6-22	88	4	0	92
6-24	90	4	0	94
0-24	90	4	0	94
03/07/2001				
7-19	50	2	1	53
6-22	89	4	1	94
6-24	96	4	1	101
0-24	97	4	1	102
04/07/2001				
7-19	19	4	0	23
6-22	57	7	0	64
6-24	61	7	0	68
0-24	61	7	0	68

Average				
7-19	67	3	0	60
6-22	84	4	1	89
6-24	87	4	1	92
0-24	88	4	1	93



Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 2 - Eastbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.0	-	-	25.0	25.0	25.0
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	32.5
4	-	-	-	-	-	-	37.5
5	-	-	-	25.0	25.0	-	-
6	-	-	-	-	-	25.0	25.0
7	-	25.0	15.0	-	-	20.0	25.0
8	32.5	25.0	23.0	21.0	17.9	19.4	18.8
9	24.0	23.3	25.0	19.0	22.4	22.1	22.4
10	24.5	23.3	17.5	17.3	20.8	18.3	17.3
11	16.0	18.3	17.5	17.5	18.6	17.9	17.7
12	17.5	17.2	18.0	17.5	18.9	16.0	15.4
13	15.0	16.7	18.6	18.7	18.1	15.0	16.5
14	16.4	17.9	18.3	19.2	17.5	17.0	17.9
15	17.0	20.3	21.7	16.7	19.1	14.0	14.2
16	20.0	20.6	16.7	16.1	15.8	16.3	16.7
17	18.0	22.1	16.7	13.3	21.7	15.0	15.0
18	18.6	22.5	16.4	20.0	21.5	16.0	15.0
19	20.3	20.7	18.3	17.7	19.3	16.9	16.3
20	22.8	21.7	20.0	20.0	19.1	15.7	17.3
21	15.0	22.8	5.0	18.3	16.0	13.3	13.8
22	-	15.0	18.3	15.0	19.0	23.0	22.1
23	15.0	-	15.0	25.0	20.0	25.0	25.0
24	25.0	-	-	15.0	15.0	37.5	42.5

10-12	16.8	17.8	17.6	17.5	18.8	16.9	16.6
14-16	18.5	20.4	19.2	16.4	17.5	15.1	15.4
0-24	19.9	21.0	17.7	18.5	19.5	19.4	21.3

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.9	-	-	25.0	25.5	25.7
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	33.1
4	-	-	-	-	-	-	38.3
5	-	-	-	25.6	25.3	-	-
6	-	-	-	-	-	25.4	25.2
7	-	25.5	15.8	-	-	25.5	25.8
8	32.6	25.1	25.3	25.8	25.5	25.2	25.2
9	25.1	25.8	25.7	25.9	25.9	25.6	26.0
10	25.3	25.4	25.3	25.3	25.5	25.5	25.1
11	16.0	25.5	25.1	25.5	25.4	25.7	25.1
12	25.0	25.5	25.0	25.1	25.8	16.0	15.8
13	15.5	25.2	25.3	25.6	25.8	15.4	25.4
14	16.5	25.3	25.8	25.4	25.7	25.3	25.5
15	25.5	25.1	25.3	26.0	25.7	15.3	15.1
16	25.8	25.6	25.2	25.1	26.0	25.2	25.1
17	25.1	25.2	25.5	15.9	25.3	15.5	15.2
18	25.2	25.9	16.5	25.6	25.5	25.2	15.0
19	25.7	25.1	25.3	25.3	25.4	25.6	25.7
20	25.5	25.4	25.0	25.1	25.7	25.4	25.5
21	15.4	25.3	5.5	25.5	16.0	25.9	25.6
22	-	15.9	25.2	15.2	25.4	25.5	25.2
23	15.1	-	15.9	26.0	25.5	25.2	25.5
24	25.7	-	-	15.1	15.8	38.2	43.2

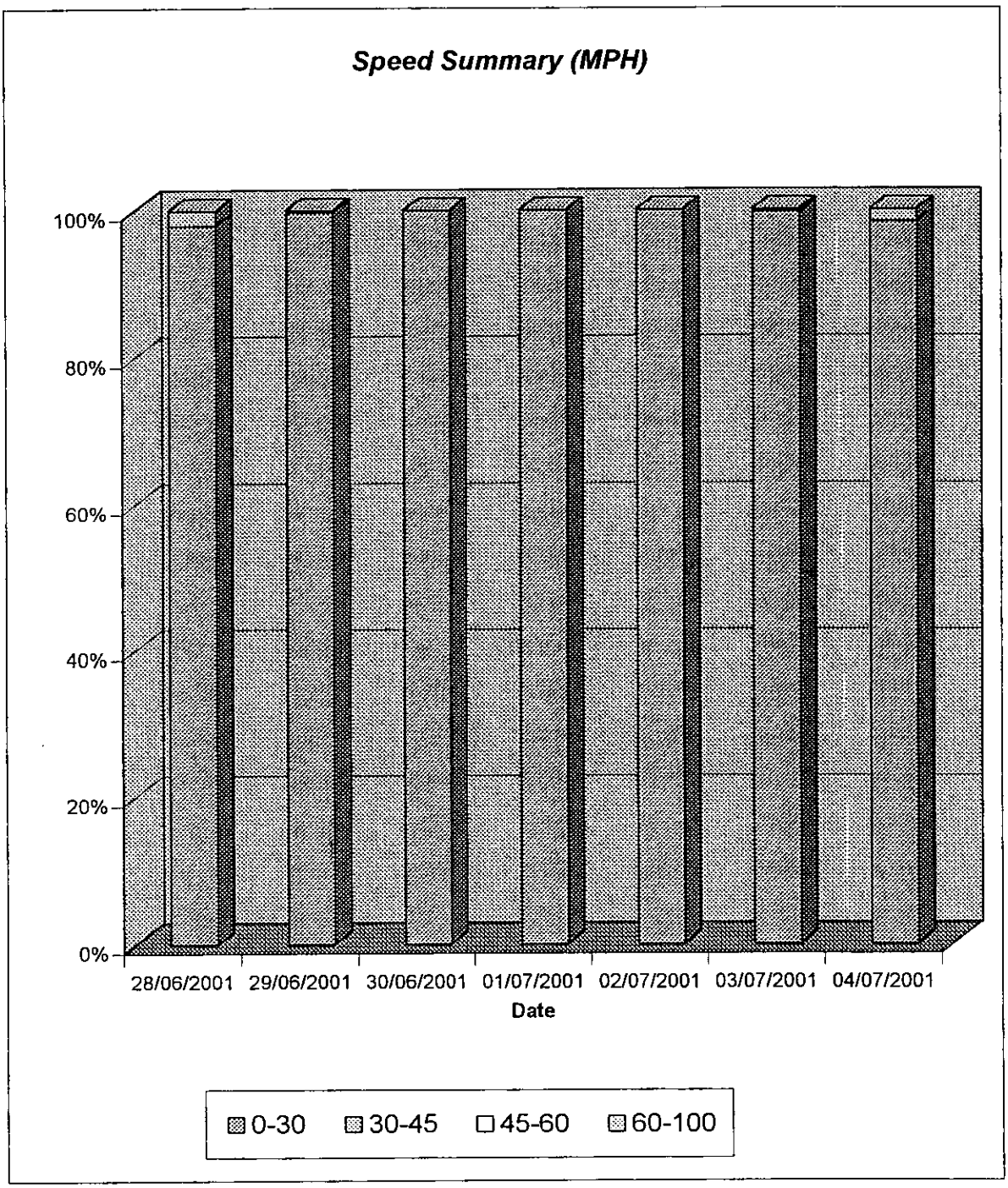
10-12	20.5	25.5	25.1	25.3	25.6	20.9	20.6
14-16	25.7	26.4	25.3	25.6	25.9	20.3	20.1
0-24	22.8	24.9	22.5	23.8	24.5	24.1	25.3

Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 2 - Eastbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	145	381	78	167	321	293	302
30-45	3	1	0	0	0	1	5
45-60	0	0	0	0	0	0	0
60-100	0	0	0	0	0	0	0
TOTAL	149	382	78	167	321	294	307



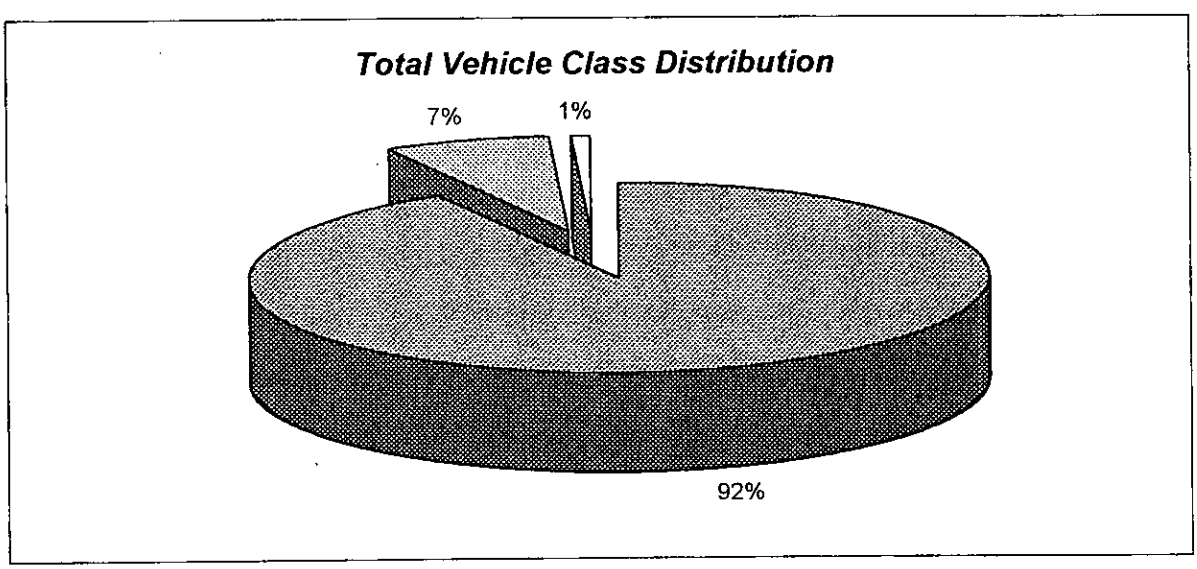
Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 2 - Eastbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	126	8	1	135
6-22	138	8	1	147
6-24	140	8	1	149
0-24	140	8	1	149
29/06/2001				
7-19	285	15	1	301
6-22	361	19	1	381
6-24	361	19	1	381
0-24	362	19	1	382
30/06/2001				
7-19	68	1	0	69
6-22	76	1	0	77
6-24	77	1	0	78
0-24	77	1	0	78
01/07/2001				
7-19	144	9	3	156
6-22	151	10	3	164
6-24	152	11	3	166
0-24	153	11	3	167
02/07/2001				
7-19	232	35	7	274
6-22	272	37	7	316
6-24	275	37	7	319
0-24	277	37	7	321
03/07/2001				
7-19	238	21	2	261
6-22	263	23	2	288
6-24	267	23	2	292
0-24	268	24	2	294
04/07/2001				
7-19	248	19	1	266
6-22	273	21	1	295
6-24	279	21	1	301
0-24	283	22	2	307

Average				
7-19	191	15	2	209
6-22	219	17	2	238
6-24	222	17	2	241
0-24	223	17	2	243



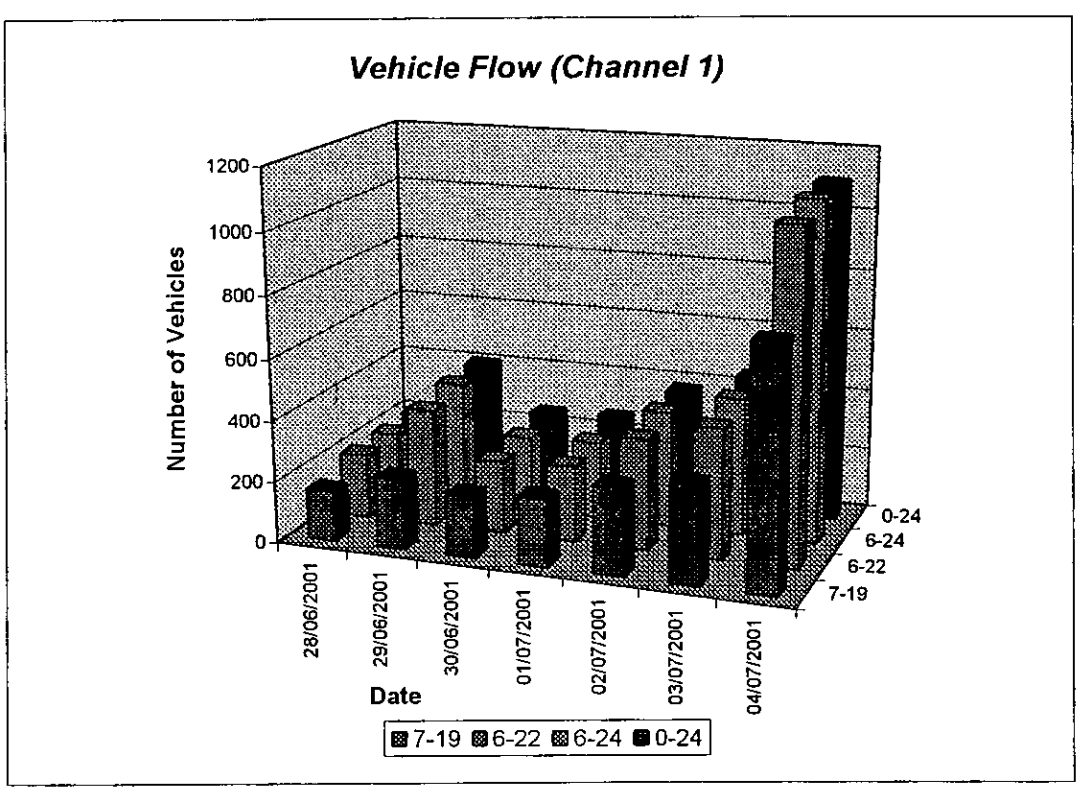
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	1	3	4	1	1	2	1	2
2	0	0	4	4	0	0	1	0	1
3	0	0	1	0	0	0	0	0	0
4	0	0	2	2	0	0	0	0	1
5	0	0	1	1	0	0	0	0	0
6	0	0	1	1	0	0	2	0	1
7	1	1	2	0	3	3	11	4	3
8	1	4	5	3	13	10	19	9	8
9	6	6	13	5	19	23	13	13	12
10	17	10	9	11	25	16	9	15	14
11	25	24	6	16	27	26	4	21	18
12	9	8	20	37	22	27	5	14	18
13	12	12	29	20	22	30	6	16	19
14	17	15	18	26	37	30	6	21	21
15	16	19	25	18	31	21	7	19	20
16	16	35	25	22	17	38	5	22	23
17	10	24	14	20	25	40	203	60	48
18	9	20	22	26	19	32	301	76	61
19	27	52	16	17	28	27	198	66	52
20	17	41	16	11	36	35	106	47	37
21	12	80	11	8	22	46	118	56	42
22	14	32	7	8	15	18	57	27	22
23	0	13	4	5	9	18	27	13	11
24	1	8	3	0	9	7	6	6	5

7-19	165	229	202	221	285	320	776	355	314
6-22	209	383	238	248	361	422	1068	489	418
6-24	210	404	245	253	379	447	1101	508	434
0-24	210	405	257	265	380	448	1106	510	439



Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.0	25.0	30.0	25.0	5.0	20.0
2	-	-	31.9	25.0	-	-	15.0
3	-	-	32.5	-	-	-	-
4	-	-	35.0	25.0	-	-	-
5	-	-	25.0	25.0	-	-	-
6	-	-	25.0	25.0	-	-	28.8
7	47.5	25.0	20.0	-	21.7	27.5	22.5
8	42.5	26.9	27.5	21.7	23.8	19.0	21.2
9	23.3	23.3	24.8	27.0	21.6	17.1	20.8
10	23.4	22.5	19.4	23.2	19.7	23.1	18.3
11	22.9	23.6	25.0	22.5	21.3	21.2	10.0
12	24.4	26.6	20.5	20.7	23.0	21.6	13.0
13	24.8	24.0	21.9	21.8	23.0	14.7	18.8
14	21.3	22.8	23.2	21.3	24.3	21.7	16.3
15	21.3	17.6	24.1	21.0	20.5	17.4	16.4
16	21.9	22.4	22.6	22.2	23.2	19.7	11.0
17	20.8	23.9	19.5	22.0	22.5	19.0	24.2
18	23.9	18.3	20.9	20.3	19.7	18.3	26.3
19	22.9	21.2	22.3	22.1	22.5	19.4	12.5
20	21.8	23.3	24.4	24.3	21.8	16.7	5.8
21	22.5	24.3	20.5	25.0	20.9	19.6	15.0
22	21.3	25.2	25.0	25.0	19.5	18.3	27.6
23	-	24.8	24.4	29.0	29.4	25.7	30.7
24	32.5	26.9	32.5	-	28.6	19.3	24.2

10-12	23.7	25.1	22.6	21.6	22.1	21.4	11.5
14-16	21.6	20.0	23.4	21.6	21.9	16.5	13.7
0-24	25.8	23.6	24.7	23.6	22.7	19.2	19.0

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.1	25.7	37.9	25.7	5.4	25.2
2	-	-	38.5	25.4	-	-	15.1
3	-	-	32.7	-	-	-	-
4	-	-	38.0	25.7	-	-	-
5	-	-	25.1	25.3	-	-	-
6	-	-	26.0	25.6	-	-	32.6
7	48.2	25.9	25.7	-	25.9	33.0	32.8
8	43.0	32.9	32.5	25.2	33.3	25.2	25.1
9	25.6	25.5	25.6	37.7	25.0	25.5	32.5
10	32.8	33.3	25.1	25.6	25.5	25.3	25.5
11	32.8	32.6	25.1	25.1	25.9	25.6	15.7
12	33.3	33.1	25.8	25.5	25.4	25.5	15.5
13	25.0	25.5	25.3	25.9	25.7	25.2	48.3
14	25.8	25.3	25.0	25.3	25.5	25.9	32.6
15	25.8	25.6	25.3	25.8	25.5	25.7	16.5
16	25.7	25.6	25.4	25.4	25.5	25.5	15.7
17	25.0	25.3	25.3	25.3	25.4	25.4	33.0
18	25.4	25.3	25.9	25.9	25.4	25.1	32.9
19	25.9	25.8	26.0	25.6	25.3	25.8	25.1
20	25.8	33.3	25.4	33.1	25.1	25.5	5.8
21	25.4	33.1	25.3	25.4	25.2	25.8	25.9
22	26.0	33.5	25.2	25.1	26.0	25.6	38.0
23	-	25.9	32.7	38.1	37.6	33.3	42.6
24	33.4	32.7	33.1	-	37.9	25.0	33.3

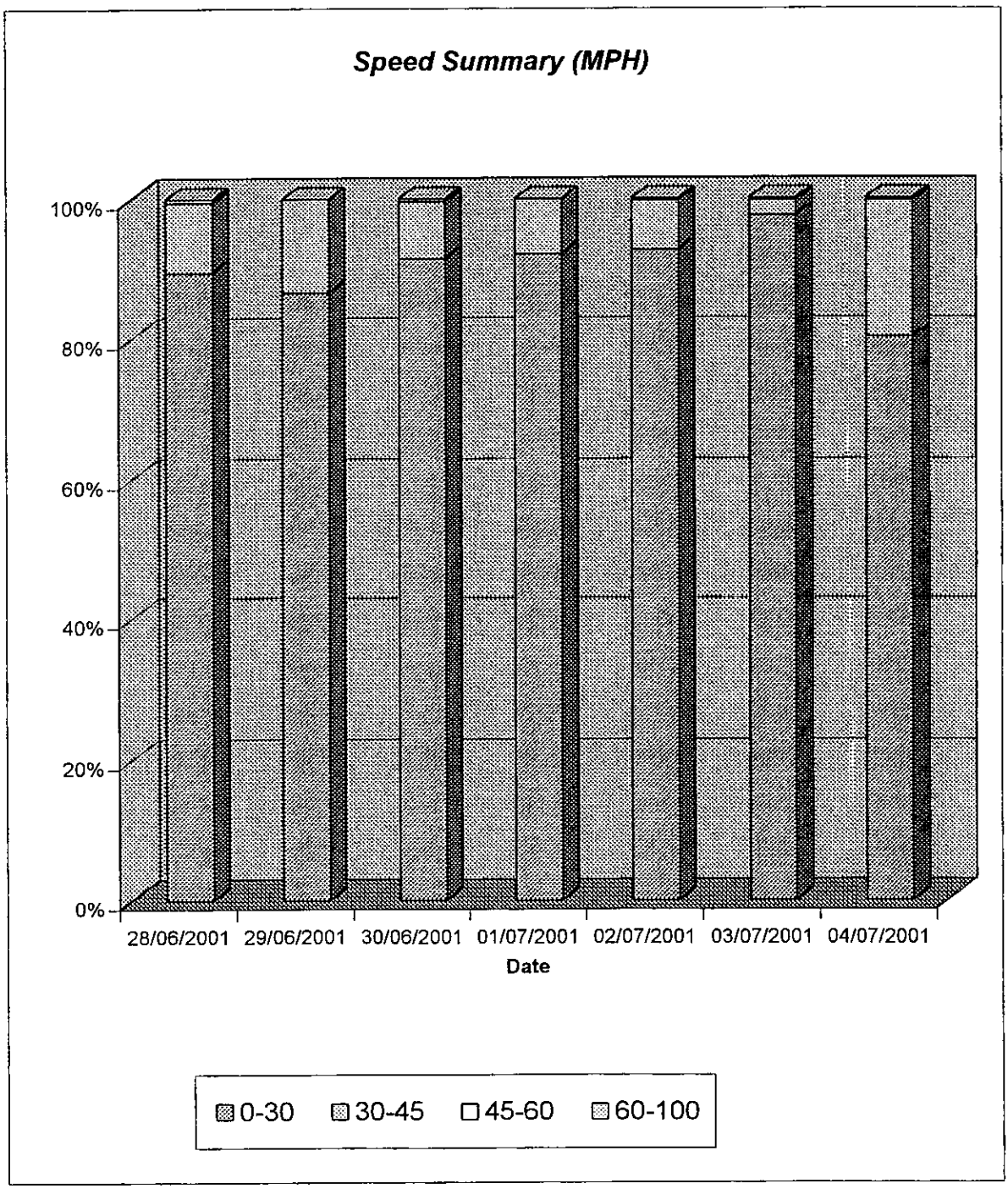
10-12	33.1	32.9	25.5	25.3	25.7	25.6	15.6
14-16	25.8	25.6	25.4	25.6	25.5	25.6	16.1
0-24	29.7	28.7	27.7	27.8	27.2	25.2	27.1

Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	186	350	235	244	352	436	687
30-45	21	54	21	21	27	10	215
45-60	1	0	1	0	1	1	3
60-100	0	0	0	0	0	0	0
TOTAL	210	404	257	265	380	447	1105



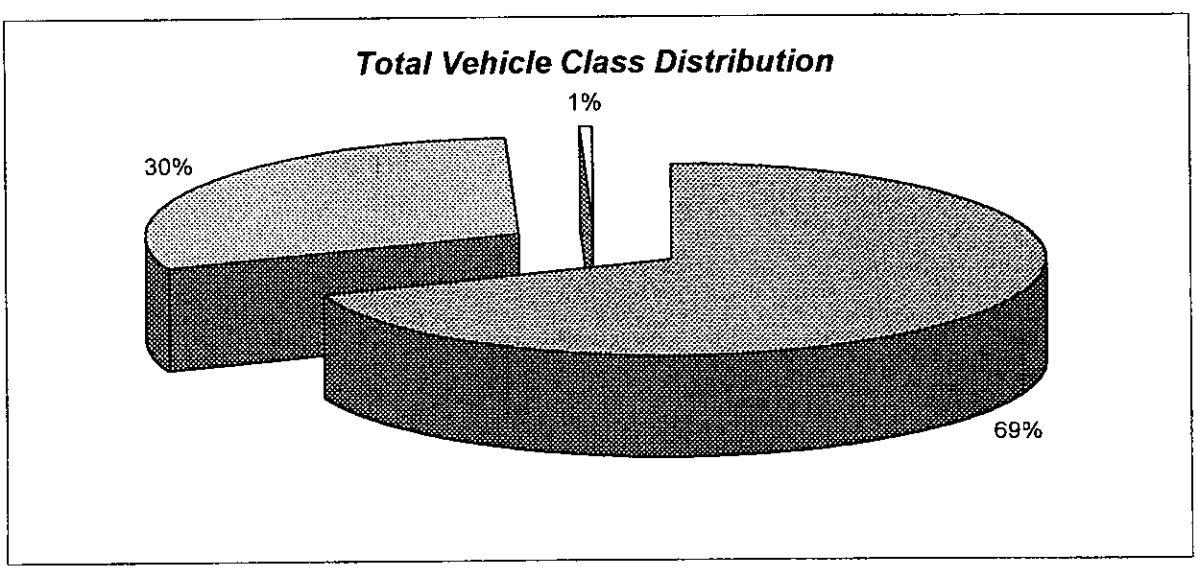
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	137	26	2	165
6-22	178	29	2	209
6-24	179	29	2	210
0-24	179	29	2	210
29/06/2001				
7-19	200	25	4	229
6-22	349	28	6	383
6-24	368	30	6	404
0-24	369	30	6	405
30/06/2001				
7-19	188	13	1	202
6-22	222	15	1	238
6-24	229	15	1	245
0-24	241	15	1	257
01/07/2001				
7-19	211	8	2	221
6-22	236	10	2	248
6-24	241	10	2	253
0-24	253	10	2	265
02/07/2001				
7-19	229	55	1	285
6-22	302	58	1	361
6-24	318	60	1	379
0-24	319	60	1	380
03/07/2001				
7-19	250	67	3	320
6-22	340	75	4	422
6-24	353	90	4	447
0-24	354	90	4	448
04/07/2001				
7-19	302	470	4	776
6-22	394	670	4	1068
6-24	403	694	4	1101
0-24	403	694	4	1106

Average				
7-19	217	95	2	314
6-22	269	127	3	418
6-24	300	131	3	434
0-24	305	131	3	439

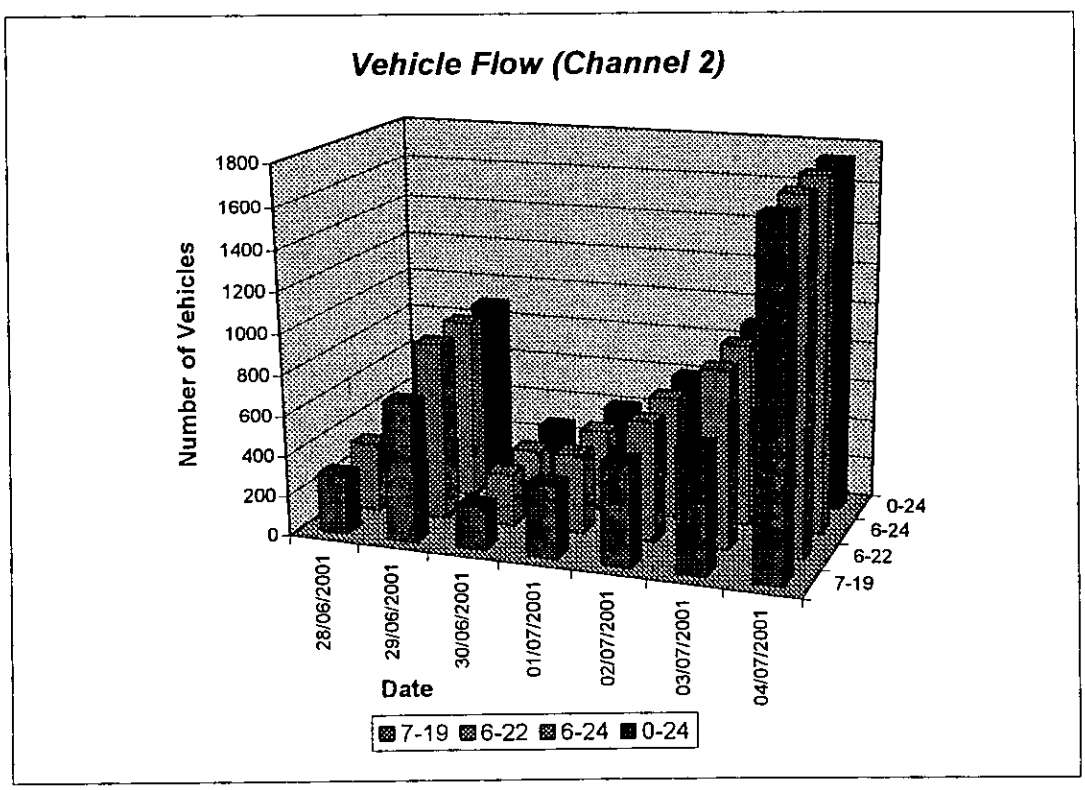


Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	1	2	1	0	2	1	1	1
2	0	0	11	4	0	0	2	0	2
3	0	0	3	0	0	0	0	0	0
4	0	0	1	1	0	0	0	0	0
5	0	0	0	3	1	0	0	0	1
6	0	0	1	0	0	1	2	1	1
7	2	3	4	2	1	5	11	4	4
8	3	4	7	4	9	13	58	17	14
9	74	69	11	7	99	107	193	108	80
10	39	34	15	9	64	41	237	83	63
11	30	24	17	13	23	35	364	95	72
12	12	14	22	23	23	23	362	87	68
13	14	14	29	78	33	42	180	57	56
14	16	27	26	80	23	24	85	35	40
15	14	25	16	20	44	43	73	40	34
16	10	36	18	32	32	36	111	45	39
17	18	52	21	33	34	47	21	34	32
18	30	180	22	31	44	45	8	61	51
19	32	209	9	28	75	161	4	96	74
20	18	122	16	8	39	156	1	67	51
21	15	43	17	16	25	67	1	30	26
22	11	20	6	6	22	27	8	18	14
23	5	11	3	6	10	17	11	11	9
24	0	7	2	3	3	7	4	4	4
7-19	292	688	213	358	503	617	1696	759	624
6-22	336	876	256	390	580	672	1717	879	720
6-24	343	894	261	399	603	696	1732	894	733
0-24	343	895	279	406	604	699	1737	898	738



Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.0	25.0	25.0	-	26.3	5.0
2	-	-	29.5	31.9	-	-	20.0
3	-	-	27.5	-	-	-	-
4	-	-	32.5	25.0	-	-	-
5	-	-	-	24.2	25.0	-	-
6	-	-	25.0	-	-	25.0	20.0
7	47.5	27.5	25.0	20.0	25.0	25.0	22.3
8	25.0	22.5	23.6	25.0	23.6	21.7	23.3
9	26.3	26.3	23.2	26.8	24.8	23.9	23.3
10	27.1	27.4	23.8	20.3	24.5	22.1	21.5
11	24.7	23.9	22.4	23.5	20.5	20.1	21.9
12	20.6	22.0	20.0	18.9	21.5	22.4	19.7
13	24.3	24.8	23.5	21.5	21.4	18.0	20.3
14	24.4	22.3	22.1	21.0	20.2	19.6	17.7
15	20.7	23.5	20.6	21.9	23.1	17.0	19.2
16	18.8	21.3	21.7	19.9	22.1	19.7	17.0
17	21.5	21.8	21.1	21.0	21.5	21.2	15.5
18	21.7	24.5	20.9	17.6	23.4	23.5	16.3
19	23.7	23.5	24.2	21.4	22.0	23.3	12.5
20	23.2	23.7	23.6	18.8	21.7	22.2	5.0
21	20.2	21.4	21.3	20.3	21.8	21.2	5.0
22	20.5	23.9	23.3	21.7	22.8	20.4	20.3
23	18.5	25.0	21.7	24.6	22.0	20.6	39.8
24	-	32.5	25.0	21.7	30.0	20.4	39.4

10-12	22.6	22.9	21.7	21.2	21.0	21.3	20.6
14-16	19.7	22.4	21.1	20.9	22.6	18.3	16.1
0-24	24.0	24.3	23.8	22.4	23.0	21.7	19.3

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.1	25.6	25.3	-	47.6	6.0
2	-	-	37.9	38.0	-	-	25.8
3	-	-	33.5	-	-	-	-
4	-	-	32.6	25.4	-	-	-
5	-	-	-	33.2	25.6	-	-
6	-	-	25.9	-	-	25.2	25.7
7	47.9	32.5	25.6	25.2	25.4	25.0	25.4
8	25.5	25.3	37.8	25.4	25.9	25.7	25.7
9	33.0	33.3	32.6	33.0	33.0	25.5	25.3
10	32.7	32.8	33.0	25.8	32.7	33.1	25.4
11	32.8	32.7	25.2	25.5	25.7	25.2	25.4
12	25.1	25.5	26.0	32.9	25.7	33.0	25.9
13	25.6	25.3	25.1	25.5	25.6	25.7	25.1
14	25.2	25.3	25.0	25.2	25.8	25.8	25.6
15	25.9	25.0	25.3	25.6	25.2	25.4	25.3
16	25.1	25.5	25.5	25.5	25.8	25.9	25.1
17	25.4	25.2	25.9	25.7	32.7	25.7	15.5
18	25.3	25.9	25.5	25.9	26.0	32.6	25.1
19	25.9	25.6	32.9	25.4	25.1	25.6	15.4
20	25.8	25.8	25.8	25.3	25.1	25.7	6.0
21	25.3	25.9	25.8	25.3	25.8	25.0	5.5
22	25.7	25.3	25.7	25.2	25.4	25.4	38.0
23	32.8	25.5	25.7	33.0	25.5	25.4	48.5
24	-	42.6	26.0	25.2	32.6	32.8	47.7

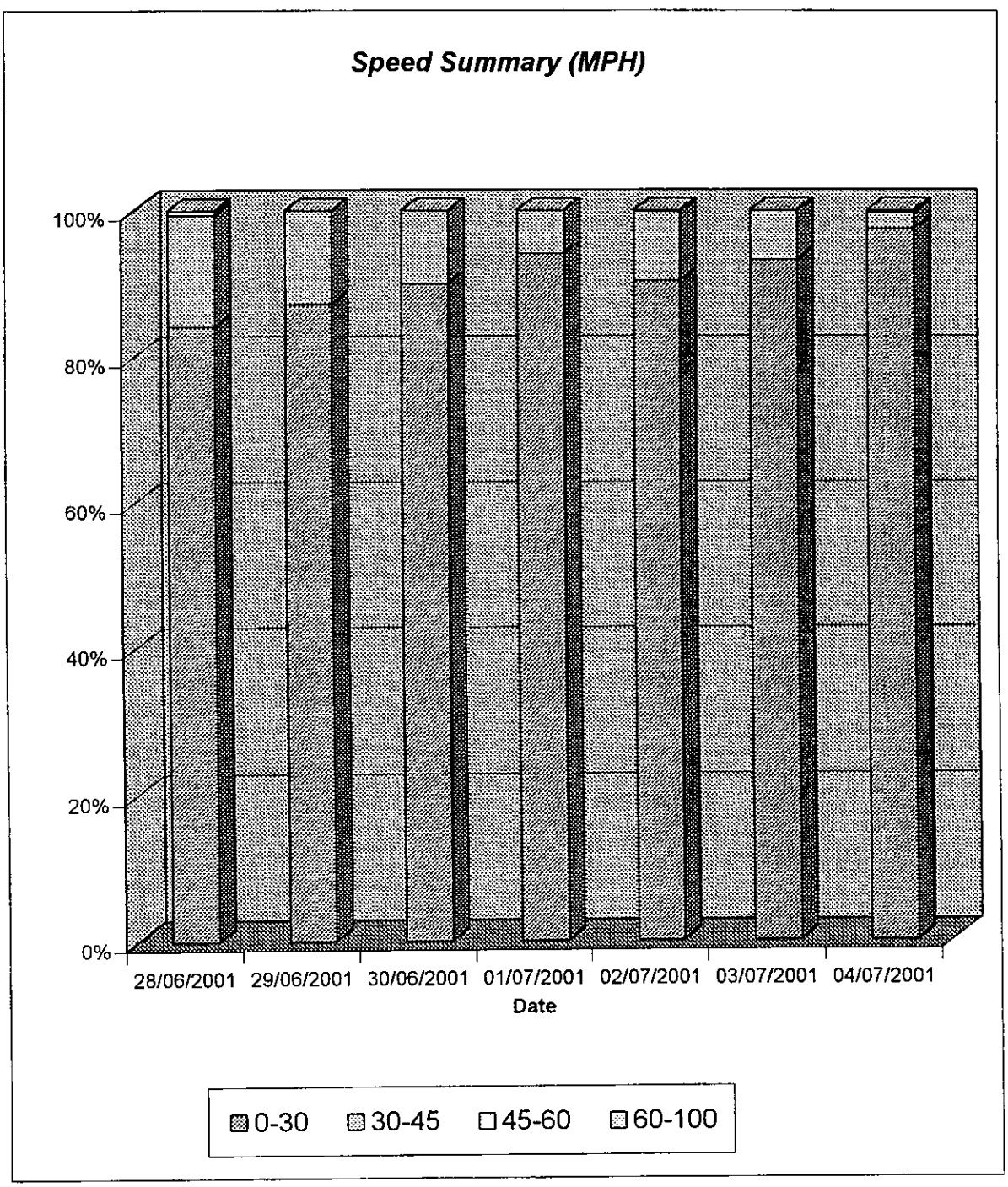
10-12	29.9	29.1	25.6	29.2	25.7	29.1	25.7
14-16	25.5	25.3	25.4	25.6	25.5	25.7	25.2
0-24	26.5	27.9	28.3	27.4	27.1	28.1	24.4

Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	289	751	251	384	545	838	1654
30-45	52	114	28	24	57	60	38
45-60	2	0	0	0	1	1	5
60-100	0	0	0	0	0	0	0
TOTAL	343	895	279	408	604	899	1737



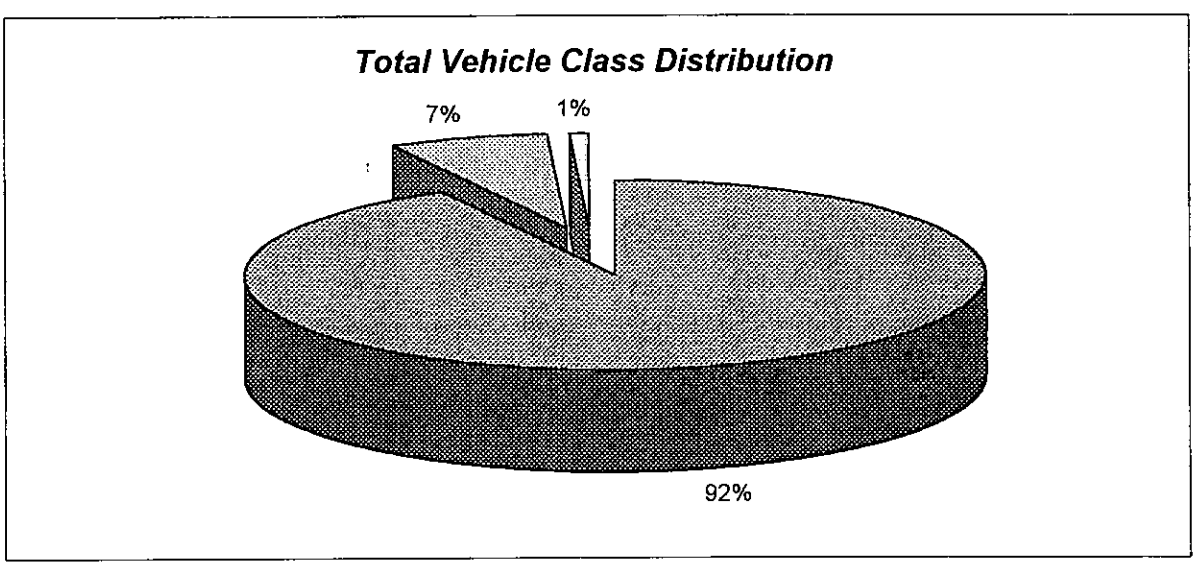
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	261	27	4	292
6-22	303	30	5	338
6-24	308	30	5	343
0-24	308	30	5	343
29/06/2001				
7-19	650	35	3	688
6-22	835	37	4	876
6-24	853	37	4	894
0-24	854	37	4	895
30/06/2001				
7-19	198	12	3	213
6-22	240	13	3	256
6-24	244	14	3	261
0-24	262	14	3	279
01/07/2001				
7-19	339	15	4	358
6-22	369	16	5	390
6-24	378	16	5	399
0-24	387	16	5	408
02/07/2001				
7-19	425	75	3	503
6-22	508	79	3	590
6-24	521	79	3	603
0-24	522	79	3	604
03/07/2001				
7-19	548	64	5	617
6-22	782	83	7	872
6-24	804	85	7	896
0-24	806	86	7	899
04/07/2001				
7-19	1608	74	13	1696
6-22	1621	83	13	1717
6-24	1626	93	13	1732
0-24	1630	94	13	1737

Average				
7-19	575	43	5	624
6-22	665	49	6	720
6-24	676	51	6	733
0-24	681	51	6	738



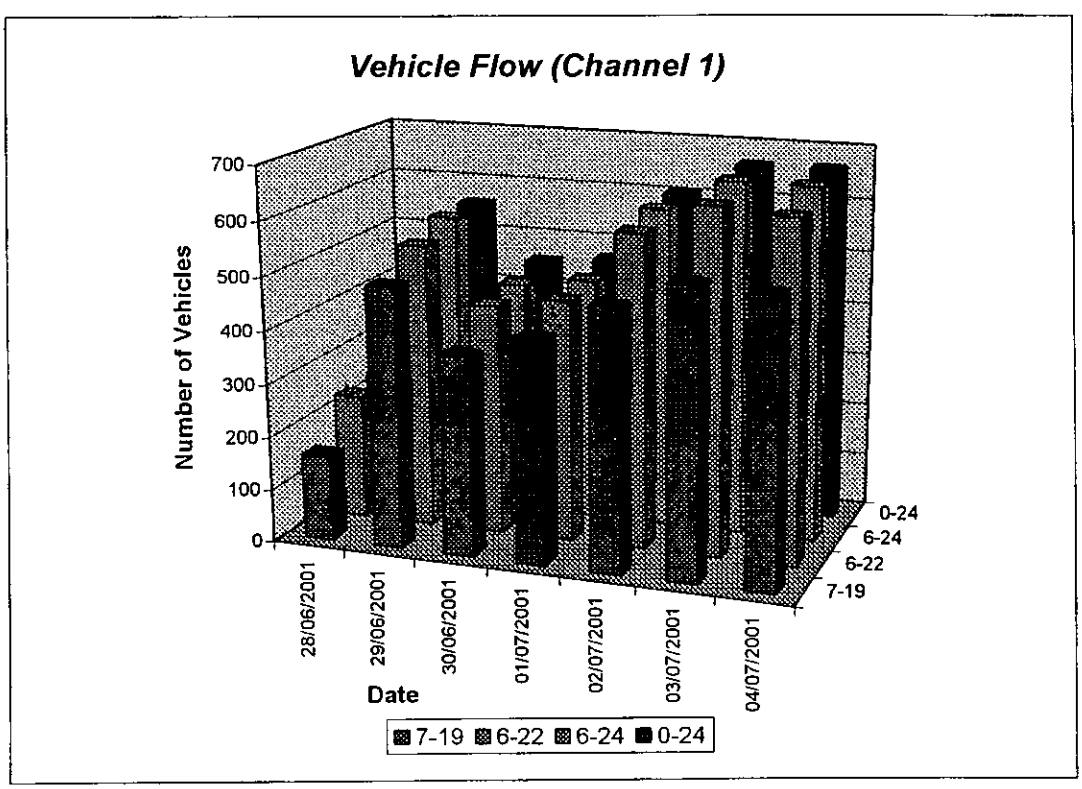
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	1	4	5	1	0	2	1	2
2	0	0	5	1	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0
4	0	0	1	2	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0
6	0	0	3	1	2	4	2	2	2
7	0	4	8	4	6	12	11	7	6
8	0	11	55	62	20	27	23	16	28
9	0	15	34	41	36	34	37	24	28
10	0	29	27	28	35	56	54	35	33
11	0	44	14	28	48	50	46	38	33
12	0	32	40	44	29	27	25	23	28
13	0	50	45	34	30	37	34	30	33
14	0	41	25	37	32	35	36	29	29
15	18	47	19	35	48	56	52	44	39
16	25	78	30	25	30	29	28	38	35
17	28	73	26	31	38	39	41	44	39
18	23	45	30	29	40	34	39	36	34
19	66	25	29	23	101	112	115	84	67
20	44	17	30	11	63	64	62	50	42
21	19	12	13	13	19	19	20	18	16
22	11	12	8	8	12	12	10	11	10
23	1	15	5	6	8	7	16	9	8
24	2	9	3	0	7	10	12	8	6

7-19	160	490	374	417	487	536	530	441	426
6-22	234	535	433	453	587	643	633	526	503
6-24	237	559	441	459	602	660	661	544	517
0-24	237	560	455	459	605	684	685	548	522



Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.0	15.0	26.0	32.5	-	32.5
2	-	-	25.5	25.0	-	-	-
3	-	-	25.0	-	-	-	-
4	-	-	5.0	28.8	-	-	-
5	-	-	-	25.0	-	-	-
6	-	-	15.0	15.0	15.0	30.0	32.5
7	-	20.0	11.3	20.0	16.3	14.0	15.9
8	-	18.2	14.2	15.8	15.4	18.0	16.6
9	-	14.3	17.4	11.3	15.2	17.3	17.9
10	-	12.8	12.4	15.4	15.2	11.3	11.1
11	-	12.4	12.7	14.9	13.7	11.2	10.9
12	-	10.3	16.8	14.9	10.2	14.3	14.2
13	-	7.6	18.7	11.5	15.7	16.1	17.4
14	-	10.1	15.0	11.8	14.0	13.8	12.8
15	13.8	7.8	15.0	11.5	14.7	14.9	15.5
16	17.3	9.5	13.0	12.6	14.3	13.9	12.9
17	18.0	9.1	14.9	13.4	12.4	12.2	12.3
18	14.3	8.3	13.7	13.3	11.3	10.9	10.1
19	13.1	5.4	14.4	13.7	12.6	12.5	12.5
20	14.8	5.0	12.0	21.1	13.8	13.9	13.5
21	16.3	7.5	14.2	18.1	18.8	18.2	17.5
22	16.6	19.6	18.8	24.4	13.3	14.2	14.0
23	15.0	21.5	25.0	14.6	26.9	27.1	27.3
24	18.8	20.0	25.0	-	27.9	28.5	30.2

10-12	-	11.3	14.7	14.9	11.9	12.7	12.5
14-16	15.5	6.8	14.0	12.1	14.5	14.4	14.2
0-24	15.6	12.9	16.1	17.2	16.4	16.4	17.4

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	25.0	25.3	32.8	32.8	-	33.3
2	-	-	33.3	25.9	-	-	-
3	-	-	25.8	-	-	-	-
4	-	-	5.6	33.5	-	-	-
5	-	-	-	25.4	-	-	-
6	-	-	26.0	15.3	25.9	37.8	33.0
7	-	25.4	25.9	25.2	33.1	25.1	25.8
8	-	33.4	25.2	25.2	25.6	25.2	25.6
9	-	25.8	25.7	25.6	25.4	26.0	25.8
10	-	25.4	26.0	25.4	25.1	25.1	25.0
11	-	26.0	25.2	25.4	25.6	25.4	25.2
12	-	15.9	25.5	25.7	15.7	25.4	25.1
13	-	15.1	25.1	15.3	25.9	25.5	25.1
14	-	25.9	26.0	15.6	25.8	25.2	25.3
15	25.7	15.4	25.7	15.2	25.0	25.5	25.1
16	25.5	15.5	25.0	25.2	25.5	25.3	25.0
17	25.6	15.8	25.6	25.6	25.9	25.6	25.5
18	32.8	15.1	25.1	25.1	15.4	15.5	15.7
19	25.3	5.6	25.1	25.5	25.7	25.2	25.5
20	25.8	5.5	15.8	25.9	25.5	25.9	25.8
21	25.0	15.3	15.3	25.3	25.5	25.7	25.1
22	25.8	33.1	25.0	33.3	15.5	15.5	15.2
23	15.8	33.1	37.8	32.9	32.9	37.9	38.2
24	33.2	32.8	25.4	-	32.9	32.6	38.0

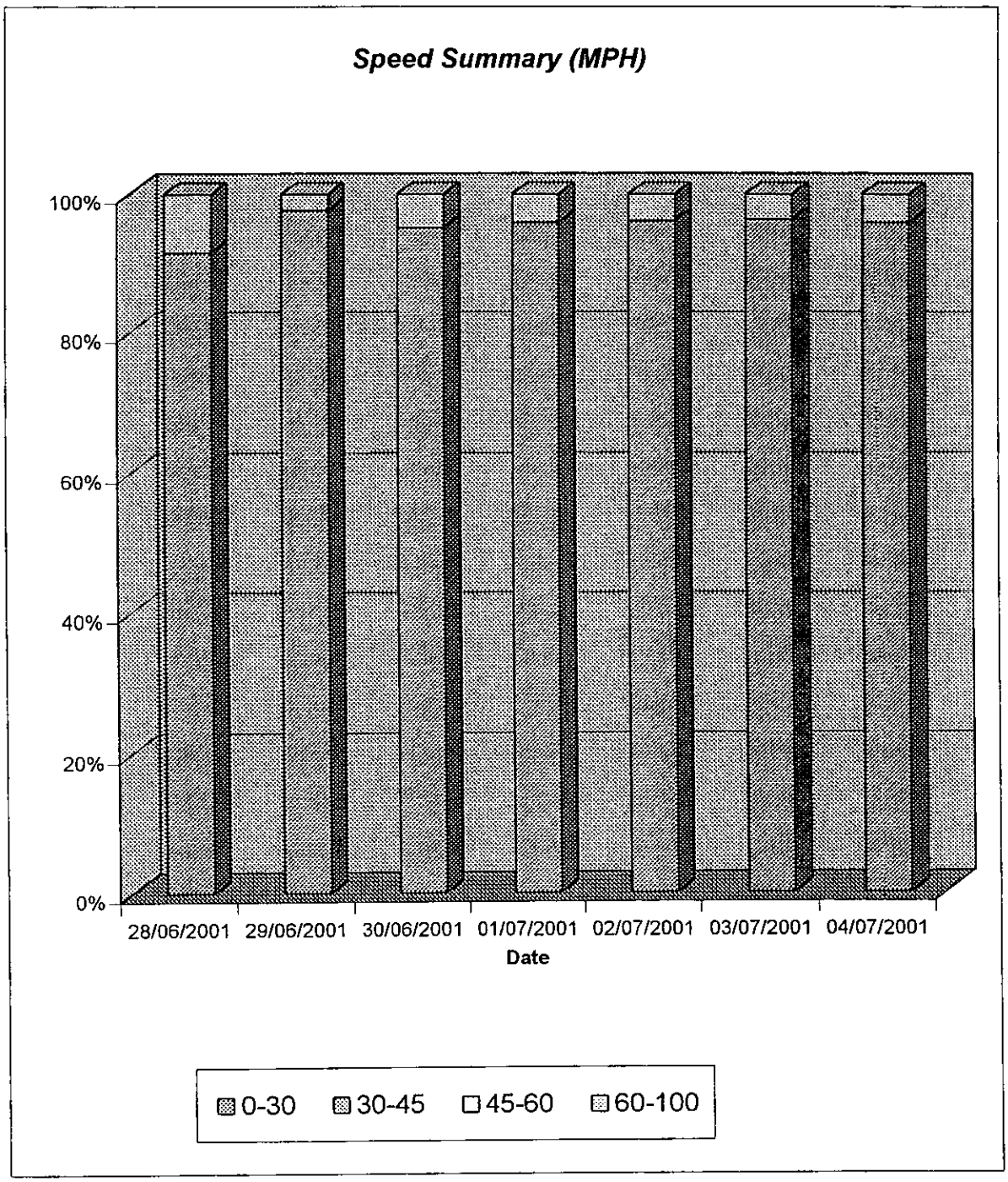
10-12	-	21.0	25.4	25.6	20.7	25.4	25.2
14-16	25.6	15.5	25.4	25.2	25.3	25.4	25.1
0-24	26.1	21.3	24.6	25.0	25.5	26.1	28.4

Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 1 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	217	547	433	450	582	640	638
30-45	20	13	22	19	23	24	27
45-60	0	0	0	0	0	0	0
60-100	0	0	0	0	0	0	0
TOTAL	237	560	455	469	605	664	665



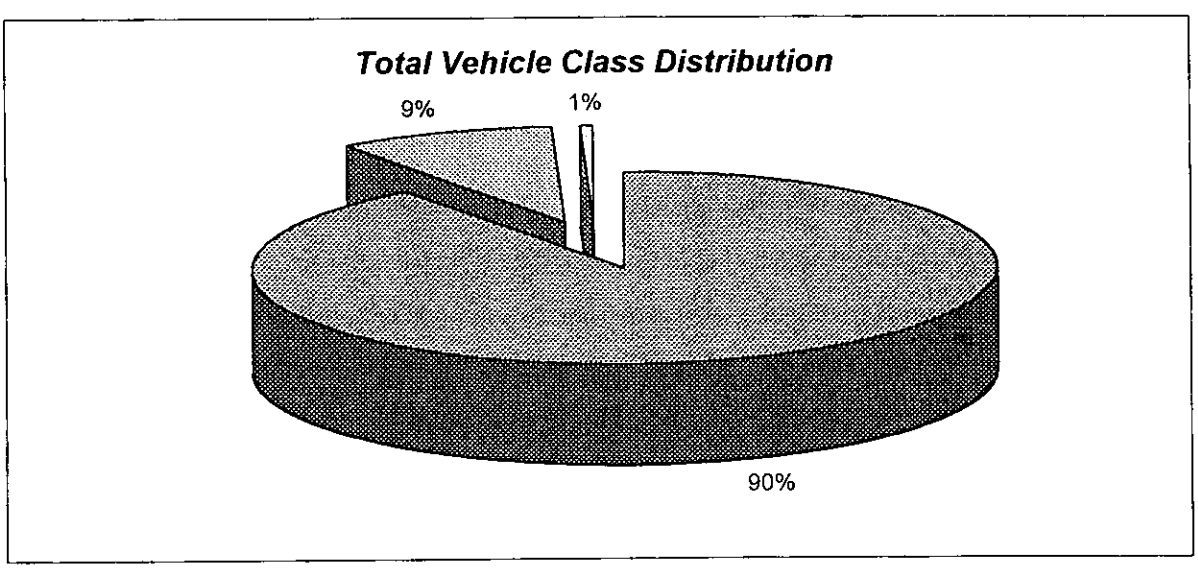
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 1 - Southbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	148	12	0	160
6-22	215	19	0	234
6-24	216	21	0	237
0-24	216	21	0	237
29/06/2001				
7-19	435	49	6	490
6-22	478	52	7	535
6-24	498	54	7	559
0-24	499	54	7	560
30/06/2001				
7-19	357	15	2	374
6-22	412	18	3	433
6-24	420	18	3	441
0-24	434	18	3	455
01/07/2001				
7-19	390	24	3	417
6-22	425	25	3	453
6-24	431	25	3	459
0-24	441	25	3	469
02/07/2001				
7-19	422	62	3	487
6-22	517	66	4	587
6-24	532	66	4	602
0-24	535	66	4	605
03/07/2001				
7-19	462	71	3	536
6-22	580	79	4	643
6-24	575	80	4	660
0-24	580	80	4	664
04/07/2001				
7-19	454	74	2	530
6-22	553	77	3	633
6-24	579	79	3	661
0-24	583	79	3	665

Average				
7-19	361	44	3	428
6-22	491	48	3	503
6-24	465	49	3	517
0-24	470	49	3	522



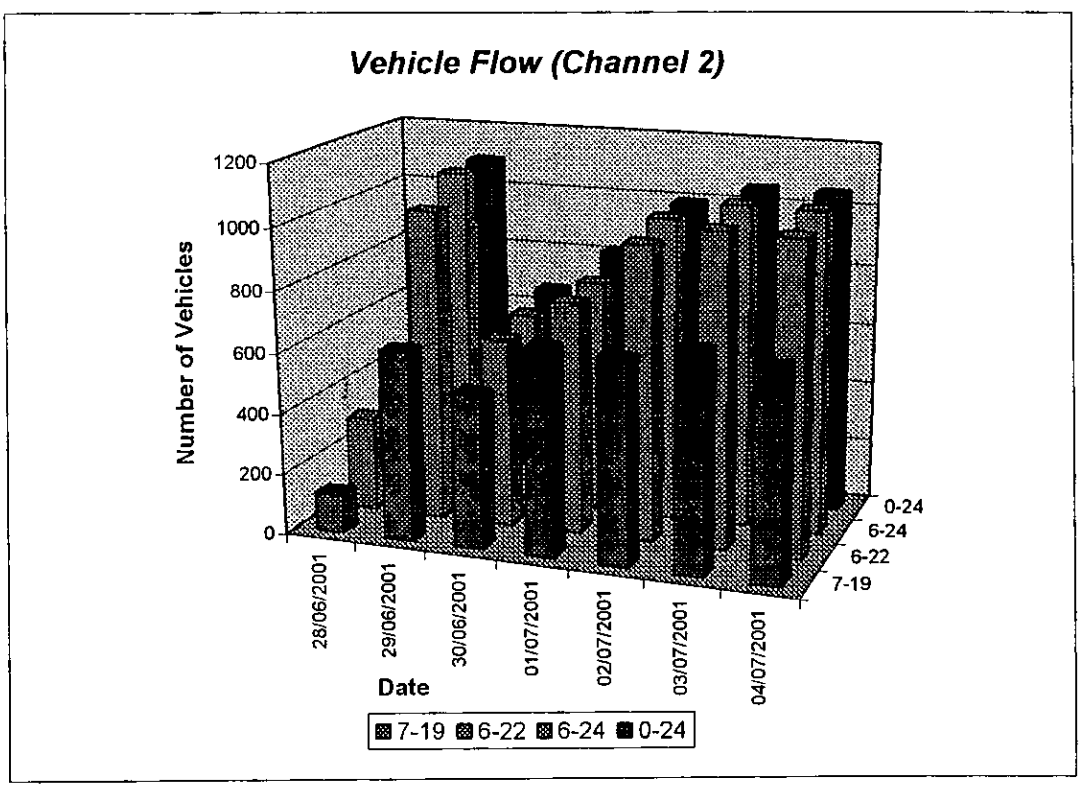
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesda	5 Day Ave	7 Day Ave
1	0	2	14	22	0	5	3	2	7
2	0	0	12	24	0	1	1	0	5
3	0	0	3	0	0	0	0	0	0
4	0	0	1	1	0	0	0	0	0
5	0	0	0	2	1	0	2	1	1
6	0	0	3	0	1	2	2	1	1
7	0	3	4	2	2	8	11	5	4
8	0	6	7	4	10	13	12	8	7
9	0	68	20	11	104	103	90	73	57
10	0	41	39	26	58	43	41	37	35
11	0	38	44	49	45	53	57	39	41
12	0	44	57	75	36	52	42	35	44
13	0	44	59	146	49	77	52	44	61
14	0	50	45	93	50	47	39	37	46
15	15	51	47	47	61	53	62	48	48
16	13	60	35	45	46	46	44	42	41
17	28	40	56	62	58	69	73	54	55
18	25	99	54	56	73	76	76	70	66
19	43	80	41	58	72	76	90	72	66
20	51	88	47	29	65	72	93	74	64
21	78	173	43	40	135	136	133	131	105
22	54	132	19	14	98	96	100	96	73
23	19	47	10	8	18	20	19	25	20
24	6	32	11	3	14	12	15	16	13

7-19	124	621	504	672	662	708	676	559	567
6-22	307	1017	817	757	982	1020	1015	854	814
6-24	332	1096	838	768	994	1052	1049	905	847
0-24	332	1098	871	817	996	1060	1057	909	882



Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	18.8	9.1	5.5	-	29.0	32.5
2	-	-	26.5	10.2	-	25.0	25.0
3	-	-	30.0	-	-	-	-
4	-	-	5.0	25.0	-	-	-
5	-	-	-	25.0	15.0	-	42.5
6	-	-	11.7	-	5.0	20.0	32.5
7	-	20.8	22.5	20.0	15.0	22.8	18.6
8	-	25.4	20.4	22.5	20.3	21.0	19.8
9	-	24.6	17.9	18.6	22.5	22.8	22.3
10	-	18.5	16.3	13.1	20.0	15.4	15.5
11	-	13.4	13.0	12.3	13.4	12.9	12.9
12	-	12.2	12.5	9.8	11.4	13.5	12.1
13	-	11.4	14.5	13.3	11.3	13.8	13.8
14	-	10.3	12.7	12.7	14.5	14.5	13.3
15	16.3	8.7	17.6	11.6	16.2	16.1	15.8
16	18.1	7.7	13.4	14.1	16.2	17.0	18.1
17	17.1	13.0	14.4	12.6	13.0	11.9	10.7
18	18.8	12.3	12.6	12.7	13.2	13.0	13.5
19	17.9	5.4	13.2	12.6	13.5	14.1	14.1
20	16.6	6.7	12.1	12.6	13.7	14.9	12.9
21	11.3	6.7	14.5	14.2	15.7	15.9	16.7
22	12.9	9.5	10.8	15.0	10.6	11.2	11.4
23	14.3	10.7	10.0	18.4	16.1	14.0	12.9
24	10.0	10.2	6.8	24.2	15.0	11.5	8.3

10-12	-	12.8	12.7	11.1	12.4	13.2	12.5
14-16	17.2	8.2	15.5	12.9	18.2	16.5	17.0
0-24	15.3	13.0	14.7	15.3	14.6	16.7	18.0

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	32.7	15.2	5.5	-	38.2	33.2
2	-	-	38.0	33.5	-	25.6	25.8
3	-	-	32.8	-	-	-	-
4	-	-	5.3	25.1	-	-	-
5	-	-	-	25.0	15.5	-	42.9
6	-	-	25.0	-	5.4	25.8	33.4
7	-	32.8	25.5	25.3	25.5	25.2	25.7
8	-	37.6	25.2	25.5	25.2	33.3	32.6
9	-	33.1	25.9	25.9	33.1	25.2	25.6
10	-	25.2	25.6	25.5	25.5	26.0	25.7
11	-	25.9	25.8	25.4	25.7	15.1	15.0
12	-	25.1	25.9	15.8	15.9	25.1	25.4
13	-	15.4	25.3	25.8	15.4	25.8	25.4
14	-	15.3	25.5	25.7	25.3	25.4	25.3
15	25.4	15.9	25.1	15.7	25.3	25.5	26.0
16	32.6	15.8	25.6	26.0	25.2	25.1	25.8
17	25.7	25.3	25.4	15.3	25.5	15.1	15.7
18	33.4	25.7	26.0	25.5	25.2	25.2	25.4
19	25.5	5.4	15.1	25.4	25.6	25.0	25.7
20	25.1	15.1	15.9	25.7	25.4	25.7	25.3
21	15.8	15.0	25.6	25.2	25.9	25.5	25.4
22	25.4	15.3	15.3	25.4	15.5	15.6	15.4
23	25.5	25.8	15.1	25.5	25.2	25.2	25.9
24	15.5	25.3	15.5	33.3	25.7	25.5	15.1

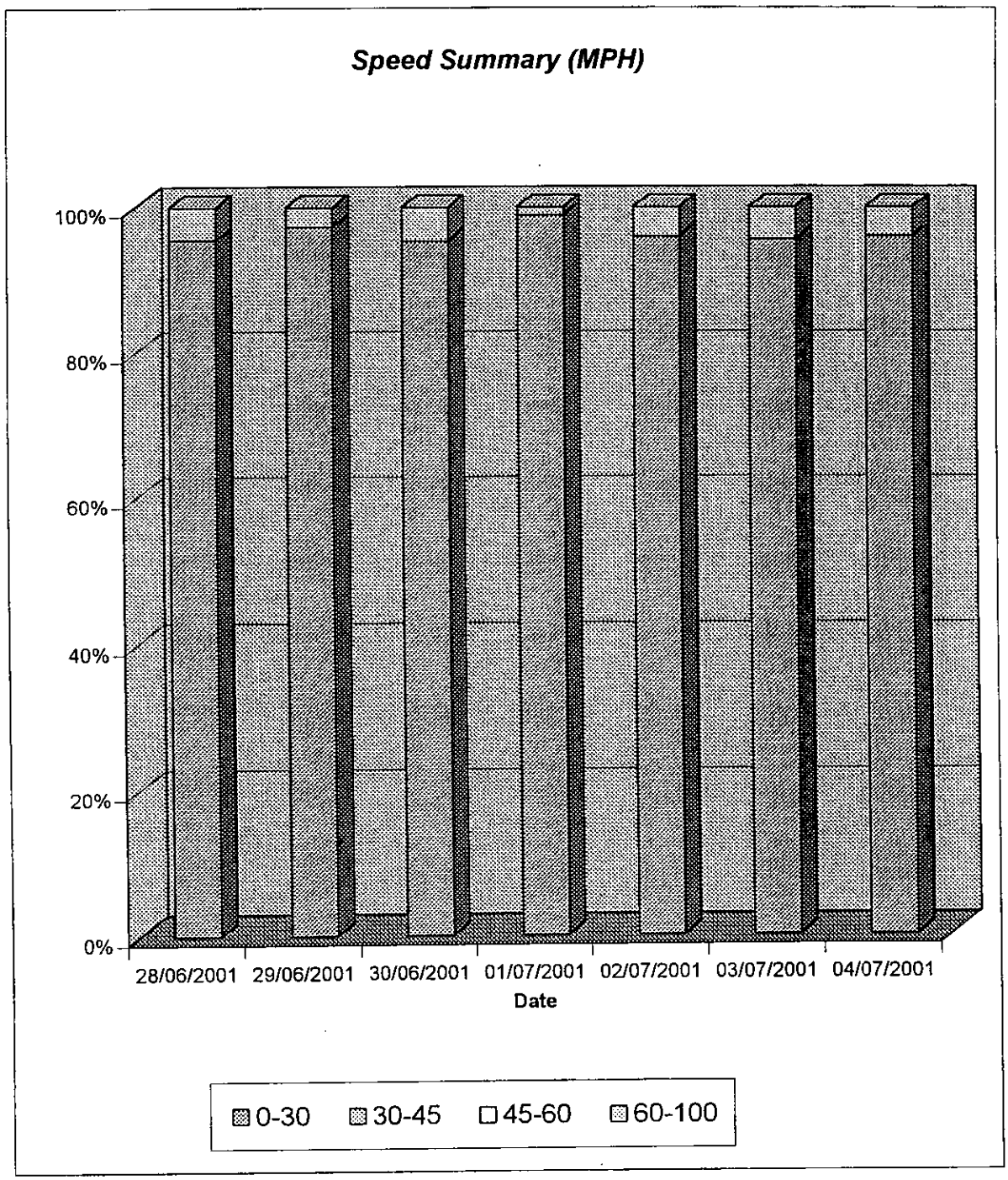
10-12	-	25.5	25.9	20.6	20.8	20.1	20.2
14-16	29.0	15.9	25.4	20.9	25.3	25.3	25.9
0-24	25.0	22.5	22.9	24.0	22.9	25.0	25.5

Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 2 - Northbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	317	1069	640	808	956	1013	1015
30-45	15	29	31	9	40	47	42
45-60	0	0	0	0	0	0	0
60-100	0	0	0	0	0	0	0
TOTAL	332	1098	671	817	996	1060	1057



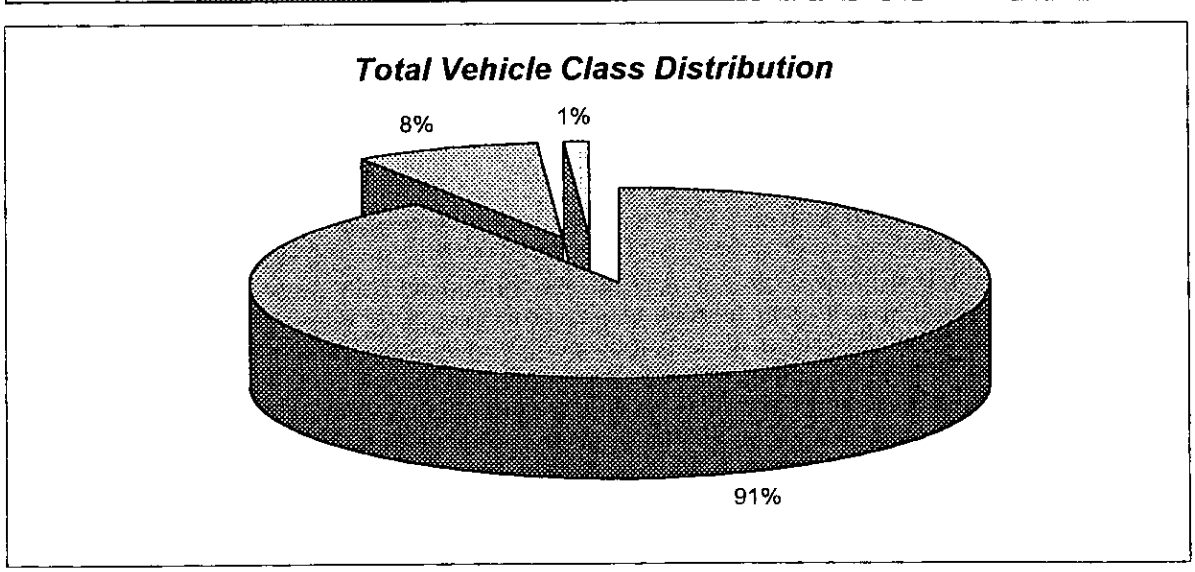
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

Channel 2 - Northbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	108	16	0	124
6-22	283	24	0	307
6-24	307	25	0	332
0-24	307	25	0	332
29/06/2001				
7-19	543	61	17	621
6-22	911	81	25	1017
6-24	990	81	25	1096
0-24	992	81	25	1098
30/06/2001				
7-19	484	18	2	504
6-22	590	25	2	617
6-24	610	26	2	638
0-24	643	26	2	671
01/07/2001				
7-19	640	21	11	672
6-22	724	21	12	757
6-24	733	23	12	768
0-24	782	23	12	817
02/07/2001				
7-19	560	95	7	662
6-22	852	102	8	962
6-24	883	102	9	994
0-24	885	102	9	996
03/07/2001				
7-19	599	99	10	708
6-22	901	108	11	1020
6-24	931	108	13	1052
0-24	938	109	13	1060
04/07/2001				
7-19	566	104	8	678
6-22	889	116	10	1015
6-24	921	116	12	1049
0-24	927	116	14	1057

Average				
7-19	500	59	8	567
6-22	736	68	10	814
6-24	768	69	10	847
0-24	782	69	11	862



Appendix B – Drawing no 26639/sk1 (reduced scale)

Passing Places on Remenham Lane and Remenham Church Lane.

Appeal Decision

Hearing held on 1 November 2005

by Simon Rawle BA (Hons) Dip TP MRTPI Solicitor

an Inspector appointed by the First Secretary of State

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

Date 25 NOV 2005

Appeal Ref: APP/X0360/A/04/1162950
Remenham Farm, Remenham, RG9 3DB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by T.A Copas Family Settlement Trust against the decision of Wokingham District Council.
- The application Ref F/2002/7868, dated 14 October 2002, was refused by notice dated 28 April 2004.
- The development proposed is to convert agricultural barns to B1 and B8.

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

Procedural Matters

1. At the Hearing an application for costs was made by the appellant against the Council. This application is the subject of a separate Decision.

2. Although originally the application was submitted in outline, it was changed to a full application. It is on this basis that I have determined the appeal. In addition, following submission but prior to the Hearing, certain plans were amended. The main change involved the removal of a building identified as the Caretakers House from the appeal site. The parties confirmed that the appeal should be determined on the basis of the following plans, CRF 11C, CRF 12E, CRF 14A, CRF 15C, CRF 16B, CRF 17B and CRF 18.

Main Issues

3. I consider that the main issues in this case are:

- Whether the proposed development represents inappropriate development within the Green Belt and if so whether other considerations are sufficient clearly to outweigh any harm resulting from the proposal;

- The effect of the proposal on the character and appearance of the area which is within the Remenham Church Conservation Area;

- Whether the proposal would have an adverse impact on highway safety and the free flow of traffic;

- Whether the proposal would result in the provision of development in an unsustainable location; and

- Whether contributions are required to mitigate the impact of the proposal.

Planning Policy

4. The development plan for the area includes the Berkshire Structure Plan 2001-2016, 2005 and the Wokingham District Local Plan, 2004. I set out below the most relevant development plan policies. Structure Plan Policy DP 3 sets out that within the Green Belt, with certain exceptions new buildings will not be permitted except in very special circumstances. Structure Plan Policy DP 4 seeks to ensure that additional infrastructure, services or facilities made necessary by development are provided or will be provided at the appropriate time. Structure Plan Policy EN1 seeks to ensure that the distinctiveness of the landscape character of an area will be maintained. Structure Plan Policy EN4 seeks to conserve and enhance the historic environment. Structure Plan Policy E3 seeks to ensure the provision of a variety of flexible and appropriate accommodation for a range of economic activities. Structure Plan Policy T1 seeks to ensure that development is concentrated in the major towns to assist the objective of urban regeneration and to reduce the need to travel, especially by car. Structure Plan Policy T4 advises that all development will take appropriate measures to offset any adverse effect it has for the transport network. The policy goes on to advise that development which generates a significant number of trips should include the promotion of sustainable alternative modes of travel to the private car and should take other steps to minimise the pressure on the transport network.

5. I turn now to consider the local plan. Policy WOS1 seeks to ensure development is sustainable and improves the quality of life within the plan area. Policy WOS3 advises that development proposals which are acceptable in principle should also, amongst other things, be appropriate in scale of activity and character to the area, have no detrimental impact on important landscape and nature conservation features, be located so as to reduce the need to travel and encourage alternatives to the car, have no significant effect on road safety or cause highway, traffic generation or traffic related environmental problems and be of a high quality of design that respect the local context.

6. Policy WOS4 seeks to ensure that new development should provide the necessary infrastructure needed to support the development. Policy WOS10 seeks to preserve and/or enhance the character of conservation areas. Policy WCC1 advises that development outside defined settlement boundaries will be strictly controlled. The Policy goes on to set out that the re-use and adaptation of existing buildings is a type of development that is acceptable in principle. Policy WLL2 advises that within areas of special landscape importance development will not be permitted that would have a detrimental impact on the character of the area. Policy WLL3 advises that within the Thames Valley and its setting, development will not be permitted that would have a detrimental impact on the character of the Thames Riverside and its surrounding area.

7. Policy WGB1 advises that there will be a presumption against inappropriate development in the Green Belt and that development should not compromise the open character of the Green Belt. The policy does set out certain exceptions which may be acceptable including the re-use and adaptation of existing buildings in accordance with Policy WGB5. That Policy advises that development will not be permitted if the new use and any associated uses have a materially greater impact than the present use on the openness of the Green Belt. Amongst other things, Policy WBE1 seeks to achieve a high standard of design and layout which makes efficient use of buildings. Policy WHE2 advises that development within a conservation area should preserve or enhance those features that contribute to its distinct character of appearance. Policy WRE2 sets out that the re-use and adaptation of rural buildings for commercial uses will be acceptable if the form, bulk and general design of the building is in keeping with its surroundings, the building is suitable for the proposed use without major rebuilding or alteration and there are no other overriding objections.

8. Policy WT1 seeks to ensure that major development is located on sites that are capable of being well served by public transport. Policy WT3 advises that all traffic generating development will need to facilitate alternative modes of transport in addition to the private car. Amongst other things, Policy WT5 advises that development that would generate traffic of a type or quantity detrimental to the character of the rural roads in the locality will not be permitted. Policy WT7 seeks to promote road safety for all road users.

9. Another important material consideration in this case is the national planning guidance provided in Planning Policy Guidance: Green Belts (PPG 2). PPG 2 advises that the most important attribute of Green Belts is their openness. The PPG goes on to advise that within the Green Belt there is a presumption against inappropriate development. Such development is by definition harmful to the Green Belt and should not be approved, except in very special circumstances. The re-use of buildings inside a Green Belt is not inappropriate development providing, it does not have a materially greater impact than the present use on the openness of the Green Belt, strict control is exercised over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt, the buildings are of permanent and substantial construction and are capable of conversion without major or complete reconstruction and the form, bulk and general design of the building is in keeping with their surroundings.

Reasons

Background

10. The appeal site comprises a group of existing barns located within a prominent position clearly visible from the public footpath that runs along the River Thames. It is located within the Remenham Church Conservation Area and the Green Belt and is within an area designated as Thames River Valley and is within an Area of Special Landscape. The appeal proposal would involve the change of use of the existing barns to provide 789 sq. m of B1 use and 244 sq. m of B8 use.

Green Belt Matters

11. Relevant development plan policies and PPG 2 advise that development within the Green Belt is inappropriate unless it falls within a particular exception. One exception is the re-use of buildings, subject to meeting certain criteria.

12. The re-use of the existing buildings would not prejudice the openness of the Green Belt since they are already there. I note that the proposal would involve the provision of 36 car parking spaces. Poorly located and designed car parking can have a significant impact on the openness of the Green Belt. However, that is not the case here. Half of the car parking would be contained within a courtyard and would have limited impact on openness. The remainder would be located near to the proposed access. This area would be adequately screened and includes an area that is already hard-standing. As a result, the proposal would not have a materially greater impact than the present use on the openness of the Green Belt.

13. From my observations on the site visit, I am satisfied that the existing buildings are of a permanent and substantial construction. The proposed alterations would largely be cosmetic. Amongst other things, the proposed development would involve the replacement of a corrugated roof, the introduction of glazing and the rebuilding of an existing wall which comprises block work and timber. Such works cannot be described as a major rebuilding or alteration of the barns. Therefore they are capable of conversion without major or complete reconstruction. Moreover, the form, bulk and general design of the building is in keeping with their surroundings.

14. I therefore conclude that the proposal does not represent inappropriate development within the Green Belt.

Character and Appearance

15. It is common ground that the existing barns form an attractive group of buildings that make a positive contribution to the character and appearance of the conservation area. However, over time there have been some insensitive alterations. For example, part of the roof of the barn closest to the river has been replaced with a corrugated material rather than traditional tiles. It is proposed that this roof would be reinstated. The Council confirmed that this would improve the appearance of the barns. I agree. Moreover, the proposed landscaping would also help to visually improve the area.

16. I was advised at the Hearing that the former use of the barn fronting the river was for cart sheds which traditionally had openings facing the river. The proposal seeks to replicate this by proposing to replace the temporary wooden panels with glazing. To my mind, the use of glazing would respect the agricultural heritage of the building and would provide an interesting and appropriate façade in this sensitive and prominent setting. In addition, given the existence of security lights that already light this elevation, light spillage from these windows would not harm the character and appearance of the area. Furthermore, cars passing each other would not have such an adverse impact on the existing verge to justify dismissing the appeal.

17. The proposal would achieve a high standard of design and layout which would make a more efficient use of buildings than the present situation. Moreover, the proposed development would preserve and enhance the character and appearance of the Conservation Area. I therefore conclude that the proposal would not harm the character and appearance of the area. Accordingly the proposed development accords with the relevant development plan policies.

Highway Safety and the Free Flow of Traffic

18. Traffic coming to and from the appeal site would mainly use Remenham Lane, although some drivers would also use Remenham Church Lane. Both of these roads are predominantly single track with passing places. The appellant advised me at the Hearing that they had assumed a split of 31% of traffic using Remenham Church Lane with the remainder using Remenham Lane. This is a reasonable estimate. In terms of movements, the appellant has estimated that there would be 12-15 movements during each of the morning and evening peak hours. At the Hearing, the Council advised me that they considered that a more reasonable estimate would be 20 movements. The Council also advised me that a survey of the existing traffic situation was undertaken between 0800 and 0900 on 5th November 2004. This recorded 23 southbound movements and 1 northbound movement. I have determined the appeal on the basis of the Council's figures.

19. I travelled to the appeal site via both roads during the morning and the evening peak hours and I observed that the vehicles travelling in the opposite direction appeared to take the road conditions into account and were not travelling at an excessive speed. I also managed to pass vehicles travelling in the opposite direction without reversing, although I did have to wait in a passing bay for cars to pass.

20. The proposal would undoubtedly result in more traffic using Remenham Church Lane and Remenham Lane. This would result in more vehicles travelling in opposite directions meeting. I have also taken account of the fact that the roads flood from time to time. Due to the width of the existing lanes the existing road network is not ideal. However, even using the Council's figures, the traffic generated by the proposed development would be modest. As a result, the

additional impact on the road network would not be significant. Therefore, there would not be an unacceptable impact on the free flow of traffic or on highway safety. Nor would the proposal result in an unacceptable increase in risk to walkers, equestrians or cyclists. Accordingly, the proposal would not conflict with development plan policies or with national planning advice.

Sustainable Development

21. I turn now to consider whether the proposed development in this location would result in the provision of development in such an unsustainable location as to justify dismissing the appeal. Although, Henley can be reached by foot and bicycle via the riverside footpath, given the distance involved I do not consider it likely that future employees would regularly walk or cycle to work. However, outside urban areas it is reasonable to expect that there would be more reliance on private cars for transport. In addition, the appellant has proposed a travel plan which includes the provision of a mini bus service to transport employees to a local railway station and the promotion of a car sharing scheme. I consider that such a travel plan secured by condition would ensure that reliance on private cars for transport is reduced. Accordingly, the proposed development would not foster such a significant growth in the need to travel as to justify dismissing the appeal. I also consider that the level of car parking proposed is sufficient to serve the proposed development.

22. Taking account of the proposed travel plan, I conclude that the proposal would not result in the provision of development in such an unsustainable location to justify dismissing the appeal. Accordingly, the proposal would not unacceptably conflict with development plan policies or with national planning advice.

Contributions

23. The Council have highlighted that the certain infrastructure, service and facilities would be required as a result of the proposed development and that a contribution in the order of £30,000 would be appropriate. In the Officer's Report to Committee, the Council advised that this sum would be required for improvements to local roads, such as passing places. However, at the Hearing, the Council advised me that they no longer recommended that additional passing places should be provided. The Council also advised me that the sum was a lump sum gesture nominally towards addressing the impact of the proposal. The Council did suggest certain improvements, however, no concrete proposals had either been formulated or been costed. As a result, the Council have provided insufficient evidence to establish that the contribution is needed to enable development to take place, is directly related to the proposed development and is fairly and reasonably related in scale and kind to the proposed development.

24. Having taken account of the advice contained in Circular 05/2005 – Planning Obligations I conclude that the fact that the appellant has not provided the requested contribution does not justify dismissing the appeal. Accordingly, the proposal does not conflict with the relevant development plan policies or with national planning advice.

Other Matters

25. I have taken account of all other matters raised including the fact that a number of neighbouring residents have expressed concern that the proposed development would have an adverse impact on their living conditions as a result of noise and disturbance. However, having taken account of the proposed future use of the site I do not consider that the increased activity on site, or the additional traffic coming to and leaving the site would result in an unacceptable level of noise and disturbance to neighbouring residents.

26. I also note that the National Trust is the beneficiary of a restrictive covenant and that they would need to give their approval to allow the proposed development to proceed. This is a matter between the appellant and the National Trust and the fact that a restrictive covenant exists is not a planning matter.

Conditions

27. I have considered the conditions suggested both prior to and during the Hearing having regard to the advice in Circular 11/95 – The Use of Conditions in Planning Permissions.

28. In order to ensure that the character and appearance of the area is preserved, it is important that appropriate materials are used. I shall impose a condition in this regard. Similarly, the appeal site is located in a prominent position both within the village and on the banks of the River Thames. Inappropriate lighting could have a significant adverse impact on the character and appearance of the area. It is therefore necessary to impose a condition in respect of lighting on the appeal site. For the same reasons, the inappropriate storage of materials, containers or equipment could have a detrimental impact on the character and appearance of the area and it is therefore necessary to impose a condition in this regard.

29. Due to the location of the appeal site close to existing residential development it is reasonable to restrict the times that construction work can be undertaken. Notwithstanding the concerns expressed by neighbours, I consider that it is reasonable to allow construction to take place on Saturday morning. Due to the prominent location of the appeal site a condition in respect of landscaping is reasonable and necessary. In light of the fact that a condition in respect of materials will be imposed it unnecessary to impose separate conditions in respect of joinery and glazing. Moreover, as I have concluded that the existing buildings are of a permanent and substantial construction I do not consider that a structural survey is necessary.

30. Due to the proposed use of the site for B1 and B8 uses it is not necessary to impose a condition in relation to the enclosure and/or noise attenuation of all plant, machinery and equipment. However, due to the proximity of the appeal site to residential dwellings I consider that a condition restricting deliveries to and from the appeal site is reasonable and necessary in order to protect the living conditions of neighbours. I am also satisfied that such a condition would be enforceable. I also consider that due to the sensitive location of the appeal site there are exceptional circumstances in this case to make it necessary to impose a condition to restrict permitted development rights to extend the premises. Finally, for the reasons outlined above, it is necessary and reasonable to impose a condition requiring the implementation of a travel plan. The Countryside Officer (Biodiversity) has advised that the existing barns have the potential to act as roost sites for bats. In the Officer's Report to Committee, the Council set out that a bat survey prior to determination would have been onerous, but that a condition requiring a survey was recommended should the application be approved. Although there is no evidence that bats or their roosts are present at the site, in light of the fact that bats are a protected species I consider that an appropriate condition is both necessary and reasonable.

31. Where necessary, in the interests of precision and enforceability, I will adapt the conditions having regard to the advice in Circular 11/95.

Conclusions

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

Formal Decision

33. I allow the appeal, and grant planning permission to convert agricultural barns to B1 and B8 at Remenham Farm, Remenham. RG9 3DB in accordance with the terms of the application, Ref F/2002/7868, dated 14 October 2002, and the plans numbered CRF 11C, CRF 12E, CRF 14A, CRF 15C, CRF 16B, CRF 17B and CRF 18, subject to the following conditions:

1) The development hereby permitted shall begin before the expiration of five years from the date of this decision.

2) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

4) No construction work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 0800 and 1800 Monday to Friday, between 0830 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

5) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.). Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

6) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority.

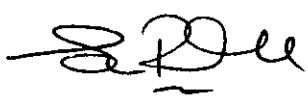
7) No deliveries shall be taken at or despatched from the site outside the hours of 0700 and 1900 on Monday to Saturday nor at any time on Sundays, Bank or Public Holidays.

8) No materials, containers or equipment shall be stored on the site outside buildings except for refuse contained within suitable refuse storage units.

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions or other buildings other than those expressly authorised by this permission shall be constructed at the site without the prior written consent of the local planning authority.

10) No development shall take place until a travel plan has been submitted to and approved in writing by the local planning authority. The travel plan shall include proposals to promote alternative forms of transport to and from the site, other than by the private car, shall include a programme of implementation and provide for periodic review. The travel plan shall be implemented in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

11) Before any development commences a bat survey report shall be carried out by a suitably qualified person to (i) establish the presence or otherwise of bats in the barns to be converted and (ii) if bats are present in the barns to make recommendations as to their protection and retention on the site. The survey report shall be submitted to and approved in writing by the local planning authority before any development commences. If the survey report detects the presence of bats then the development hereby permitted shall take this into account and provide for the necessary protection and or relocation of the protected species in accordance with the recommendations of the survey report.



INSPECTOR

Information

34. Attention is drawn to the requirements of section 76 of the Town & Country Planning Act 1990 concerning provisions for the benefit of persons with disabilities.

APPEARANCES

FOR THE APPELLANT:

M. Evans	Evans Planning and Development, 18 Webb Court, Wokingham, Berkshire, RG40 5YR
N. Anderson	Faber Maunsell, Marlborough House, Upper Marlborough Road, St Albans, AL1 3UT
J. Smith	James Smith Associates, Tavistock House, Waltham Road, Woodlands Park, Maidenhead, SL6 3NH
T. A and F Copas	Kings Coppice Farm, Grubwood Lane, Cookham, SL6 9UB
Mrs B Copas	The Mount Farm, Choke Lane, Pinkneys Green, Maidenhead, SL6 6PL

FOR THE LOCAL PLANNING AUTHORITY:

E. Circuit	Wokingham District Council
S. McMillan	Wokingham District Council

INTERESTED PERSONS:

Dr. J Halsall	Cherwell, Remenham Lane, Remenham, RG9 3DB
P. Sly	Old Blades, Remenham Lane, Remenham, RG9 3DB
N and J Gray	Remenham Farmhouse, Henley on Thames, RG9 3DB
S and A West	Remenham Manor, Henley on Thames, RG9 3DB
R. E Gibson	Representing the National Trust, Hughenden Manor, High Wycombe, Bucks, HP14 4LA
M. Dudley	The Reach, Remenham Lane, Henley, RG9 3DD

DOCUMENTS

Document	1	List of persons present at the hearing
Document	2	Consultation response from the Council's architect
Document	3	Policies of the Berkshire Structure Plan 2001-2016, 2005
Document	4	Policy E3 of the Berkshire Structure Plan 2001-2016, 2005
Document	5	Additional Proposed Conditions
Document	6	Application for an Award of Costs on behalf of the appellant
Document	7	Letters of representation in respect of the proposed development

PLANS

Plan	A	CRF 11C
Plan	B	CRF 12E
Plan	C	CRF 14A
Plan	D	CRF 15C
Plan	E	CRF 16B
Plan	F	CRF 17B
Plan	G	CRF 18

Costs Decision

Hearing held on 01 November 2005

by Simon Rawle BA (Hons) Dip TP MRTPI Solicitor

an Inspector appointed by the First Secretary of State

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

Date 25 NOV 2005

Costs application in relation to Appeal Ref: APP/X0360/A/04/1162950
Remenham Farm, Remenham. RG9 3DB

- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6, and the Local Government Act 1972, section 250(5).
- The application is made by T. A Copas Family Settlement Trust for a full award of costs against Wokingham District Council.
- The hearing was in connection with an appeal against the refusal of an application for planning permission to convert agricultural barns to B1 and B8.

Summary of Decision: The application fails and no award of costs is made.

The Submissions for the Appellant

1. The application seeks a full award of costs and is made on the basis that the Council behaved unreasonably and relies on Circular 8/93, Annex 3, paragraphs 8 and 15.

2. The applicant highlights that the reasons for refusal provided by the Council are not precise, specific and relevant to the application. More particularly, the applicant considers that in reaching the conclusion that the proposal would have an adverse impact on the character and appearance of the area the Council have misunderstood the proposed car parking arrangement and have assumed that no activity at all could or should take place at the site. In addition, they consider that the Council's view that additional traffic movements would adversely affect the character of the area is flawed as the effect would be relatively limited, confined to peak hour periods and would not be significantly different from any other site where rural buildings have been re-used for commercial purposes. Moreover, the applicant highlights that the Council's objection to passing bays on appearance grounds is unreasonable as such features are a common feature in rural areas and are discreet and unobtrusive. Furthermore, in objecting to the glazed element proposed for the north western elevation, the applicant considers that the Council has paid no regard to material considerations and has sought to impose its taste without good reason.

3. In relation to Green Belt matters, the applicant considers that the Council's approach is flawed as they did not take proper account of the advice in Planning Policy Guidance: Green Belts (PPG 2) and that they unnecessarily requested that a structural survey should be provided.

4. In respect of highway safety and the free flow of traffic, the applicant considers that the Council's case is poor as there have been no significant accidents along the relevant roads, they have not taken account of existing traffic movements or movements that could take place at the site. Furthermore, in respect of whether the appeal site is located in a sustainable location, the applicant considers that the Council have merely relied on the distance from public transport without proper regard to other national planning policies

which weigh in favour of the proposal. The applicant also highlights that the Council have taken an inconsistent approach as it had allowed other schemes in more remote locations.

5. The appellant highlights that the Council have not adequately justified the need for the payment of a contribution for services and infrastructure and have failed to provide sufficient evidence that their request meets the relevant tests contained within Government Guidance.

6. Finally, the applicant considers that the Council have been unreasonably influenced by the level of objections raised by local residents and interested parties which are not founded on valid planning reasons supported by substantial evidence.

The Response by the Council

7. The decision was not unreasonable and the Council did provide sufficient evidence to substantiate its reasons for refusal. In particular, the Council highlights that they had not misunderstood the car parking arrangement but rather consider that the proposed arrangement would have an adverse impact on the character and appearance of the area. Furthermore, the Council's concerns in relation to the north-west elevation are reasonable given the prominent location of the appeal site.

8. In relation to Green Belt considerations, an appropriate assessment has been undertaken and the Council consider that it was reasonable to request a structural survey in order to ascertain whether the proposal would result in major rebuilding.

9. The Council highlight that the proposed development would result in an increase in traffic. This would have an adverse impact on the character and appearance of the area and on highway safety. The Council set out that there is development plan policy requiring contributions to be paid which are justified due to highway and sustainability concerns. Although, the actual requirements have not been costed, the amount requested is appropriate. The Council accept that the existing barns make a positive contribution but this fact does not justify harmful development within the Green Belt.

10. The Council sets out that it determined this application on its own merits and the fact that it has granted permission elsewhere does not justify permitting this development. They also do not agree that they have been influenced by local residents. Rather, they consider that they had made their decision on valid planning grounds.

Conclusions

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

12. The Council's reasons for refusal were supported by relevant development plan policies. The Council has submitted a reasoned written statement which fully covers the reasons for refusal.

13. In terms of character and appearance, the Council have set out the impact that they consider the proposal would have and the reasons for reaching that conclusion. Notwithstanding that I have determined that there would not be an unacceptable impact, it is a matter of

judgement. Although I do not agree with their view, it is not unreasonable for them to express such concerns and to conclude that the proposal should be rejected on that basis.

14. Although the Council have not referred in great detail to the advice contained in PPG 2, the up to date development plan sets out relevant Green Belt policies which clearly reflects the national planning advice contained in PPG 2. The Council cross referenced their arguments in relation to their Green Belt concerns to this up to date policy. Therefore, the Council's approach is not unreasonable. Similarly, although I concluded that a structural survey was not necessary, I do not think that it was unreasonable for the Council to request one to assist them in determining whether the buildings were of a permanent and substantial construction.

15. In relation to highway safety, the proposal would result in additional traffic generation. Due to the width of the surrounding roads this is a concern. However, for the reasons set out in my decision notice I have concluded that highway considerations do not justify dismissing the appeal. However, the concerns expressed by the Council are legitimate and therefore cannot be described as unreasonable. Equally, the appeal site is not in a particularly sustainable location. This is reflected by the fact that the appellant has proposed a traffic plan. I have formed a different view to the Council in relation to whether the location of the appeal site is fatal to the scheme. However, the Council's view is not unreasonable.

16. The issue that has given me the most concern is the Council's rejection ground in relation to the need for a contribution for services and infrastructure. Certainly the Council have not adequately justified the amount requested. However, they did set out why a contribution was necessary and supported their reasoning with reference to the relevant development plan policies. As a result I do not consider that an award of costs against the Council is justified.

17. It is clear from my decision that I do not share the Council's concerns in relation to this proposal. Nevertheless, I consider that the Council has acted reasonably. At the Hearing, the Council presented their case in a logical and professional manner. Therefore, I consider that the reasons for refusal are complete, precise, specific and relevant to the application. In addition, there was no evidence to suggest that that the Council were unreasonably influenced by the objections raised by local residents and interested parties or that they have acted in an unreasonably inconsistent manner.

18. I find that unreasonable behaviour resulting in unnecessary expense has not been demonstrated. I therefore conclude that no award of costs is justified in this appeal.

Formal Decision

19. I refuse the application for an award of costs.

INSPECTOR

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

T A Copas Family Settlement Trust
C/O James Smith Associates
Tavistock House
Waltham Road
Woodlands Park
MAIDENHEAD
Berkshire SL6 3NH

Application Number: F/2002/7868

Parish:	**Remenham**
Location:	**Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames**
Proposal:	**Proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.**

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.

Reasons

1. The proposed change of use of the existing structures on the site would result in the intensification in use of the site, to the detriment of the rural character and amenity of the Green Belt. As such the proposed development is considered to be contrary to policies LD3 of the Berkshire Structure Plan; and policies WOS3, WCC1, WGB1, WGB5, WRE2 and WT5 of the Wokingham District Local Plan.

2. It has not been demonstrated that all of the buildings on the site are suitable for the proposed re-use without major rebuilding or alteration. Therefore, the proposal is contrary to Wokingham District Local Plan policy WRE2.

3. The surrounding highway network is unsuitable in width and construction to accommodate the increase in traffic resulting from the proposed development, which would therefore be detrimental to highway safety and convenience of all road users. The development would therefore be contrary to Structure Plan Policies LD5 and BU1, Wokingham District Local Plan policies WOS3, WRE2, WT5, and WT7.

4. The site is not in a location which would minimise the need for travel and is not well served by public transport. The proposal therefore constitutes unsustainable development contrary to Berkshire Structure Plan Policies OS1, and LD1, Wokingham District Local Plan WOS3, WT1 and to PPG13.

5. The proposed development does not include appropriate contributions to services and infrastructure needs which would result from the proposal. As such the proposal is contrary to Policies LD5 and LD6 of the Berkshire Structure Plan 1991-2006; DP4 T4 of the Berkshire Structure Plan 2001-2016 and WOS4, WT3 and WT7 of the Wokingham District Local Plan.

6. The proposed treatment of the north-western elevation, facing the River Thames would be inappropriate to the character of the building and harmful to the character of the conservation area and the wider rural area. The proposal would therefore be contrary to Berkshire Structure Plan 1991-2006 policies OS1, LD3, C2, C4 and EN5; emerging Berkshire Structure Plan 2001-2016 policies EN1 and EN4; Wokingham District Local Plan policies WOS1, WOS3, WOS10, WCC1, WLL2, WLL3, WGB1, WBE1, WHE2 and WRE2.

Informatives

1. This decision is based on Drawing Nos CRF 11 C, CRF 12 E, CRF 14 A, CRF 15 C, CFR 16 B, CRF 17 B, CRF 18, of which CRF16 B and CRF 17 B are illustrative only.

2. 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 OS1, LD1, LD3, LD5, LD6, C1, C3, C4, C8, C11, EN2, EN3, EN4, EN5, EN8, EN10, BU1, BU2, T2, T3, T4, T5, T6, T7

Wokingham District Local Plan policies WOS1, WOS3, WOS4, WOS5, WOS6, WOS7, WOS10, WCC1, WCC5, WLL2, WLL3, WLL4, WNC4, WGB1, WGB2, WBE1, WBE4, WBE5, WHE1, WHE2, WHE6, WRE1, WRE2, WR8, WT1, WT3, WT6, WT7, WT8, WT9, WIC14, WIC15

3. The application has been assessed on the basis of the revised application site boundary shown on Drawing No CRF 15C, received by the Local Planning Authority on 1 December 2003, rather than the larger site area shown on drawing No CRF 12E.

T. G Watson

Trevor Watson
Development Control Manager
Date: 28/04/2004

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.

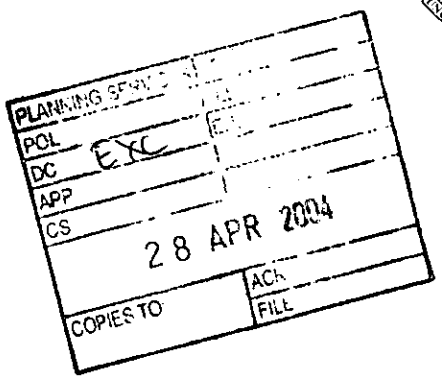
7868

☎ 0118 974 6379 (Direct Line)

27th April 2004

WOKINGHAM DISTRICT COUNCIL

James Smith Associates
Tavistock House
Waltham road
Woodlands Park
Maidenhead
SL6 3NH



Access Officer
Environmental Services Department
Building Control
P.O. Box 155
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6379
Fax: (0118) 974 6385
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham
Email: henry.knight@wokingham.gov.uk

Dear Sir/Madam,

please file

Planning Application No: F/2002/7868

Address: Remenham Farm, Remenham Lane, Remenham.

The above planning application has been reviewed for the provision of access and facilities likely to accommodate the needs of all people using the building and the following comments should be addressed.

Where we have advised you to consider submitting a detailed Access Statement my colleagues in building control and I are happy to give you advice. Before contacting us you may wish to view our guidance on Access Statements at **http:www.wokingham.gov.uk/buildingcontrol**.

Comments:

1. To ensure that there is a wheelchair accessible parking bay close to the principal entrance. Care should be taken to ensure that any accessible parking bay is of a suitable size and design which provides ease of access to the adjacent circulation route.
2. That car park and associated approach surfaces are suitable for use by disabled staff / visitors (loose laid material such as sand and gravel is not considered suitable).
3. That there is level access to the principal entrance clear of any circulation hazards.
4. That the proposed entrance doors provide a single leaf clear opening width 800mm and the force required to open the doors is not in excess of 20N.
5. To consider the design and position of door furniture in terms of reach and grip.
6. That any large areas of floor to ceiling glazing are clearly identified with two levels of manifestations which can be clearly seen against their background.
7. To provide a wheelchair accessible WC. Note: where a wheelchair accessible WC is the only WC facility the size and layout should be adjusted in accordance with the requirements of the approved document Part M (2004 edition) e.g. is 2m wide x 2.2m long and contains wash hand basin in addition to finger rinse basin.

POSITIVE ABOUT DISABLED PEOPLE
Wokingham District Council - A Unitary Authority Tel: (0118) 974 6000 www.wokingham.gov.uk
INVESTOR IN PEOPLE

8. That any proposed wheelchair accessible WC meets the size and layout requirements of the approved document Part M (2004 edition) including the location of all fixtures and fittings.
9. To submit a detailed access statement outlining the proposed design philosophy, any potential site constraints, and clarifying any proposed departure from the approved document.

For further design guide information you can view and download a free copy of "Designing for Accessibility in Berkshire" available at http:www.wokingham.gov.uk/access-design-guide
Contact the WDC Access Officer for further advice

The above comments are brought to your attention in order to incorporate potential improvements in access for all building users (including disabled people) into the proposed designs at the most cost-effective point in the design process.

The above comments may be material to a planning application, a requirement under the building regulations, examples of best practice with reference to BS8300, or general improvements likely to reduce an occupiers liabilities under the Disability Discrimination Act (1995).

The above comments are for information only and are provided in an attempt to encourage a more accessible design approach within the Wokingham District Area.

Should you wish to discuss any of the above issues please do not hesitate to contact me on (0118) 974 6379.

If you have any queries with regard to Planning requirements you can contact the planning officer on (0118) 974 6429.

If you have any queries with regard to the Building Regulations please contact the area building control surveyor on (0118) 974 6376.

Yours faithfully,

Henry Knight
Access Officer

CC: Emy Circuit - WDC Planning Dept.

7 to continue the meeting for a maximum of 30 minutes to enable further applications to be considered.

341 APPLICATIONS F/2002/7867 & F/2002/7868 CHANGE OF USE OF AGRICULTURAL BARNS TO STORAGE USE (B8) AND OFFICE USE (B1) AT REMENHAM FARM, REMENHAM LANE, REMENHAM FOR T A COPAS FAMILY SETTLEMENT TRUST

The Committee considered a report on these applications set out on Agenda pages 221-242.

The Development Control Manager drew Members' attention to an additional recommended reason for refusal regarding the treatment of the north-western elevation facing the River Thames which was considered to be inappropriate to the character of the building and harmful to the character of the conservation area and the wider rural area. The detailed wording of this recommended reason was set out in the Members' Update.

The Committee was further advised of an additional recommended Informative relating to an assessment of the application based on Drawing No. CRF 15C received on 1 December 2003, not the larger site area shown on drawing no. CRF 12E.

Mr J Halsall, representing Remenham Parish Council, spoke objecting to the application.

Frank Browne addressed the Committee as a Local Ward Member objecting to the application.

RESOLVED That Applications F/2002/7867 and F/2002/7868 be refused for the reasons set out on Agenda page 222 and to the following additional reason:

6. The proposed treatment of the north-western elevation, facing the River Thames would be inappropriate to the character of the building and harmful to the character of the conservation area and the wider rural area. The proposal would therefore be contrary to Berkshire Structure Plan 1991-2006 policies OS1, LD3, C2, C4 and EN5; emerging Berkshire Structure Plan 2001-2016 policies EN1 and EN4; Wokingham District Local Plan policies WOS1, WOS3, WOS10, WCC1, WLL2, WLL3, WGB1, WBE1, WHE2 and WRE2.

342 APPLICATION F/2004/1306 DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF EIGHTEEN DWELLINGS, ACCESS AND LANDSCAPING AT 45-49 OLD BATH ROAD, CHARVIL FOR BEWLEY HOMES

The Committee considered a report on this application set out on Agenda pages 180-220.

The Development Control Manager drew Members' attention to the following additional information set out in the Members' Update:

- Additional letter of objection from a neighbouring resident raising specific concerns relating to overshadowing and noise intrusion;
- Four additional letters of objection from neighbouring residents raising issues which had been addressed in the report.

Members were further advised that, following further negotiations with the applicant, two additional conditions had been recommended requiring the car parking adjacent to unit 18 to be developed using no dig construction methods and the submission of details of a mitigation scheme in respect of the bat roost at 47 Old Bath Road. The detailed wording of these additional Conditions was set out in the Members' Update.

F/2002/7867 and F/2002/7868
Remenham Farm, Remenham Lane

The above applications were considered by the Development Control Committee on 21 April 2004, when it was resolved that, providing no further substantive planning issues were raised during the remainder of the public consultation period on the applications, they should be refused by the Development Control Manager under delegated powers, for the reasons set out in the agenda, plus the additional reason (and informative) set out in the Members' Update. The public consultation period on the applications ended on 22 April 2004 and no further consultation responses were received following the Development Control meeting.

pp D.C. Manager
26/04/04.

DEVELOPMENT CONTROL COMMITTEE
WEDNESDAY 21/04/2004

NOTE OF MEETING

Please refer to Members Update as well as Agenda for conditions etc.

Application No.	Decision	Action
2004/1337 43 Clifton Road, Wokingham	**Approved** as per Agenda	Eleanor
2004/1232 170a Reading Road, Wokingham	**Approved** as per Agenda	Eleanor
2004/1159 Fosters Home for the Elderly, Fosters Lane, Woodley	**Approved** as per Agenda	Angela
2004/1325 32 Chestnut Avenue, Wokingham	**Deferred** for site visit/further information	Natalie
2003/9450 Dowles Green Farm, Keephatch Road, Wokingham	**Approved** as per Agenda, subject to a Legal Agreement	Jeni
2003/0876 Dowles Green Farm, Keephatch Road, Wokingham (non-determination Appeal)	Would have been approved subject to the substitution of the plans as considered under application F/2003/9450 and a Legal Agreement as per the Agenda.	Jeni
2003/0824 103-105 Wargrave Road, Twyford	**Refused** contrary to recommendation.	Natalie
2003/0852 15 East View Road, Wargrave	**Refused** contrary to recommendation	Natalie
O/2003/9802 & 9803 Southlake Infants School, Hearn Road, Woodley	Both applications **Approved** as per Agenda, subject to a Legal Agreement, plus additional informative re layout of the open space.	Basia
2003/0260 4 St Catherine's Close, Sindlesham	**Approved** as per agenda subject to a Legal Agreement.	Elaine
2003/0602 Fluidrive Engineering Co. Ltd, Molly Millars Lane, Wokingham	**Deferred** to a further meeting.	Emy
2004/1306 45-49 Old Bath Road, Charvil	**Approved** as per Agenda subject to a Legal Agreement with the additional conditions on the members update.	Jeni

2002/7867 & 7868 Remenham Farm, Remenham Lane, Remenham	**Authorised for Refusal** as per Agenda, with additional reason on members update upon expiry of the statutory consultation period.	Emy
2004/1246 448 Reading Road, Winnersh	**Approved** as per Agenda subject to a Legal Agreement.	Heidi
2004/1157 Handpost Farm, Basingstoke Road, Swallowfield	**Approved** as per Agenda	Heidi
2003/0536 Shinfield Service Station, Arborfield Road, Shinfield	**Deferred** to a further meeting	Daniel
2004/1391 World of Gardens, Basingstoke Road, Swallowfield	**Approved** as per Agenda	Heidi
2003/0844 1 Woodwaye, Woodley	**Deferred** to a further meeting	Angela

View Drive South shall be constructed using a no-dig construction method, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The car parking spaces and hard surfacing shall be constructed in accordance with the approved details.
Reason: To ensure the retention of the Oak tree which contributes to local amenity.
Relevant policies: Berkshire Structure Plan 1991-2006 Policies EN1 and LD3; Wokingham District Local Plan Policy WBE5.

23. Prior to the commencement of development details of the mitigation scheme in relation to the bat roost at No.47 Old Bath Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed only in accordance with the agreed mitigation scheme.
Reason: In the interests of ecology.
Relevant policies: Berkshire Structure Plan 1991-2006 EN8 and Wokingham District Local Plan WNC4.

Additional Informative:
8. The applicant is advised that a DEFRA licence will be required in relation to the protected species (bats) present on site BEFORE the commencement of development.

Site Address: Remenham Farm, Remenham Lane delegate to Dc Manager
Application No: F/2002/7867 and F/2002/7868, Pages 221-242.

Additional reason for refusal

6. The proposed treatment of the north-western elevation, facing the River Thames would be inappropriate to the character of the building and harmful to the character of the conservation area and the wider rural area. The proposal would therefore be contrary to Berkshire Structure Plan 1991-2006 policies OS1, LD3, C2, C4 and EN5; emerging Berkshire Structure Plan 2001-2016 policies EN1 and EN4; Wokingham District Local Plan policies WOS1, WOS3, WOS10, WCC1, WLL2, WLL3, WGB1, WBE1, WHE2 and WRE2.

Additional Informative

3. the application has been assessed on the basis of the revised application site boundary shown on Drawing No CRF 15C, received by the Local Planning Authority on 1 December 2003, rather than the larger site area shown on drawing No CRF 12E.

Site Address: 448 Reading Road, Winnersh
Application No: F/2004/1246, Pages 243-258.

Winnersh Parish Council have the same comments on the revised site plan as are already in the agenda.

2 further letters of objection have been received and the issues raised have been addressed within the agenda. Other issues raised are:

Development Control Ref No	Received	Parish	Ward
F/2002/7867 & F/2002/7868	24.10.2002	Remenham	Remenham

Applicant T A Copas Family Settlement Trust
Location Remenham Farm, Remenham Lane, Remenham
Proposal Change of Use of Agricultural Barns to Storage Use (B8) and office use (B1).

FOR CONSIDERATION BY Development Control Committee on 21.04.2004
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

The proposal relates to a 0.29 hectare site, situated on a short northern spur, off Remenham Lane. The site, which is currently occupied by a number of barns, is located within the Metropolitan Green Belt, the Thames River Valley Policy Area and an Area of Special Landscape Importance. In addition, on 4 December 2002, the area was designated as the Remenham Church Conservation Area.

The barns originally formed the farmyard for Remenham Farm, a grade II listed building, which lies to the south of the application site. To the east of the site are St Nicholas Church, also a Grade II Listed Building, and the Village Hall. There are dwellings to the north and to the west is a grassed area and a public footpath, which follows the course of the River Thames.

The proposal is for the change of use of the existing barns to provide 789 m^2 for Class B1(b) research & development use and 244 m^2 for Class B8 storage use and distribution use. The buildings are currently used for storage of equipment associated with the corporate entertainment use of the site (investigations, by the Enforcement Team, are currently ongoing, to establish whether this is the authorised use of the site) and 115 m^2 of the B1(b) floorspace would be used for this purpose for one week each year. The proposal originally included a caretakers house (there is some debate as to whether residential use is the authorised use of this part of the building or not) but revised plans have been submitted that exclude this from the application site.

Duplicate applications were submitted and it was initially intended that they would be treated as outline applications, with details of siting and access to be determined and with design, landscaping and external appearance to be considered at the reserved matters stage. However, in planning law, it is not permissible to make an outline application for the change of use of existing buildings. Given the level of detail that was submitted with the applications, which included illustrative proposed elevations, it was considered that, in the circumstances, the level of information submitted was sufficient to determine the applications as full ones.

The applications are before Committee as they constitute a major development proposal, due to the floor area involved.

RECOMMENDATION

REFUSE PLANNING PERMISSION for the following reasons:

1. The proposed change of use of the existing structures on the site would result in the intensification in use of the site, to the detriment of the rural character and amenity of the Green Belt. As such the proposed development is considered to be contrary to policies LD3 of the Berkshire Structure Plan; and policies WOS3, WCC1, WGB1, WGB5, WRE2 and WT5 of the Wokingham District Local Plan.

2. It has not been demonstrated that all of the buildings on the site are suitable for the proposed re-use without major rebuilding or alteration. Therefore, the proposal is contrary to Wokingham District Local Plan policy WRE2.

3. The surrounding highway network is unsuitable in width and construction to accommodate the increase in traffic resulting from the proposed development, which would therefore be detrimental to highway safety and convenience of all road users. The development would therefore be contrary to Structure Plan Policies LD5 and BU1, Wokingham District Local Plan policies WOS3, WRE2, WT5, and WT7.

4. The site is not in a location which would minimise the need for travel and is not well served by public transport. The proposal therefore constitutes unsustainable development contrary to Berkshire Structure Plan Policies OS1, and LD1, Wokingham District Local Plan WOS3, WT1 and to PPG13.

5. The proposed development does not include appropriate contributions to services and infrastructure needs which would result from the proposal. As such the proposal is contrary to Policies LD5 and LD6 of the Berkshire Structure Plan 1991-2006; DP4 T4 of the Berkshire Structure Plan 2001-2016 and WOS4, WT3 and WT7 of the Wokingham District Local Plan.

Informatives

1. This decision is based on Drawing Nos CRF 11 C, CRF 12 E, CRF 14 A, CRF 15 C, CFR 16 B, CRF 17 B, CRF 18, of which CRF16 B and CRF 17 B are illustrative only.

2. 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 OS1, LD1, LD3, LD5, LD6, C1, C3, C4, C8, C11, EN2, EN3, EN4, EN5, EN8, EN10, BU1, BU2, T2, T3, T4, T5, T6, T7

Wokingham District Local Plan policies WOS1, WOS3, WOS4, WOS5, WOS6, WOS7, WOS10, WCC1, WCC5, WLL2, WLL3, WLL4, WNC4, WGB1, WGB2, WBE1, WBE4, WBE5, WHE1, WHE2, WHE6, WRE1, WRE2, WR8, WT1, WT3, WT6, WT7, WT8, WT9, WIC14, WIC15

Author Emy Circuit	**Email** development.control@wokingham.gov.uk
Service Development Control	**Telephone No** 0118 974 6428 / 6429
Date 07.04.2004	

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

BACKGROUND

A similar proposal (application F/2000/2670) was due to be reported to the Development Control Committee on 21 March 2001, with a recommendation for refusal, but the application was withdrawn prior to the committee meeting. The current proposal differs from the previous one in that there have been some amendments to the proposed elevations and, although there are no changes to the site layout or access and parking details, additional supporting information has been submitted. Also the application has been revised to omit the proposed caretakers dwelling (this was not included in the description of development previously).

CONSULTATION

Access and Movement – object to the proposal

Conservation Officer – notes sensitive location and National Trust covenant; requests a structural survey of the buildings; the impact of parking and any highway improvements on the rural area require consideration; comments on the detailed design will be reported to the committee verbally/through the Members' Update.

Policy And Plans – issues raised have been incorporated in the main body of the report.

Landscape Officer – no implications for trees on the site, submission of landscaping details would be required, the impact of any associated highway proposals on the character of the area should be taken into consideration.

Ecological Officer – the buildings should be surveyed for bats

Environmental Health Officer – no objection subject to conditions

Drainage Officer – "no comments".

National Trust – no objection to the principle of office use, which can have less impact on the fabric of buildings than for example residential use, but have concern regarding the amount of parking, which would result in visual clutter and affect the rural setting, and on the effect of increased traffic on the narrow roads and village. The detail of the plans and elevations is not sufficient to make detailed comments but there is concern regarding the proposed glazing of the river frontage, which is not considered acceptable.

Environment Agency – no objections, request an informative.

Thames Water – no objection.

Ramblers Association – "no comments"

Remenham Parish Council – comments attached

Wycombe District Council (Neighbouring Authority) – "no objection in principle subject to car parking and servicing being contained within the courtyard and no encroachment on to the riverside paddock area."

Local Residents – eleven letters of objection have been received from local residents, including Remenham Residents Association, whose concerns can be summarised as follows:

- The application is very similar to the previous application that was recommended for refusal but withdrawn prior to determination.

- Several commented that some of the buildings are already used for storage and

regularisation of this use would be supported but there was general objection to the proposed B1 use, which is not required due to vacant office space in Henley/the enterprise already benefiting from non-agricultural use during the regatta and would result in an unacceptable increase in traffic using Remenham Lane, a single-track, unrestricted lane which is often impassable due to flooding in winter. The lane is used as a rat run and it is necessary to operate a one way system for the regatta.

- With regard to the transport assessment and travel plan, the traffic counts took place in the week before the regatta, when traffic levels are unusually high and not representative; estimations of traffic generation do not take into consideration deliveries and lunchtime trips by staff; car sharing would not be practical due to flexible working hours; few people would travel by train due to the infrequency of the service to Henley; the Thames Path is unlit and frequently flooded in winter and cycling on it is discouraged; the proposed parking provision would be inadequate; the area adjacent to the church wall is not a 'no parking area' and is used by walkers etc

- The scale of the proposed development/proposed research and development use is inappropriate to the small hamlet/conservation area/setting of the listed buildings; the barns form an integral part of the farm and must, therefore, be considered as grade II listed

- noise resulting from vehicles visiting the site would disturb occupants of Remenham barn and the vicinity

- The plans refer to a caretakers house – there has never been a caretakers house on the site.

A further eight letters were received regarding the omission of the 'caretaker's dwelling' from the proposed development, which was not considered to overcome previous objections, other than addressing the comment that there has never been a caretakers house on the site.

A further eight letters were received from local residents, including the Remenham Residents Association, in response to the revised transport assessment, which did not address previous concerns. In particular, assumptions of predicted use of "green" travel methods by employees are unrealistic; the revised information does not address initial comments regarding the timing of the traffic counts or issues to do with flooding of the Thames Path.

A letter was received from Remenham Residents Association, following the notification that the applications are to be treated as full applications, reiterating their previous concerns. No new issues were raised.

Local Members comments – none received

APPRAISAL

The principle of development

1. The application site is located in an area of Countryside, which also forms part of the Metropolitan Green Belt. In such locations there is a presumption against development except in specific circumstances, which include the re-use and adaptation of existing rural buildings and diversification of established agricultural businesses. In such cases, the scale, form, impact, character and siting of development should be appropriate to the location and should not compromise the open character of the Green Belt.

2. Policy WGB5 confirms that re-use and adaptation of existing buildings in the Green

Belt will only be acceptable where the new use would not have a materially greater impact on the openness of the Green Belt than the existing use and complies with WCC5 or WRE2. Policy WCC5 relates to residential use and is not relevant to this proposal but WRE2 relates to re-use of rural buildings for commercial purposes. In accordance with this policy, such proposals will only be acceptable if the form, bulk and general design of the buildings is in keeping with its surroundings, they are suitable for the proposed re-use without major rebuilding or alteration, and there are no overriding historical, environmental, road safety, visual or residential amenity objections. The application is for reuse of existing buildings and is, therefore, acceptable in principle, subject to consideration of these detailed issues.

3. Wokingham District Local Plan policy WRE1 and Berkshire Structure Plan policy C11 refer to agricultural diversification, which may include reuse of farm buildings for commercial purposes (although policy WRE1 relates more to the use of land). This is generally acceptable, subject to the impact on the character and amenities of the area, road safety and, where the proposal would generate significant additional vehicle movements, there would be good accessibility by modes of transport other than the car.

4. A farmland strategy report was submitted in support of the application. This sets out that Remenham Farm is a 257 hectare arable farm and the land is farmed under contract; the contractors are responsible for provision and storage of machinery, inputs and harvested crops, so there is no requirement for storage buildings on the farm. Furthermore, the buildings on the site are traditional Victorian, brick and tile structures and were used for livestock housing and general agricultural storage but, due to low eaves height and poor access do not meet current regulations. The report concludes that the buildings are redundant for farming purposes but does not suggest that their change of use is required to support the agricultural enterprise. Hence, while the report is useful in setting out the context for the application, it is not considered that it has been demonstrated the application is acceptable in principle as a farm diversification proposal.

The impact on the character of the area

5. The application site is situated in a particularly sensitive position. As well as being in the Green Belt, it is located in an Area of Special Landscape Importance, the Thames River Valley Policy Area, a conservation area and adjacent to two grade II listed buildings, Remenham Farm and St Nicholas Church. The buildings that are the subject of the application would have formed the farmyard for Remenham Farm. However, following discussion with the Conservation Officer, it is not considered that the relationship between the agricultural buildings and farm house is such that the barns can be considered as curtilage buildings and, therefore, they do not benefit from the protection afforded to listed buildings.

6. The existing buildings form a quadrangle, although part of the central space has been covered over by open sided structures. The building that forms the south-eastern and north-eastern sides of the quadrangle is a brick and tile structure, with some flint panels. The southern corner of this building is used as a garage and store for Remenham Farm house and lies outside the application site. At the northern corner is a timber clad building with a tiled roof. The outer building on the north western side of the quadrangle is an open sided structure with brick piers supporting a tiled roof (the open sides are currently filled in with temporary timber panels) while the inner building has a corrugated roof and the sides are filled with a combination of blockwork, timber and corrugated sheeting. On the south-western side of the courtyard is a two-storey brick

and tile building but this also lies outside the application site.

7. Broadly the buildings in the south-eastern side, of the site would be converted to B8 storage and distribution use, while those on the north-western side would be converted to Class B1(b) research and development use. The illustrative details indicate that a vehicular access would be created through the building on the north-eastern side of the quadrangle to enable parking within the central courtyard area.

8. The existing structures are predominantly traditional farm buildings and their form, bulk and general design is appropriate to their location and the group makes a positive contribution to the character of the conservation area. Hence the proposal complies with the first criterion of policy WRE2.

9. The second requirement of this policy is that the buildings can be reused without major rebuilding or alteration. The farm strategy submitted indicates that the buildings are no longer required for agricultural use but no structural information has been provided, so it has not been demonstrated that the buildings can be reused without major rebuilding or alteration. While the majority of the buildings appear to be of reasonably substantial construction and in sound condition, the north-western side of the courtyard is formed by two parallel buildings, the inner one of which is clad in blockwork, timber and corrugated sheets and has a corrugated roof: it seems inevitable that major alterations would be required to make this building fit for the proposed B1 use.

10. The requirement that buildings should be capable of conversion without major reconstruction stems from the guidance given in *PPG7, the Countryside, 1997* and *PPG2, Green Belts, 1995*. PPG7 para 3.14 (e) refers to buildings in open countryside and the applicant suggests that, as the buildings lie within a group, this requirement would not be applicable in this case. Notwithstanding this consideration, PPG2, para 3.7 (b) does not contain the qualification that this requirement only applies in open countryside. Thus, although the structure is located within the courtyard formed by the other farm buildings and its retention would not, in itself, have a significant impact on the openness of the Green Belt, it would contribute to the overall scale of the development and intensity of use of the site and conversion of this part of the group of buildings would be contrary to criterion B) of policy WRE2 and PPG2 para 3.7 (b).

11. Use of the other buildings for commercial purposes would not, in itself, have a significant impact on the openness of the Green Belt but the associated activities could: parking would be provided between the internal courtyard and the existing area of hardstanding to the north-east of the complex of buildings and, while this area is currently hard surfaced, it is not so intensively used as would be the case were the current proposal approved and the parking of vehicles and associated movements would have an impact on the character of the area.

12. As well as the impact of activity on the application site, the proposed highway improvements, which would be necessary to overcome issues relating to access to the site and the sustainability of the location, include passing places and these works would also have an impact on the rural character of the area. A standard detail for a passing place was included with the revised transport assessment but the number and location of passing places has not been specified. Therefore, it has not been possible to fully assess what the impact of these on the rural character of the local road network would be.

Impact on residential amenity

13. The closest dwellings to the site are Remenham Barn, about four metres to north of the site entrance, and Remenham Farm House, 15 metres to the south of the barns. Because the proposal would reuse existing buildings, these neighbours would not experience any adverse impact due to overshadowing/loss of light or overbearing.

14. The main impact on these neighbours and other dwellings further from the site would be from the more intense use of the site: the site is located in a quiet rural area and the noise and disturbance resulting from a significant increase in activity on the site could have an adverse impact on residential amenity.

Access and Movement

15. A transport assessment was submitted with the application and was revised in response to initial comments from the Highway Officer. The revised transport assessment anticipates that about 45 employees would be employed on the site, which would result in 78-94 movements daily, 12-15 of which would be during peak hours (the normal evening peak hour traffic flow in Remenham Lane is 144 movements). This would equate to one movement every four minutes during peak times.

16. This increase is not considered to be unacceptable in capacity terms but there are concerns that a 10% increase in traffic flow would result in a corresponding increase in danger to pedestrians, cyclists and equestrians, which could in turn lead to a reduction in those modes of travel.

17. A total of 36 car parking spaces are proposed, 18 within the courtyard formed by the buildings and 18 on the existing area of hard-standing, to the north-east of the buildings. The maximum parking standards for the proposed development would be 41 car parking spaces. There are 45 staff proposed for the site and so a parking provision of 36 spaces is considered realistic.

18. The transport assessment included details of a Travel Plan. The following measures are proposed: appointment of a transport co-ordinator; a car share scheme; a taxi/minibus service to Henley during the morning and evening peak times; provision of six cycle parking spaces plus shower and changing facilities (these would need to be located within existing buildings). The Access and Movement Officer's view is that the proposed travel plan is not realistic in this location. There are safety concerns about the safety of encouraging pedestrians to use Remenham Lane or the Thames Path. The latter is particularly unattractive after dark or in wet weather.

Flooding

19. The application site does not contain a significant amount of land shown on plans supplied by the Environment Agency as being liable to flooding and neither the Environment Agency nor the Council's Drainage Officer have any objection to the proposal or seek any conditions.

Ecological Issues

20. All buildings have the potential to act as roost sites for bats and, as the existing buildings would be demolished, the Ecological Officer recommends a bat survey. However, bats are protected under other legislation and it is considered that, in the absence of any evidence that bats may be using the existing buildings, it would be onerous to require such a survey prior to determination of the application. However, a condition requiring a survey is recommended, should the application be approved.

Service, Amenity and Infrastructure contributions

21. Policy WOS4 requires that development proposals have regard to provision of service, amenities and infrastructure. Where development gives rise to the need for new or extended services, this will be secured through conditions and/or a legal agreement.

22. Were the proposal acceptable, a contribution in the order of £30,000 would be sought towards improvements to local roads, such as passing places (these would need to be consistent with the rural character of the area) and drainage works. Works could also include improvements to the Thames tow path and links to it. However, this does not imply that these works would overcome the recommended reasons for refusal and, in addition, there would be concerns regarding the impact of such works on the character of the area.

23. Policy WR8 sets out requirements for provision of public open space in association new commercial development. No on-site provision is proposed but the SAI panel did not consider that any contributions could be justified, in this case.

Comments made by Remenham Parish Council

24. The application has been assessed against the relevant policies relating to sustainable development, traffic generation, the accessibility of the location and the character of the area; in planning policy terms commercial re-use of rural buildings is preferred and, in accordance with policy WCC5, re-use for residential purposes will only be acceptable where it has been demonstrated that a business re-use cannot be secured. There is concern that activities that currently take place on the site may be displaced as a result of the proposal but each application must be assessed on its own merits and it would not be reasonable to seek to restrict permitted development rights on land in the applicants ownership but outside the application site, if the current proposal were acceptable in its own right .

Comments made by local residents

25. The Access and Movement Officer shares the concerns of residents about the transport plan. There are poor facilities for pedestrians and cyclists, and buses do not provide reasonable access to the site. Whilst the introduction of flexible working might disperse traffic movements at peak times, it would also make car sharing less attractive.

- The impact on the character and amenities of the area have been assessed in the appraisal above

CONCLUSION

The application differs from that submitted in October 2000 in that an updated transport assessment has been submitted. The new transport assessment does not overcome the concerns regarding intensification of the use of the site and the surrounding highway network in an unsustainable location and while the Local Plan has progressed in the intervening period, to the point of adoption, other than the designation of the area as a conservation area, there have been no changes in policy that would lead to a different conclusion to that which was due to be reported to the Development Control Committee on 21 March 2002. Therefore, the proposal remains unacceptable.



Remenham Parish Council

OBSERVATIONS OF REMENHAM PARISH COUNCIL
on

APPLICATIONS NUMBER O/2002/7867 &7868
REMENHAM FARM, REMENHAM LANE, REMENHAM
December 2002

Remenham Parish Council has considered this Application, is strongly opposed to it, and has the following observations under the headings of the Wokingham District Local Plan and other Planning Guidelines:

WOS1 SUSTAINABLE DEVELOPMENT

The Council will ensure that development is sustainable and improves the quality of life within the plan area by pursuing the following objectives:

Comment: ***The development will deteriorate the quality of life within the area due to increased traffic.***

C. To provide for employment……in places that minimise the need for travel by private car

Comment: ***The development site is served by no public transport and an increase in private car traffic is inevitable. Despite the comments in the Green Transport Plan, there is provision for only 36 car parking spaces.***

E. that new development makes a positive contribution or makes no material harm to the character, environment, landscape, heritage within the plan area.

Comment: ***The development will make material harm to the character and environment within the area.***

WOS3 DEVELOPMENT CONTROL PRINCIPLES

The council will require all development proposals…….to:

a. be appropriate in scale of activity and character to the area in which they are located and be integrated into their local context without detriment to the amenities of adjoining land uses and occupiers

Comment: ***The development will adversely affect the environment in the area. 789sq m of B1 use and 244sq m of B8 use will generate an unacceptable level of traffic in an y rural environment.***

Both B1 and B8 use would be inappropriate in an area designated as a Conservation Area

c. be both located and designed so as to reduce the need to travel and encourage the use of walking, cycling and public transport as alternatives to the car

Comment: The development can only realistically be reached by car and would have no effect on encouraging alternative modes of transport

d. have no significant effect on road safety or cause highway, traffic generation or traffic related problems.

Comment: The development will greatly increase traffic generation, in an area where the Parish Council is already asking the District Council to introduce measures to control the traffic, eg to impose speed limits on the lanes leading to the development site and to erect 'No Entry except for Access' signs in an endeavour to reduce the traffic flow on narrow country lanes. The lanes are already used as a 'rat run' for commuter traffic and the proposed development would only exacerbate the situation. The state of the roads during winter months make them totally unsuited to additional traffic, walking or cycling. In addition, there is no street lighting making walking and cycling extremely dangerous.

WRE2 RE-USE AND ADAPTATION OF RURAL BUILDINGS FOR COMMERCIAL USES

The re-use and adaptation of rural buildings will be acceptable if all the following criteria are met:

d. There are no over-riding.....road safety, visual or residential amenity objections, arising from the scale, impact, character or siting of the re-use and its associated works and activities.

Comment: There are both road safety and residential amenity (from neighbouring properties) objections on the scale and impact of the proposed development

WT4 ENVIRONMENTAL ASPECTS OF TRAFFIC

Development will not be permitted where the proposal would generate traffic of a type or quantity detrimental to the character of the rural roads in the locality.

Comment: The increased traffic movements would be greatly detrimental to the character of the rural roads. The Application envisages 36 car parking spaces, whereas the Transport Assessment envisages between 50 and 70 employees. If one takes a figure of 60 employees and discounts the Green Transport Plan (see below), there is vast under provision of parking spaces, with the inevitable result that parking would take place on the surrounding verges and lanes, to the detriment of the existing parking, for recreational uses.

In the immediate area of the development, there are 6 residences, which, at an average of 2 cars per residence, equates to 12 existing cars; the result of the development would be an unacceptable increase in the number of cars in the area. Provision for 60 cars would suggest at least 240 additional car movements in a day, since there are no facilities for employees within walking distance of the development site. Additionally, there would be visitor traffic. In addition to cars, there would, inevitably, be truck, lorry and motorcycle

courier traffic, both in connection with the B8 use and deliveries, etc., to the B1 use. The access lanes to the development site could not cope with this measure of additional traffic, either in terms of volume or in the adequacy of the road surface, width and construction; these lanes were intended for light user residential traffic and the Parish Council has been in consultation with Wokingham District Council as to traffic calming measures.

WGB1 DEVELOPMENT IN THE METROPOLITAN GREEN BELT

.....Development will not be permitted for any purpose other than:

e. the re-use and adaptation of existing buildings in accordance with policy WGB4

Comment: see WGB4

In all cases, development should not cause detriment to the visual amenities of the Green Belt in terms of its character, scale, form, siting and materials

Comment: The scale and form of the proposed development will cause detriment to the visual amenities of the Green Belt.

WGB4 RE-USE AND ADAPTATION OF EXISTING BUILDINGS IN THE METROPOLITAN GREEN BELT

The change of use and adaptation of existing buildings in the Green Belt will not be permitted if the new use and any associated uses have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it.

Comment: Although B1 Use is defined as 'a use which can be carried out in a residential area without detriment....', the particular situation of the development site, on land adjoining the River Thames, will cause a materially greater impact than the present use as buildings for agricultural storage.

GOVERNMENT POLICY PPG7

The re-use of rural buildings for new commercial, industrial and recreational uses can help to reduce the demand for new building and encourage a healthy rural economy..... However, it is accepted that not all proposals will be acceptable as there may be legitimate objections, based on local circumstances, that may override these advantages of re-use and adaptation

Comment: There is no demand for new commercial building in the Parish: the Parish enjoys full employment and no new employment opportunities are required. The economy of the Parish would not be, in any way, enhanced by permitting the development. Furthermore, there is currently a large amount of vacant office space 2 miles away in Henley.

Residential conversions can often have a detrimental effect on the fabric and character of farm buildings. Further, the creation of a residential curtilage can undermine the rural nature of the area.

Comment: In the particular circumstances of the development site, some form of residential development of the redundant farm buildings would be more appropriate.

<u>TRAFFIC - TRANSPORT ASSESSMENT</u>

The following are comments on the Transport Assessment dated 17 May 2002:

Introduction

'It is now our understanding that there are no outstanding transport or highway issues to be resolved'

Comment: This is not the understanding of the Parish Council, for the various reasons set out in this paper

Review of Trip Generation

'It is anticipated that the proposed development will be occupied by e-commerce type business. This will mean working hours will be more flexible than a traditional office environment'

Comment: This is pure hypothesis and, even if true, probably means that the total number of employees will be considerably in excess of 60, since no employer will pay rent on accommodation which is not fully utilised. In addition, more flexible working hours could mean there is a great deal more traffic in a residential area outside working hour causing even more inconvenience to residents.

'The ATCs were taken during the period 28 June to 4 July 2001'

Comment: This is the period leading up to (and, in the case of 4 July, including) Henley Royal Regatta, where traffic figures are hugely distorted.

Revised Impact of Development

''the traffic information was collected in the run up to the Henley Regatta, therefore, it is assumed that the information for Friday, 29 June is representative of a typical weekday'

Comment: This is the day of the Regatta Qualifying Races and is in no way a typical Friday.

'The worst case impact of the development will generate approximately 15 vehicles on Remenham lane during the peak hour'

Comment: On the basis of other comments, this is almost certainly a considerable underestimate.

'The predicted level of increase is not considered to have a significant effect on the operation of Remenham Lane or its junction with the A4130'

Comment: This junction is already a major problem at peak hours, it is not unusual for in excess of 35 cars to be waiting to turn right out of this junction in the evening rush hour, and any further increase in traffic volume will exacerbate it. The car parking spaces at the southern end of Remenham Lane will cause problems for traffic passing in a northerly direction (towards the development site).

Accessibility and Parking

'The development is located within an approximately 20 minute walk of Henley railway station'

Comment: Neither walking nor cycling are realistic options for access to the site. The provision of a minibus may be attractive, in theory, but, in practice, will an employer provide it? Even if a minibus is provided from Henley, the likely residences of employees would make it an impracticable solution, since the majority would have to reach Henley by car, since neither bus nor train services to the town are of great frequency.

Green Transport Plan

'This section sets out details of the outline green Transport Plan for the proposed development'

Comment: This section is long on theory and short on implementation and delivery. In practice, for all the reasons contained in other sections of this Report, the Parish Council does not consider that the Green Plan is deliverable in the context of the nature and siting of the development site. Additionally, how can these obligations effectively be made binding on any occupier?

Conclusions

'Localised improvements will be carried out at existing passing places [in Remenham Lane and Remenham Church Lane] to improve safety and assist the flow of traffic'

Comment: The creation of formal, tarmacked, passing places will cause further disruption to an already overused road system and will urbanize an essentially rural area, the development site of which is in a Conservation Area.

GENERAL

<u>Historic</u>

Since their ownership of Remenham Farm began, the Applicant, and the former partnership of which it was part, have carried out extensive development in the Parish eg;

Sale of 2 pairs of farm cottages and a barn (converted to residential use)
Erection of a pair of new farm cottages.
Erection of 2 large new barns, originally for agriculture, but now let for commercial storage.

Additionally, the Applicant derives substantial income from occasional use of farm land and buildings over the summer months, in particular during the five days of Henley Royal Regatta and for several week either side of this event.

Comment; If this development application is allowed, conditions should be applied to the planning permission whereby all occasional use of the Applicants riverside land is made the subject of an Article 4 Direction, to ensure that strict controls are imposed on future use of such land.

The Parish Council is very concerned that the proposed development may deprive the Applicant of land and buildings currently used by the Applicant for activities at Henley Royal Regatta. It is important that such activities are not transferred to other land belonging to the Applicant, thereby leading to further commercialisation of the area.

Services

Drainage - *Concern has been expressed at the arrangements for foul sewage and as to whether the existing drainage arrangements (which are only used to any extent during the Henley Regatta period) would be adequate for the vastly increased occupation of the site There are no mains drains in this part of Remenham Parish.*

Water - **There** *is no mains water in this part of Remenham Parish*

Gas - *There is no gas service in this part of Remenham Parish*

Signage

The existence of the volume of commercial activity on the site would lead to a proliferation of signs, which, in an essentially rural area, would be unsightly and unacceptable.

Residential use

The Plans show the former tack room and hay loft as 'residential'. The Parish Council does not believe that this area has ever been in residential use, despite the appearance on the Plan.

Francis Burley
Parish Clerk
Tuesday, 17 December 2002

WORK SHEET FOR : Heidi Lynch

Application Number : O/2002/786~~7~~8

Applicant : T A Copas Family Settlement Trust C/O James Smith Associates.

Location : Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal : Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/786~~8~~7

Site Notice Displayed ? :

YES	NO	DATE

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 24/10/2002

Earliest Date for Decision : 02/12/2002

Latest Consultation Date/Site Notice Expiry Date : 02/12/2002

This application will have expired on: 19/12/2002. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

See Dc Agenda | Update | Minutes for 21 April 2004

Planning Issues :

RECORD OF SITE VISIT

SITE ADDRESS: Remenham Farm Remenham Lane Remenham Henley-On-Thames.

APPLICATION NUMBER: O/2002/7868

OFFICER: Heidi Lynch

DATE OF SITE VISIT: 7/10/03

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS as for 7867.

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

CONFIDENTIAL

Brief Notes of SAI Group Meeting – 25th November 2002

Present: Colin Lawley (Legal)
Jim Dunning (Planning)
Keith Rogers (Highways)
Helen Rowlay (Education)
Marc Sartorio (Corporate Property)
Basia Polnik (Planning)
Howard Squires (Housing)

Apologies: Dave Hooper (Leisure & Cultural)

ACTION

1) Notes of Previous Meeting

Keith Rogers was present at the meeting (28th October) and the minutes to be amended accordingly

2) Reports

Briefing reports from Development Control were considered by the Group, and the following recommendations as to planning obligations were made :-

a) Land at Church Lane/Hollow Lane, Shinfield – (77 dwellings) Application F/2002/7688

C.L. advised that the original S.106 applies to this application but should include the additional 27 dwellings. On this basis the required contributions are as follows

- Highways/Transportation – a contribution towards the highway scheme at Met. Office, to be in region of £180k..

- Education - a pro rata increase on the original S.106 contribution for provision of school places. H.R. advised that applying current rates would be difficult as local schools had surplus places if Reading pupils are discounted.

- Housing – 20% provision (of 27 dwellings) based on 90% TCI.

- Leisure / Community – open space on the adjoining site to be upgraded to sports pitch standard. A contribution required towards enhancement of Community facilities – to check with Shinfield P.C. D.H

ACTION

b) Remenham Farm, Remenham Lane, Remenham – change of use to B1 Offices (789 m2), B8 Storage (244m2) - Application O/2002/7867

- J.D. commented that the barns are worthy of retention.
- Highways / Transportation – a contribution of £30k towards improving access arrangements along Remenham Lane e.g. passing bays, improved drainage.
- No other contributions could be justified.

c) Land at r/o 157-163 Reading Road, Wokingham – (net gain of 10 dwellings) - Application F/2002/7882

- The application is a minor amendment to a previous consent and there is no change to the size or number of dwellings.

CH / HR

- The Group agreed there was no change to the previously agreed contributions.

d) 24 Rectory Road & 1 Gleblands Road, Wokingham –(14 flats, net gain 12) – Application F/2002/7745

- Highways / Transportation – a contribution of £32.5k towards traffic signals and management scheme in Wokingham Town Centre.

KR

- Housing – below the threshold
- Leisure / Community – a contribution of £3.5k for enhancement of open space/recreation facilities within Wokingham Town Centre

Plus a contribution towards library book stock.

e) Land at Roberts Grove/Blagrove Lane, Wokingham (100 dwellings) - Application O/2002/7665

	ACTION
• Highways / Transportation – concerns over traffic impact on the local road network and junction; likely to be recommending a refusal. If the application goes to appeal a significant contribution will be required (e.g. £3k per dwelling) for town centre management scheme including the level crossing.	CH / HR
• Education – a contribution of £32,860 for primary places (Wescott and Westende), £194,760 for secondary (Holt and Forest) and £20,840 for sixth form provision.	
• Housing – up to 25% affordable housing within 90 TCI (applicant has indicated this will be offered with some key worker housing)	
• Leisure / Community – provision of on site open space to Council standards including sports pitches located next to existing open space areas (maintenance payments required). Two equipped play areas provided on site. A contribution of £40k towards enhancement of community facilities.	CH / HR
3) AOB A separate meeting to be arranged to reconsider the highway and leisure contributions for scheme at Watson Petroleum site, Wokingham.	MS/KR/DH /BP

MS/KL
Jan 03

Confidential

SAI PANEL BRIEFING NOTE

Application No:	O/2002/7867 & O/2002/7868 (Duplicate Applications)
Location:	Remenham Farm, Remenham Lane, Remenham
Proposal:	Outline application for proposed change of use from agricultural barns to B1 office use and B8 storage use.
Applicant:	TA Copas Family Settlement Trust
Case Officer:	Heidi Lynch

The site is located north of Henley-on-Thames at Remenham. The site is 0.31ha in size and the existing barns on site comprise 1042sqm. It is proposed to split the barns into 789sqm of office use (B1) and 244sqm of B8 storage use. The development will include car parking facilities on the site as well as landscaping as it is within the green belt and an area of special landscape importance.

The main considerations for the SAI Panel are:

- **Access & Movement:** contributions/improvements to local infrastructure;
- **Libraries:** possible contributions; and
- **Public Open Space:** contributions for off-site provision – none is proposed on site.

- Keith queried whether buildings are worthy of retention - Jim said yes
- Jim report to executive on 4 Dec will include designation of area as a conservation area
- Highways - physical improvements to roads, such as passing places (to be consistent with the rural character) + drainage works, could also include some improvements to the row path/links to it - in the order of £30 - 40k.
- None for leisure or any other area

Date: 14 April 2004

Your Ref:

My Ref: EMY CIRCUIT- **F/2002/7868**

T ACopas Family Settlement Trust
C/O James Smith Associates
Tavistock House
Waltham Road
Woodlands Park, Maidenhead
Berks
SL6 3NH

WOKINGHAM DISTRICT COUNCIL

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

Dear Sir/Madam

Application Number: F/2002/7868

Site Address: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal:Proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867..

Your application is to be determined at the Development Control Sub-Committee meeting on the 21/04/04 and will start at 6.30pm. The application has been recommended for refusal and you can see a copy of the committee report at the Environmental Services Department, Council Offices, Shute End, Wokingham, or at your local library.

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

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

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

Yours faithfully,

Anna Cronin

Head of Planning & Transportation



THE NATIONAL TRUST

for Places of Historic Interest or Natural Beauty

THAMES & SOLENT REGIONAL OFFICE · HUGHENDEN MANOR
HIGH WYCOMBE · BUCKS HP14 4LA
Telephone +44 (0)1494 528051 · Facsimile +44 (0)1494 463310 · Website www.nationaltrust.org.uk

PLANNING SERVICES | HPT 7855
POL | TLS
DC EXC | ENF
APP |
CS |
07 APR 2004
COPIES TO | ACT:
FILE:

Ms. E. Circuit
Wokingham District Council
Environmental Services
PO Box 157
Shute End, WOKINGHAM
BERKS. RG 40 1WR

Direct tel 01491 755 508
Direct fax 01491-463 310
E-mail ruth.gibson@nationaltrust.org.uk
Your ref
Our ref Greenlands Covenant

6 April 2004

Dear Ms Circuit

Thank you for informing me that the previous outline application is now to be considered as a full application for a change of use and thank you also for sending me the plans dated October 2000 and traffic/transport information.

The plans differ only a little from those considered by the Trust's Architectural Panel previously and still very much lack the detailed information needed to assess the proposed changes fully.

A scale of 1:200 of the elevations and plans is insufficient to make detailed comments on what effect the new openings and treatment of the existing openings is going to have on the character and appearance of the buildings.

The Panel was very much concerned in 1998 about this lack of information generally and with the proposed glazing scheme of the elevations fronting the river in particular. The large-scale use of glazed screens over the entire frontage of the former open fronted shed would greatly affect the appearance of the building and was not considered acceptable.

I enclose copies of the Panel's comments for your information from which you will see that without detailed information and substantial changes to the river elevation the proposals were not considered acceptable.

With regard to the traffic and transport information I shall take this back to the Architect's Panel for their consideration when we receive an application, which contains the detailed information requested on which to base a decision under the restrictive covenant.

Yours sincerely

Ruth Gibson

Ruth Gibson

REGIONAL CHAIRMAN: JOHN TOWNSEND
DIRECTOR FOR THAMES & SOLENT : PATRICK BEGG
Registered Charity Number 205846

041 **GREENLANDS ESTATE, BUCKINGHAMSHIRE: REMENHAM FARM, REMENHAM: PROPOSED ALTERATIONS**

Minute No. IM72/08'98/111.

Mr Pugh reported revised proposals for the conversion of Remenham Farm into business units (James Smith Associates, Chartered Architects, Drg Nos. CRF/09, dated May 1998; CRF/11B, dated July 1998; CRF/13, dated October 1998; and CRF/12D, dated November 1998).

041 The Meeting noted that the proposals have been modified to take account of comments by the local planners, and rejected the use of removable screens on the river elevation which would not be in place during daylight hours with the windows behind visible from the river.

The Meeting noted the previous comments made by the panel, namely that the window openings should not extend to the floor, should be limited to one uniform opening on each bay and should follow the design of windows on the site, and requested that more detailed information in the form of full proposals for all of the buildings is submitted along with details of materials.

The Meeting recommended that the window openings should not form a continuous surface of glazing but instead should be surrounded by black stained horizontal timber boarding.

111 **GREENLANDS ESTATE, BUCKINGHAMSHIRE: REMENHAM FARM, REMENHAM: PROPOSED ALTERATIONS**

Miss Avery reported proposals for alterations to Remenham Farm (James Smith Associates, Chartered Architects, Drg No. CRF09A, dated June 1998; CRF10B and 11B, dated July 1998; and CRF12C, dated August 1998).

111 The Meeting noted that the buildings are presently used for storage of equipment and that part of the buildings are to be converted into offices,

enquired how the interiors of the buildings are to be arranged,

expressed reservations over the lack of information contained on the plans, and requested that full plans are submitted along with proposals for general treatment of the landscape surrounding the buildings.

The Meeting enquired whether the granary survives and expressed reservations over the proposed parking area north of the buildings which will be visible from the river.

The Meeting agreed that the elevations facing the courtyard were acceptable in principle but requested more information on the detailing of the joinery.

The Meeting expressed reservations over the proposed alterations to the elevations facing the river, noted that these would greatly affect the appearance of the building, and recommended that the window openings should not extend to the floor, should follow the design of windows on the site and be limited to one uniform opening on each bay.

The Meeting suggested that the window which uses the wall plate as its lintel should be adopted as a model.

The Meeting expressed reservations over the introduction of brickwork infill between piers, and recommended that the buildings should retain a tarred boarded infill with painted black timber window frames.

Tel: (0118) 974 6479 (Direct Line)
Email: emy.circuit@wokingham.gov.uk
Fax: (0118) 974 6484
Date: 21 April 2004
My ref: EXC/O/2002/7867/8
Your ref: CRF/7AE
File ref: Applications/Remenham Farm 4

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

James Smith
James Smith Associates
Tavistock House
Waltham Road
Woodlands Park
Maidenhead
SL6 3NH

Dear Mr Smith,

PROPOSED CHANGE OF USE OF BUILDINGS AT REMENHAM FARM, REMENHAM LANE – APPLICATIONS F/2002/7867 AND F/20027868

I write in response to your letter of 8 April 2004 and apologise if I did not make it clear how I intended to proceed with the above applications. Following my conversation with you and subsequent discussion with Jeremy Evans, I was under the impression that you understood what the issue was and had no objection to the way it was intended to proceed. I hope my letter of 7 April, addressed to Jeremy Evans, clarified matters.

The applications are on the agenda for consideration by the Development Control Committee this evening. I will be in the office this afternoon and can be contacted on (0118) 974 6479 if you have any queries regarding this matter

Yours sincerely,

Emy Circuit
Senior Planning Officer, Development Control

jsa
james smith associates
tavistock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 828120
mail@jsaarchitects.com
www.jsaarchitects.com

78606

POL	
DC EXC	ENF
APP	
CS	
13 APR 2004	
COPIES TO:	ACK:
	FILE:

8 April 2004

CRF/7AE

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

For the attention of Ms Emy Circuit

Dear Ms Circuit

Proposed change of use of Buildings at Remenham Farm, Remenham Lane, Remenham Application nos F/2002/7867 and 7868

I was surprised to hear from our Client that a notice has been displayed on site representing a full planning application.

My understanding from our earlier conversation was that the Council had taken legal advice regarding our current outline application and that you would be writing to us explaining why the application has now to be considered as a full planning application. I sincerely trust therefore that you have sufficient detailed drawings to consider this scheme correctly and that a further reason for refusal will not be due to lack of detailed information.

As far as the four reasons for refusal you mentioned during our conversation are concerned, I was further surprised to note that one of the reasons was due to the existing fabric of the building. You had previously requested a structural survey of the various buildings which our Client was not prepared to undertake, however it now transpires that you do not actually require a structural survey, rather a survey of the fabric. I was amazed to hear that Mr Saunders had made a file note in his site record sheet when I met him many years ago with The National Trust and the then Case Officer. Mr Saunders' comments have never been raised with us before and this is the first instance that we have heard that he had raised questions about the integrity of some parts of the fabric. I therefore consider it unreasonable that this condition is one of the grounds for refusing our application.

Yours sincerely

James A Smith Dip Arch RIBA

cc Mr T Copas

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j keen tech.rics
jeff r brown m.a.s.i
phillip jewell dip.arch.riba

Tel: (0118) 974 6479 (Direct Line)
Email: emy.circuit@wokingham.gov.uk
Fax: (0118) 974 6484
Date: 7 April 2004
My ref: EXC/O/2002/7867/8
Your ref: CRF/7ac
File ref: Applications/Remenham Farm 3

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

Jeremy Evans
James Smith Associates
Tavistock House
Waltham Road
Woodlands Park
Maidenhead
SL6 3NH

Dear Mr Evans,

PROPOSED CHANGE OF USE OF BUILDINGS AT REMENHAM FARM, REMENHAM LANE – APPLICATIONS F/2002/7867 AND 7868

I apologise for not writing more promptly to follow up my recent conversations with yourself and James Smith regarding the above applications. I confirm that following the agenda planning meeting on 26 February, Legal Services verified that applications for the change of use of existing buildings cannot be made in outline. In view of the circumstances and the illustrative information submitted in support of the application, it was considered that this could be treated as forming part of the application and, therefore, the applications could be determined as full applications, subject to your not objecting to this approach.

I have re-consulted as necessary and enclose a copy of the information that was sent to consultees for your information. I am awaiting formal comments from the Conservation Officer but, from discussions with him, anticipate that there may be a further reason for refusal, in addition to those we have already discussed, relating to detailed design issues (matters that could have been the subject of negotiation had there not been other issues outstanding).

Following the additional consultation, the applications were considered at agenda planning this morning and will be on the agenda for the meeting on 21 April 2004.

One further matter, which it would be sensible to resolve, as I mentioned to one of your colleagues last week, is the definition of the application site boundary: the red line on the revised drawing CRF/15 C, received on 1 December 2003, excludes the 'caretaker house' and 'courtyard garden' but this area is still included within the red line on drawing No CRF/12 E, received on 24 October 2002. To address this discrepancy, I ask that you submit further copies of drawing No CRF/12 E with the red and blue lines revised to correspond with the more recent information.

If you have any queries regarding this matter, please contact me on (0118) 974 6479.

Yours sincerely,



Emy Circuit
Senior Planning Officer, Development Control

I write regarding the two (duplicate) planning applications relating to the change of use of buildings at Remenham Farm. These applications were originally submitted as outline applications, with details of siting and access to be determined. The design and external appearance of the buildings, and landscaping of the site would have been considered at a later stage.

However, following discussion with colleagues in the Council's Legal Services team, it was confirmed that, in terms of planning law, it is not permissible to make an outline application for the change of use of existing buildings. For this reason the applications must be considered as full applications – details of the proposed elevations were submitted with the applications and, therefore, there is sufficient information available to determine the applications a full applications. No new or revised information has been submitted.

Any comments that have already been submitted in relation to these applications will still be taken into consideration and there is no need to reiterate these. However, if you have any additional comments, specifically about the proposed alterations to the buildings or landscaping of the site, please submit these, in writing, by 7 April, quoting application references F/2002/7867 and F/2002/7868.

If you have any queries regarding this matter, I can be contacted on (0118) 974 6479.

Yours sincerely

Emy Circuit
Senior Planning Officer, Development Control

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

To: Emy Circuit
Planning
Your Ref: F2002/7867 & F/2002/7868

From: Joe Dray
Environmental Health
My Ref: 11105

Date: 6th April 2004

PROPOSED OUTLINE APPLICATION FRO THE PROPOSED CHANGE OF USE FROM AGRICULTURAL BARNS TO B1 OFFICE USE AND B8 STORAGE USE

REMENHAM FARM, REMENHAM LANE, REMENHAM, HENLEY-ON-THAMES

These proposals have been evaluated and I have the following comments:

This site *may* be contaminated from its previous use therefore an investigation needs to be carried out by the developer to establish the extent of any contamination and what remedial measures are required to deal with the hazards. It is advisable for an initial investigation to be carried out prior to planning consent as any remedial measures may have financial implications on the feasibility of the project for the developers.

I have no environmental health objections to this proposal with the imposition of the following conditions: -

1. No development shall commence prior to a contaminated land assessment and associated remedial strategy approved in writing by the Local Planning Authority. The scheme should comprise a contaminated land assessment and associated remedial strategy and works, together with a timetable of works, and should include the following:

   The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study.

   - The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.
   - A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.
   - Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology

and best practice guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and the quality assurance certifications to show that the works have been carried out in full in accordance with the approved methodology. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.
Reason - To ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.

Please forward these comments to the applicants for their information and should you or the applicant have any queries regarding these points please do not hesitate to contact me to discuss them.

Joe Dray

JOE DRAY
PRINCIPAL ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION & HOUSING

Emy Circuit
From: Joe Dray
Sent: 06 April 2004 10:16
To: Emy Circuit
Subject: F/2002/7687 & F/2002/7868

Emy
Please see memo attached regarding this application
regards



11105 JPD.doc

Joe

Joe Dray
Principal Environmental Health Officer (Environmental Protection & Housing)
Wokingham District Council
Tel: 0118 9746395
Fax: 0118 9746401
joe.dray@wokingham.gov.uk
www.wokingham.gov.uk

Date: 25 March 2004

To: Case Officer

Application Number: F/2002/7867 & F/2002/7868

Location: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use.

Applicant: T A Copas Family Settlement Trust C/O James Smith Associates.

Case Officer: EMY CIRCUIT

Please find attached copy of letter sent out to all consultees.

I write regarding the two (duplicate) planning applications relating to the change of use of buildings at Remenham Farm. These applications were originally submitted as outline applications (O/2002/7867 and O/2002/7868), with details of siting and access to be determined. The design and external appearance of the buildings, and landscaping of the site, would have been considered at a later stage.

However, following discussion with colleagues in the Council's Legal Services team, it was confirmed that, in terms of planning law, it is not permissible to make an outline application for the change of use of existing buildings. For this reason the applications must be considered as full applications – details of the proposed elevations were submitted with the applications, and therefore there is sufficient information available to determine the applications as full applications. No new or revised information has been submitted.

Any comments that have already been submitted in relation to these applications will still be taken into consideration and there is no need to reiterate these. However, if you have any additional comments, specifically about the proposed alterations to the buildings or landscaping of the site, please submit these, in writing, by 7 April, quoting application references F/2002/7867 and F/2002/7868.

If you have any queries regarding this matter, I can be contacted on (0118) 974 6479.

Yours faithfully

Emy Circuit

Senior Planning Officer, Development Control

(RING ONE)

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

App. No. F/2002/7867 + 7868 Date Rec.

Location: Remenham Farm, Remenham Lane

Parish: Remenham

Applicant: T A Copas Family Settlement Trust

Description of attached plans:

Drawing No's:

CONSULTEES

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

Please tick which of the following you wish consulted.

Landscape & Trees	☐
Urb. Design & Conservation	☐
Highways	☐
Dinton Pastures	☐
Environmental Health	☐

OTHER INTERNAL / EXTERNAL CONSULTEES (EXCLUDING NEIGHBOURS)

All as per original consultation please

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

NEIGHBOURS: as per original + any others who have commented.

Holme Farm ✓ The Reeds ✓ The Reach Bankside Cottage ✓

Date for Responses

FURTHER ACTION

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

Redate Application Y / (N) From:

New Site Notice Y / (N)

Revised Proposal Description: delete "outline" ✓

CASE OFFICER

Consultations Sent by Admin. on 25.04.05.

Yellow - Case Officer Copy
Green - Part One Copy

Emy Circuit
From: Emy Circuit
Sent: 24 March 2004 08:16
To: Harold Sanders; 'Gibson, Ruth'
Subject: Applications at Remenham Farm O/2002/78667 & 7868

I have been speaking to you about these (duplicate) applications recently and was hoping that they would be going to committee on 31 March. However, there has been a bit of a hitch, as it has been pointed out that, procedurally, you can't have an outline application for a change of use. It has been decided that the level of detail we have is sufficient to treat them as full applications (elevations were submitted with them originally - if you can't lay your hands on these please let me know and I will get copies to you as quickly as I can) so I am now aiming to get any additional comments on the detail of the scheme and report to committee on 21 April (which means drafting a report by 5 April). Do you have anything to add to the comments you have made already?

NB not withstanding the design/external appearance/landscaping, my recommendation will be for refusal and the agent has indicated that they will be appealing (probably a public inquiry)

Please give me a call if you would like to discuss this.

Emy

Emy Circuit
Senior Planning Officer, Development Control
Wokingham District Council

Tel: (0118) 974 6479
Fax: (0118) 974 6484
emy.circuit@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Peter Bourne
Sent: 18 March 2004 13:31
To: Emy Circuit
Subject: 0/2002/7867 7 8: Remenham Farm - Committee 31/3/04

Comments for the final report (which reflect discussions I've had with Steve McMillan):-

Consultation:
Access & Movement:- The development would generate 78-94 vehicle movements per day, with 12-15 of these being during the peak travel hours. Whilst this level of movement is fairly modest, it does intensify the existing conflicts with pedestrian who have to share the carriageway, since there are no separate footways in Remenham Lane. The developer has made a good attempt to develop a travel plan to mitigate against the traffic growth. Nevertheless the location is not considered sustainable, and the likelihood of influencing travel choice is limited. There is concern that the only segregated pedestrian route would be along the edge of the river, which raises concerns about the risk of attack, and would not therefore be attractive or desirable. similarly cycling is not an attractive option due to the constraints of the existing highway network. The existing bus services do not use Remenham Lane so anyone using public transport would need to walk several kilometres with the same concerns about the lack of footways. For these reasons, the Access & Movement Office has objected to the application

Access & movement
Amend para 1 line 2 to "The revised transport assessment submitted...
Amend para 3 - Delete all of 2nd sentence "This exceeds..." and replace with. The maximum permitted parking standards for the proposed development would be 41 car spaces. There are 45 staff proposed for the site, and so a parking provision of 36 spaces is considered realistic. (Emy - Alan McMillan has not been able to establish where the 27 spaces came for in his previous comments)
Amend para 4 - amend final paragraph to " The Access & Movement Officers view is that the proposed travel plan is not realistic in this location. There are safety concerns about the safety of encouraging pedestrians to use Remenham Lane or the Thames Path. The latter is particularly unattractive after dark or in wet weather.

Comments made by local residents:
The Access & Movement Officer shares the concerns of residents about the transport plan. There are poor facilities for pedestrians and cyclists, and buses do not provide reasonable access to the site. Whilst the introduction of flexible working might disperse traffic movements at peak times, it would also make car sharing less attractive.

t

THE NATIONAL TRUST
for Places of Historic Interest or Natural Beauty

THAMES & SOLENT REGIONAL OFFICE · HUGHENDEN MANOR
HIGH WYCOMBE · BUCKS HP14 4LA
Telephone +44 (0)1494 528051 · Facsimile +44 (0)1494 463310 · Website www.nationaltrust.org.uk

Ms. E. Circuit
Wokingham District Council
Environmental Services
PO Box 157
Shute End, Wokingham
Berks. RG40 1WR

Direct tel 01491 755 508
Direct fax 01491-463 310
E-mail ruth.gibson@nationaltrust.org.uk
Your ref 0/2002/7868
Our ref

18 March 2004

Dear Ms Circuit

Remenham Farm, Remenham, Henley-on-Thames

Following our telephone conversation last week with regard to the Outline Application I have mow been able to look through the file and our comments on a previous application for change of use.

Although the Trust does not object to the principle of office use, as this can often have less of an impact on the fabric of the building than for example a residential one, details would still have to be worked out and be acceptable. The impact a conversion will have on the rural character of the village and on the wider riverside setting will be the most important factors in determining an application by the National Trust under the convenant when a detailed application is submitted.

I note that our previous letter of 20.11.2000 to you re application F/00/22670 makes no mention about concerns over parking spaces or traffic increase. I am not able to locate the earlier plans to make comparisons, but I am concerned about the number of allocated parking bays shown on these plans. There are a total of 36. Eighteen of them will be to the west on the outside of the farm buildings range and visible from the lane. This will lead to visual clutter and affect the rural setting of the farm buildings including that of the main barn, which was converted to residential some time ago.

The effect of increased traffic on the narrow rural roads and village as well as the environment, which would be an inevitable consequence of this rather intensive commercial use, is also a matter of concern, now more so than was probably the case four years ago.

The Trust would welcome a less intensive use than the one proposed here as well as good detailing, both of which would help to preserve the rural character of the farm building and with it that of the riverside village.

ρεγιοναλ χηαιρμαν: φοην τοωνσενδ
διρεχτορ φορ τηαμεσ & σολεντ : πατριχκ βεγγ
Registered Charity Number 205846

Ruth Gibson
Covenant Officer

TO: **DEVELOPMENT CONTROL**
Emy Circuit

FROM: Environmental Design

DATE: 1 March 2004

Location:	Remenham Farm, Remenham Lane, Remenham, Henley
Proposal:	Outline application for the proposed change of use of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with O/2002/7867
Application Number:	O/2002/7868

In response to your consultation dated 16 February 2004 for the above application, the landscape comments are as follows:

The only concern I have with the information provided in the transport assessment is the identification for the need for passing places and the location in which they may be required, which has not been agreed at this stage.

It is important that due consideration is given to the proposed location for the passing places, as existing roadside vegetation may be affected by the proposals. The passing places will need to be located where there is minimal impact on any adjacent trees and hedgerows. This will need to be agreed as part of reserved matters.

Catherine Brimble

Catherine Brimble
Landscape Architect

Date: 16 February 2004

To: Highways

We have received Additional Plans for the following planning application:

Application Number: O/2002/7868

Location: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

Applicant: T A Copas Family Settlement Trust C/O James Smith Associates.

Case Officer: EMY CIRCUIT

The new plans show the following: Additional Highway details including a revised transport assessment (Faber Maunsell File Note dated 20 December 2002).

Comments are required by 08/03/2004.

Should you have any queries regarding this application please contact the case officer EMY CIRCUIT on 0118 974 6479.

No further comment on the attached.
AC. 16/02/04

NB. Info filed for our records.

Date: 16 February 2004

To: Case Officer

We have received Additional Plans for the following planning application:

Application Number: O/2002/7868

Location: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867..

Applicant: T A Copas Family Settlement Trust C/O James Smith Associates.

Case Officer: EMY CIRCUIT

The new plans show the following: Additional Highway details including a revised transport assessment (Faber Maunsell File Note dated 20 December 2002).

Comments are required by 08/03/2004.

Should you have any queries regarding this application please contact the case officer EMY CIRCUIT on 0118 974 6479.

(RING ONE)

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

App. No. F/2002/78608 Date Rec. 11 February 2004

Location: Remenham Farm, Remenham Lane

Parish: Remenham

Applicant: TA Copas Family Settlement Trust

Description of attached plans: additional highway details including a revised transport assessment (Faber Maunsell File Note dated 20 December 2002)

Drawing No's:

CONSULTEES

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

Please tick which of the following you wish consulted.

Landscape & Trees	✓
Urb. Design & Conservation	
Highways	✓
Dinton Pastures	
Environmental Health	

OTHER INTERNAL / EXTERNAL CONSULTEES (EXCLUDING NEIGHBOURS)

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

NEIGHBOURS: all who have commented please

Date for Responses 21 days

FURTHER ACTION

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

Redate Application Y / (N) From:

New Site Notice Y / (N)

Revised Proposal Description:

CASE OFFICER Ex.

Consultations Sent by Admin. on 16.02.PS

Yellow - Case Officer Copy
Green - Part One Copy

PLANNING SERVICES | HPT 7688?
POL | TLS
DC EXC | ENF
AMB |
CS |
11 FEB 2004
COPIES TO | ACK
FILE:

jsa
james smith associates
taylstock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 826120
mail@jsaarchitects.com
www.jsaarchitects.com

9 February 2004

CRF/7AD

ADDITIONAL PLAN

P/7867

P/7868

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

For the attention of Ms Emy Circuit

Dear Ms Circuit

Proposed change of use of Buildings at Remenham Farm, Remenham Lane, Remenham Application nos F/2002/7867 and 7868

Please find enclosed the relevant documents and notes from the Highways Engineer, Faber Maunsell.

The most recent information forwarded to Wokingham Highways was on 24 April 2003. This information comprised statement on passing places (with drawings), drainage and flooding, sustainability and contribution. The Highways Consultant was of the understanding that this information had been forwarded to yourselves.

Perhaps once you have had a look over the enclosed you could give me a call by telephone to confirm that the information meets with your requirements.

Yours sincerely

JCAppleyard.

pp Jeremy Evans

Enc

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j kean tech.rics
jeff r brown m.a.s.i
philip jewell dip.arch.riba

ADDITIONAL PLAN
B-07867

QA20

Watson, John AS

B-07868

From:	Watson, John AS
Sent:	24 April 2003 09:19
To:	Steven McMillan (E-mail)
Cc:	Keith Rogers (E-mail)
Subject:	Remenham Farm - 26639/4

bc Jim Smith
Tom Copas

Dear Steve

Thank you for your email of 28 March regarding the above. We are pleased that a common view has been reached on most of the issues.

Passing Places - I attach a copy of a typical detail for a passing place for your attention. We accept that the location and number can be agreed later.

Drainage & Flooding - On the basis of site surveys, we do not beleive that this is a direct issue for our site. As far a Remenham Lane is concerned, we are aware that the southern end of the lane does suffer from flooding occasionally. However this is not the section of lane in which we are proposing to carry out any works. We understand that on the few occasions when flooding does occur, then the alternative route via Remenham Church Lane is used by vehicles. The design of the passing places will take into account any local drainage issues.

Sustainablity - the Green Travel Plan will include a taxi/minibus operation to assist those travelling between the site and Henley. Future occupiers of the development will be required to sign up to the Plan.

Contributions - our Client has agreed to arrange and bear the cost of any additional signing agreed with the Council and also to construct the passing places as proposed. It is proposed that this work would be arranged directly by our Client and therefore the issue of a contribution does not arise. Regarding local consultation, we are of the view that this is the responsiblity of the Council under their general planning responsiblities and are not expecting to offer a contribution in this respect.

I trust that these comments are of assistance to you and the Council. If you have any further comments please let me know.

Regards

John

26639-PASS-NTS-01.pdf

John Watson
Principal Consultant
FaberMaunsell
Marlborough House
Upper Marlborough Road
St Albans, AL1 3UT
tel: 020 8784 5800
fax: 020 8784 5564

please note change of e-mail address: *john.a.watson@fabermaunsell.com*

ADDITIONAL PLAN
07867
07868

Remenham Farm
File Note 3: Faber Maunsell Revisions

Rev.	Author	Date	Amendments
A	SMcM	04.02.03	

1.0 Introduction

In response to File Note 2, Faber Maunsell submitted a series of revisions to their Transport Assessment on 20th December 2002.

2.0 Proposals

Their revisions can be summarised as follows;

2.1 Employees

New calculations suggest that there will be a total of 45 employees based on 1/20m² for the 795m² of B1 and 1/50m² for the 237m² of B8 development.

2.2 Pedestrians

The development will provide suitable links to the Thames Path for pedestrians.

2.3 Cyclists

Six cycle parking spaces, shower and changing facilities plus suitable links to the Thames Path will be provided.

2.4 Public Transport

A taxi/minibus service for employees will be provided during the morning and evening peak periods.

2.5 Traffic Generation

The traffic generation has been based on the likely number of employees and visitors and the mode of travel likely to be used. Between 78 and 94 movements are expected daily.

2.6 Parking

The traffic generation calculations indicate a car parking requirement of 27 spaces. 36 spaces are being proposed.

2.7 Travel Plan

The principal elements of the travel plan are set out as;

a) Appoint a Transport co-ordinator to oversee,
b) Set up a carshare scheme
c) Provide a taxi/minibus service
d) Provide parking and facilities for cyclists.

It is possible that the taxi/minibus service could be used by residents in Remenham Lane. This will be discussed with the operator of the service.

2.8 Passing Places

Passing places in Remenham Lane will be provided as required by WDC.

2.9 Road Safety

It is anticipated that the development will generate between 12 and 15 peak hour movements. The normal evening peak hour traffic flow in Remenham Lane is 144 movements.

The developer is willing to make a contribution towards additional 'Road Safety' signing.

3.0 **Comments**

PPG13 is clear that the existence of a Travel Plan does not necessarily make an unsustainable development sustainable. The proposed Travel Plan is nevertheless realistic and, to my mind, the modal splits are achievable.

Further discussions will be required with regard to monitoring and enforcement. Local concerns regarding the possibility of off-site parking taking place would be allayed if an enforceable condition were to be attached to any permission.

3.1 It is likely that some form of redevelopment will eventually take place at the site and that traffic flows will increase as a result. The one movement every four minutes in the peak periods is not a problem in capacity terms and would not change the character of the lane.

3.2 Road safety is the single concern with the 10% traffic flow increase exposing pedestrians, cyclists and equestrians to a corresponding increase in danger. This could, in turn, lead to a reduction in those modes of travel.

In order to improve road safety and encourage pedestrians, cyclists and equestrians, while enhancing the character of the lane, it is suggested that Faber Maunsell consider the advice contained in the document *'Rural Routes and Networks'* which was jointly published in 2002 by the ICE and the Countryside Agency. Passing places and additional signing could lead to an unwelcome urbanisation of the lane and it is possible that a more 'rural' treatment would have the same effect on road safety.

ADDITIONAL PLAN

FABER MAUNSELL

P-7867
P-7868

File Note

Project:	**Remenham Farm**	Job No:	**26639/4**
Subject:	**Transport Assessment**	Date:	**20 December 2002**
	Response to File Note 2: Revised Application		
	Parkman 28/11/02		

The following note provides a response to the File Note No 2: Revised Application by Parkman, dated 28 November 2002. For ease, the same paragraph numbering has been used as a reference.

1.0 No further comments.

2.0 The New Application
The Transport Assessment was carried out for 795 sq m of B1office and 237 sq m of B8 storage.

The number of employees based at the site is now expected to be about 45. This has been assessed on the basis of 20 sq m per employee for B1 and 50 sq m per employee for B8:

795 sq m @ 1/20 = 39
237 sq m @ 1/50 = 5

Total number of employees at site = 45 (say)

This is a revised figure and supersedes that given in the Transport Assessment - due to the fact that the higher figures previously provided had been carried forward from the earlier application with a larger floor area. The calculation above represents a normal occupancy for high quality commercial accommodation such as is being proposed for this site.

3.0 The Transport Assessment

3.1 Walking
The development will provide suitable links to the Thames Path for pedestrians.

3.2 Cycling
The measures proposed in the Transport Assessment will be implemented as part of the Green Transport Plan. Six cycle parking spaces, plus shower and changing facilities will be provided. Access from the development to the Thames Path will be available for both cyclists and pedestrians.

3.3 Public Transport
It is expected that the dedicated taxi/minibus service will meet all the trains arriving at Henley Station during the morning peak (7am to 9am), currently about 4 trains. Pick up can also be arranged at other points en route. A similar service will be provided in the evening between approximately 5pm and 6.30pm. The details will be developed as part of the Green Transport Plan.

3.4 Traffic Generation
From 2.0 above, 45 employees are expected to be based at the development site. However not all of these would be present on any one day:

Based on normal expectations, at least 10% of staff would be absent due to holiday, sickness etc. Because of the nature of business expected on the site, of the remaining staff at least 10% would be working off site either at home or away from the site.

Direct Tel: +44 (0)20 8784 5800
T +44 (0)20 8784 5784
F +44 (0)20 8784 5700
E-mail: john.a.watson@fabermaunsell.com
www.fabermaunsell.com

Marlborough House
Upper Marlborough Road
St Albans, Herts AL1 3UT

The demands for travel to/from the site and consequent parking need therefore to be adjusted accordingly.

The basis of the traffic generation assessment has used data from two reports on similar rural developments elsewhere in the country. The use of this data was recommended by Wokingham BC. Using the trip rates from Table 2.1, this indicates that approximately 38 car journeys in each direction may be expected per day.

The Transport Assessment also includes trip rates based on TRICS, however these rates have been shown to overestimate traffic flows for development at rural sites. The TRICS rates would lead to approximately 60 car journeys in each direction per day. These rates have been used as a worst case for assessing junction capacity. However, the key objective of the Green Travel Plan will be to put in place measures designed to reduce the level of car use.

It is understood that following the meeting with Wokingham BC on 4 April 2002, traffic generation is not an issue.

The following table sets out an assessment of cars on site based on a projected modal split and site attendance. These figures assume that a Green Transport Plan has been implemented. Key elements of this is are the provision of a dedicated taxi/minibus service to/from Henley – where the objective is that at least 8 people will use this mode of travel to/from work; and the encouragement of cycling and car sharing.

Table 1 - Remenham Farm - Green Travel Plan

Projected Modal Split of Journeys to/from Work			Comments
		% by Mode	
Number of Employees	45		Maximum likely number of employees
Absences due to leave, sickness etc	10%		Normal proportion based on experience elsewhere
Number of employees working	41		
Homeworking / Away from office	10%		
Number of employees attending the office	36		
Number by Minibus	8	22%	from Henley-on-Thames station (3 or 4 times am & pm)
Number by Cycle	4	9%	6 cycle parking places provided on site
Number by foot	0	0%	
Number by Car	24	71%	
Car Occupancy	1.10		i.e. every 10th car has one passenger
(Number of Car Share Passengers	2)		
Resultant Number of Employee Cars	22		
Number of Visitor's Cars	4		
Maximum number of Cars on site	26		36 parking spaces provided on site

Similar transport schemes have been provided for other developments in the area with some success as part of a Green Transport Plan. For example, at a site at Windlesham which is poorly served by public transport, it is understood that, during the past year, over 15% of employees regularly use the provided minibus service between the site and local railway stations.

Consideration of this site specific assessment in Table 1 indicates that the car trip rates used in the assessment are reasonable:

Travel to/from work	22	each way
Other trips from/to the site, eg business/lunch	4 to 8	each way
Visitors to/from the site	4 to 8	each way
Taxi/minibus commuting trips	8	each way
Total to/from site	38 to 50	each way per day

These number of trips fit very closely with those estimated using data from other sources. The upper figure represents a worst case, the lower figure an average.

3.5 Parking

36 car parking spaces are provided. Space for delivery vehicles is provided in addition to this.

Clearly if all staff travelled to the site by their own car every day demand for parking space would exceed the supply. However, this in not so – absences, working away from the site, car share, and travel by other modes will reduce the demand for parking.

With the Green Travel Plan in operation, the projected modal spilt shown in the section above indicates that there will be sufficient car parking space on site, and therefore overspill parking on Remenham Lane is very unlikely to occur.

3.6 The Travel Plan

The principal elements of the Plan, to which future occupiers will be required to agree, includes the following commitments:

- To appoint a Transport Co-ordinator to oversee the Green Transport Plan;
- To set up a car share scheme;
- To provide a taxi/minibus service between the site and Henley;
- To provide parking and facilities for cyclists.

It might be possible, subject to agreement and arrangements, for the taxi/minibus service to be used by local residents in Remenham Lane. This would need to be discussed and agreed with the operator of the service.

3.7 Passing Places

The Developer has offered to carry out works for the provision of formalised passing places along Remenham Lane and Remenham Church Lane as shown in the Transport Assessment. The locations of these passing places have been based on site surveys to identify where the verges have been widening by passing vehicles.

From these surveys, passing places are proposed where there is insufficient width for two cars to pass and where passing already takes place with verge widening. Drawing no 26639/sk1 shows the location of the passing places. However, the final details needed as part of any planning agreement would be subject to a joint site inspection between the Developer and Wokingham BC.

General verge damage is an issue on many country lanes, however it is considered that the formalisation of existing passing places on the narrow sections of the lanes will provide a significant benefit to all road users.

4.0 Conclusions

4.1 The Green Transport Plan will be presented to future occupiers of the development, who will be required to sign up to the Transport Plan and act upon the requirements set out in it. This document will then form the basis upon which the Occupier can monitor the Transport Plan and report to Wokingham BC.

The taxi/minibus service is a firm commitment within the Green Transport Plan and will run to an agreed schedule. The details of this will reflect the train timetables and business requirements at the time. Arrangements can be made to pick up at other points on the route to and from Henley station, eg Remenham Lane/White Hill.

The objective of the Green Transport Plan is that approximately 8 people will use this taxi/minibus service each day, and that a couple of people will travel as car share passengers. This will be monitored under the Green Transport Plan.

4.2 Although there will be an increase in traffic on Remenham Lane, this will be significantly less than the existing peaks experienced during normal weekdays. The projected two-way increase is only about 12-15 vehicles during the peak hours compared to normal pm peak hour flows of 144 vehicles. However in recognition of safety issues affecting pedestrians, cyclists and equestrians, the Developer would be prepared to make a contribution towards additional road safety signing in Remenham Lane as part of any planning agreement.

4.3 The plan provided with the Transport Assessment shows the locations of the proposed passing places which would be formalised as part of the development works. General verge damage cannot be addressed as part of this application but the formalisation of existing passing places on the narrow sections of the lanes will provide a significant benefit to all road users.

Remenham Farm
File Note 2: Revised Application

Rev.	Author	Date	Amendments
A	SMcM	28.11.02	

1.0 Introduction

File Note 1 was prepared on 5th March 2001 on receipt of an application for 1,262m² of offices and 51 parking spaces. The note concluded that rather more traffic would be attracted to the development than was anticipated in the Oscar Faber TA. The percentage increase in traffic would be significant in environmental and amenity terms and would lead to additional damage to the soft verges in the narrow lane.

The site would have to be accessed by car and the parking provision was inadequate. No effort had been made to acknowledge or encourage other modes of travel.

2.0 The New Application

The application of 24th October 2002 (WDC received) is for 789m² of offices together with 244m² of storage or distribution. 36 parking spaces are proposed.

3.0 The Transport Assessment (Faber Maunsell 17.05.02)

3.1 Walking

The TA notes that the developer will co-operate with others to ensure that the Thames Path is maintained and improved to encourage its use. No details or specific commitments are, however, given. The TA concedes that the location of the development is such that there is unlikely to be a significant number of walking trips.

3.2 Cycling

The TA notes that arrangements for cycles accessing Remenham Lane from the Thames Path will be investigated and provided where appropriate. Again there are no details or specific commitments.

3.3 Public Transport

The development is a 20 minute walk from Henley station and the TA concedes that the walk is unlikely to be popular. The opportunity of providing some kind of dedicated transport between the station and the development is recognised and a taxi/minibus service will be provided. There are no further details.

3.4 Traffic Generation

The TA assumes that the development will be occupied by e-commerce type businesses. The Travel Plan suggests a realistic employee number of 50-70 virtually all of whom would need to arrive and depart by car.

3.5 Parking

On the basis that there could be 50-70 members of staff it is unlikely that the amount of parking (36 spaces) would be adequate. Allowing a minimum of four spaces for visitors and deliveries reduces the amount of parking available for staff to 32 spaces. This is indicating that only 46% of the staff could be car drivers in an area with little scope for walking, cycling or public transport modes. The 36 spaces does, however tie in reasonably well with PPG13 rates of 1 space/30m^2 for offices (27 spaces) plus a 10 space allowance for the storage area at the 1 space/25m^2 rate (without further details).

The argument that this will be for e-commerce businesses (with flexi-time, working from home etc) does not convince. Commercial businesses will take as much space as they need - there is unlikely to be a half empty office.

3.6 The Travel Plan

The travel plan has only two specific measures. A mini-bus/taxi service will operate between Henley Station and the development. No further details have been given. Faber Maunsell (the traffic consultants) were told at a meeting with WDC that there were concerns about the sustainability of the development and that a regular(ish) mini-bus service which could, by arrangement, be used by those living in Remenham Lane would go some way towards demonstrating the developer's commitment to sustainable modes of travel.

Parking provision for six bicycles will be made on site. This represents about 8.5% of the workforce cycling. Adding this to the cars of 46% of the workforce sitting in the car park still leaves the travel to work mode of more than 40% of the workforce to be established.

3.7 Passing Places

Although formal passing places have been identified it has to be recognised that the condition of the verges suggests that cars simply pull onto these verges to pass as necessary. The presence of passing places might not change that habit particularly with the increase in traffic flows.

4.0 Conclusion

4.1 The applicant has produced a Travel Plan which outlines a series of good intentions and procedures that may or may not be implemented. The

level of car and cycle parking indicates that more than 40% of the workforce will have to arrive by mini-bus, lift or car share.

The Transport Assessment suggests that the workforce will be so flexible as to make car sharing difficult. For that reason the mini-bus must be a firm commitment which runs to some kind of schedule. It would also have to pick up those travelling by bus (at the junction of Remenham Lane with White Hill.

The developer must convince WDC that nearly 45% of the workforce will travel by mini-bus, lift or car share; or substantially more parking will need to be proposed.

4.2 The traffic generation has been established by reference to studies and databases which may or may not be relevant. A more site specific assessment based on the workforce mode of travel, business travel, lunchtime trips, visitors and deliveries would indicate more traffic than that proposed by the Transport Assessment. **The percentage increase in traffic will be discernable and will be to the detriment of those living along the lane. The increase in traffic will be detrimental to the safety of pedestrians, cyclists and equestrians in this narrow country lane. No mitigation measures have been proposed by the applicant.**

4.3 **Further information is needed on the locations of vulnerable verges and whether the number of passing places proposed is adequate.**

T A COPAS FAMILY SETTLEMENT TRUST

REMENHAM FARM

TRANSPORT ASSESSMENT - ADDENDUM NO. 1

APRIL 2002

Prepared by: ..... Phil Parker Consultant

Approved by: ..... John Watson Principal Consultant

Reviewed by: ..... Angela Dove Principal Consultant

Rev No	Comments	Approved / Reviewed	Date
1			

Job No: 26639TSE

Reference: F:\projects\T26639\Reports\TA Addendum Revised0102REVAA.doc

Date created: Wednesday, July 18, 2001

Telephone: +44 (0) 20 8784 5784
Fax: +44 (0) 20 8784 5700
Website: http://www.oscarfaber.com

Marlborough House
Upper Marlborough Road
St Albans
Hertfordshire AL1 3UT

Date: 08 December 2003

To: Highways

We have received Revised Plans for the following planning application:

Application Number: O/2002/7867

Location: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with O/2002/7868.

Applicant: T A Copas Family Settlement Trust C/O James Smith Associates.

Case Officer: Emy Circuit

The new plans show the following: Reduction in the site area to exclude the buildings indicated as 'Remenham Farm House storage' and 'Caretakers House' plus 'Courtyard Garden'. Drawing no: CRF 15C.

Comments are required by 22/12/2003.

Should you have any queries regarding this application please contact the case officer Emy Circuit on (0118) 974 6479.

No adverse highway comment on this revision.
AC 8/12/03.

Date: 08 December 2003

To: Case Officer

We have received Revised Plans for the following planning application:

Application Number: O/2002/7868

Location: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

Applicant: T A Copas Family Settlement Trust C/O James Smith Associates.

Case Officer: Emy Circuit

The new plans show the following: Reduction in the site area to exclude the buildings indicated as 'Remenham Farm House storage' and 'Caretakers House' plus 'Courtyard Garden'. Drawing no: CRF 15C.

Comments are required by 22/12/2003.

Should you have any queries regarding this application please contact the case officer Emy Circuit on (0118) 974 6479.

1970/0102

(RING ONE)

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

App. No. O/2002/7868 Date Rec. 11/12/03

Location: Remenham Farm, Remenham Lane

Parish: Remenham

Applicant: TA Copas Family Settlement Trust

Description of attached plans: Reduction in the site area to exclude ~~the~~ the buildings indicated as "Remenham Farm House storage' and 'caretakers House' plus the 'courtyard garden'

Drawing No's: CRF 15C

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.

Landscape & Trees	
Urb. Design & Conservation	
Highways	✓
Dinton Pastures	
Environmental Health	

OTHER INTERNAL / EXTERNAL CONSULTEES (EXCLUDING NEIGHBOURS)

Policy

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

NEIGHBOURS: all who have commented please

Date for Responses 14 days

FURTHER ACTION

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

Redate Application Y / (N) From:

New Site Notice Y / (N)

Revised Proposal Description:

CASE OFFICER Exc

Consultations Sent by Admin. on 05.12.03

Yellow - Case Officer Copy
Green - Part One Copy

Emy Circuit
From: Emy Circuit
Sent: 03 December 2003 08:46
To: 'Remenham@aol.com'
Subject: RE: Remenham Farm Buildings Development

Mr Burley,

The application is still live - I have just received some revised plans and you should be receiving notification of them immanently.

Nicola Lake hasn't worked for the Council for about a year now and, as far as I can see, the database now shows me as the case officer but if there are still references to Nicky please let me know where and I will get them updated.

Emy Circuit
Senior Planning Officer, Development Control
Wokingham District Council

Tel: (0118) 974 6479
Fax: (0118) 974 6484
emy.circuit@wokingham.gov.uk
www.wokingham.gov.uk

-----Original Message-----
From: **Remenham@aol.com [SMTP:Remenham@aol.com]**
Sent: Wednesday, December 03, 2003 12:00 AM
To: emy.circuit@wokingham.gov.uk
Cc: nicola.lake@wokingham.gov.uk
Subject: Remenham Farm Buildings Development

Ms Circuit

A year ago or so there was an application to develop the farm buildings at Remenham Farm in Remenham Lane, Remenham. The applicant was Copas Partnership.

I have been asked by the Council to idnetify the current status of this application.
Is it active, under consideration or has it been withdrawn?

Can you provide a definitive answer please!

With Regards
Francis Burley
Clerk to Remenham Parish Council

CC to N Lake as her mail address appears automatically from your DC website!

[Unless it is explicitly stated in the text; views expressed in this e mail are not necessarily those of the Parish Council]

WYCOMBE DISTRICT COUNCIL

Queen Victoria Road High Wycombe Bucks HP11 1BB
Telephone: (01494) 461000 Facsimile: (01494) 461292 DX 4411 High Wycombe - 1
~~Planning, Transport and Development~~
Christopher A Swanwick BA(Hons) MRTPI MIMgt - Director

WYCOMBE DISTRICT COUNCIL

www.wycombe.gov.uk

628/04

PLANNING SERVICES	HPT
POL	
DC HL	
APP	
CS	
29 NOV 2002	
COPIES TO	FILE:

APPLICATION NO : 02/07594/CONAA

Applicants Details :

Wokingham Unitary District Council
Environmental Services Department
Planning Services
P.O.Box 157
Shute End
Wokingham Berkshire
RG40 1WR

Dear Sir/Madam

AT: Remenham Farm Remenham Lane Remenham Berks RG9 3DB

BY: Wokingham Unitary District Council

APPLICATION FOR: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7868

Thank you for the consultation on the above which we received on 12.11.2002. I would advise you that this Council wishes to make the following response:

1 No objection in principle subject to car parking and servicing being contained within the courtyard and no encroachment onto the Riverside paddock area.

Dated: 26 November 2002

C.A. Swanwick

CHRISTOPHER A SWANWICK
Director of Planning Transport & Development
For and on behalf of the Council

To:
Drainage
Fao Roger Johnson
Re: Major Development

From: Heidi Lynch

Date: 08 November 2002

Application Number: O/2002/7868

Proposal: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867..

Site Address:
Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Applicant:
T A Copas Family Settlement Trust C/O James Smith Associates.

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

No Comments RJ 22/11/02

WYCOMBE DISTRICT COUNCIL

Queen Victoria Road High Wycombe Bucks HP11 1BB
Telephone: (01494) 461000 Facsimile: (01494) 461292 DX 4411 High Wycombe - 1
Planning, Transport and Development
Christopher A Swanwick BA(Hons) MRTPI MIMgt - Director

63365

WYCOMBE DISTRICT COUNCIL

www.wycombe.gov.uk

PLANNING SERVICES RECEIVED 19 NOV 2002

Wokingham Unitary District Council
Environmental Services Department
Planning Services
P.O.Box 157
Shute End
Wokingham Berkshire
RG40 1WR

Your Ref:	O/2002/7867
Our Ref:	GM/02/07594/CONAA
Enq To:	Gary_Moss
Dir Line:	01494 421541
Fax No:	01494 421108
Date:	14.11.2002

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

AT: Remenham Farm Remenham Lane Remenham Berks RG9 3DB

BY: Wokingham Unitary District Council

APPLICATION FOR: Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7868

Your consultation in respect of the above proposal was received by this Authority on 12.11.2002 You will be notified in writing of the Council's observations as soon as possible.

The Planning Case Officer will be Gary_Moss to whom any contact on the application should be made. Their direct dial telephone number is 01494 421541.

Yours faithfully

C.A. Swanwick

CHRISTOPHER A SWANWICK
Director of Planning Transport and Development

ACKCON

jsa
james smith associates
tavistock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 828120
mail@jsaarchitects.com
www.jsaarchitects.com

PLANNING SERVICES 75021
POL
DC EXC
APP
CS
01 DEC 2003
COPIES TO:

27 November 2003

CRF/7ac

REVISED PLAN
E-7867
--7868

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

For the attention of Ms Emy Circuit

Dear Ms Circuit

Proposed change of use of Buildings at Remenham Farm, Remenham Lane, Remenham Application nos F/2002/7867 and 7868

Thank you for your letter of 14 October 2003 regarding the above matter. As you correctly state, the description of the proposed development does not include a residential dwelling. We therefore enclose 5 copies of the site plan with the red line indicating the extent of the application site.

It is my client's view that the house has existing residential use rights. However, this is a separate issue from the commercial use of the other buildings which, if necessary, may be separately pursued.

I am very surprised at the request for a structural survey at such a late stage in the day. Discussions over this scheme have been ongoing since 1997, yet the first time this matter has been raised was in June 2003. In any event, I do not accept that such a requirement is justified for a number of reasons. There is no Government policy requirement for such surveys. PPG7 para 3.14 states the requirements for the business re-use of existing buildings. Of relevance is the requirement that buildings are of permanent and substantial construction and that they should be capable of conversion without major or complete reconstruction. Although it may be said that the latter requirement is only really applicable in open countryside, the appeal site is surrounded by other buildings and dwellings.

The buildings at Remenham Farm satisfy these criteria. They are solid longstanding buildings of permanent construction. The applications do not include any proposals to rebuild, extend or significantly alter the buildings. The proposal is to use the buildings as they exist. In this context, I do not consider that a structural survey is reasonably justified. In my view, to accede to this request would be to impose an unnecessary and unjustified cost, as well as further delay, on the applicant.

I would now be grateful if the application could proceed to be determined at the next available committee meeting.

Yours sincerely

James A Smith, Dipl Arch RIBA

enc

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j keen tech.rics
jeff r brown m.a.s.l
philip jewell dip.arch.riba

Tel: (0118) 974 6479 (Direct Line)
Email: emy.circuit@wokingham.gov.uk
Fax: (0118) 974 6484
Date: 14 October 2003
My ref: EXC/O/2002/7867/8
Your ref: CRF/7AB
File ref: Applications Remenham Farm 1

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

Jeremy Evans
James Smith Associates
Tavistock House
Waltham Road
Woodlands Park
Maidenhead
SL6 3NH

Dear Mr Evans,

PROPOSED CHANGE OF USE OF BUILDINGS AT REMENHAM FARM, REMENHAM LANE – APPLICATIONS O/2002/7867 AND 7868

I write following our telephone conversation last week, when I raised the issue of the caretakers house, which is shown on the proposed site layout for the above applications, although it has not, to date, been included in the description of development. As we discussed, this would form part of the proposal and would be contrary to policies WGB1 and WGB2. It was agreed that a revised scheme would be submitted, omitting this element of the proposals and proposing Class B1(c) use of this existing building, as well as others on the site.

I also mentioned that I would be giving further consideration to the applications and discussing them at my team meeting. One of the issues I had outstanding concerns about was compliance with policy WRE2, which amplifies policies WCC1 and WGB1 in terms of re-use and adaptation of rural buildings for commercial uses. Proposals for re-use of rural buildings should comply with the criteria set out in the policy which are A) that the form, bulk and general design are in keeping with the surroundings, B) That the building proposed for re-use is suitable for the proposed use without major rebuilding or alteration and C) that there are no other over-riding issues. I had mentioned to you previously that we require a structural survey to assess the proposals in relation to this policy and, my recollection is that, you felt you could comply with this requirement.

However, from my observations on site, I am not convinced that all of the buildings could be converted to the proposed use without major rebuilding or alteration. In particular, it appears that the inner part of the building on the north-western side of the courtyard would need extensive works to provide accommodation suitable for the proposed B1(C) use and I would question whether retention of this building is appropriate.

Therefore, I request that a structural survey is submitted with the revised drawings and that the scheme is also revised, as neccessaryy, to take into account the survey findings.

I hope this advice is of assistance. However, it is of an advisory nature only and given without prejudice to any future decision that this Council may take. If you would like to discuss the points raised in more detail I will be happy to do so and can be contacted on (0118) 974 6479.

Yours sincerely,

Emy Circuit

Senior Planning Officer, Development Control

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

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

YOUR REF:

TO: Emy Circuit - Planning | **DATE**: 22/08/03

PLANNING APPLICATION NO.

REMENHAM FARM

Emy,

File Note 3 (attached) gives our response to a revised Transport Assessment (submitted on 20 December 2002). The contents of the File Note were communicated to Faber Maunsel (John Watson) in February 2003.

The file note recognises that the site is in an unsustainable location but acknowledges that the applicant has gone a long way towards producing a Travel Plan that would soften the impact. Since that note was written there have been discussions (with Conrad and Graham R in Policy and Plans) about how WDC should respond to applications for development in rural (unsustainable) areas. The outcome of the discussions were that this type of development is contrary to a number of Local Plan policies (WOS1, WOS3, WRE1 and CC4 were quoted) and should be refused on that basis.

The file note also indicates that the increased traffic would be to the detriment of road safety and that this could in turn lead to a reduction in the attractiveness of the route for walkers, cyclists and equestrians. It remains unclear whether there are measures that could improve the safety of vulnerable users without detriment to the character of the lane and, therefore, the application should also be refused on that (road safety) basis.

Regards,

Steve McMillan
(Highway Development Control)

Remenham Farm
File Note 3: Faber Maunsell Revisions

Rev.	Author	Date	Amendments
A	SMcM	04.02.03	

1.0 **Introduction**

In response to File Note 2, Faber Maunsell submitted a series of revisions to their Transport Assessment on 20th December 2002.

2.0 **Proposals**

Their revisions can be summarised as follows;

2.1 Employees

New calculations suggest that there will be a total of 45 employees based on 1/20m² for the 795m² of B1 and 1/50m² for the 237m² of B8 development.

2.2 Pedestrians

The development will provide suitable links to the Thames Path for pedestrians.

2.3 Cyclists

Six cycle parking spaces, shower and changing facilities plus suitable links to the Thames Path will be provided.

2.4 Public Transport

A taxi/minibus service for employees will be provided during the morning and evening peak periods.

2.5 Traffic Generation

The traffic generation has been based on the likely number of employees and visitors and the mode of travel likely to be used. Between 78 and 94 movements are expected daily.

2.6 Parking

The traffic generation calculations indicate a car parking requirement of 27 spaces. 36 spaces are being proposed.

2.7 Travel Plan

The principal elements of the travel plan are set out as;

a) Appoint a Transport co-ordinator to oversee,
b) Set up a carshare scheme
c) Provide a taxi/minibus service
d) Provide parking and facilities for cyclists.

It is possible that the taxi/minibus service could be used by residents in Remenham Lane. This will be discussed with the operator of the service.

2.8 Passing Places

Passing places in Remenham Lane will be provided as required by WDC.

2.9 Road Safety

It is anticipated that the development will generate between 12 and 15 peak hour movements. The normal evening peak hour traffic flow in Remenham Lane is 144 movements.

The developer is willing to make a contribution towards additional 'Road Safety' signing.

3.0 **Comments**

PPG13 is clear that the existence of a Travel Plan does not necessarily make an unsustainable development sustainable. The proposed Travel Plan is nevertheless realistic and, to my mind, the modal splits are achievable.

Further discussions will be required with regard to monitoring and enforcement. Local concerns regarding the possibility of off-site parking taking place would be allayed if an enforceable condition were to be attached to any permission.

3.1 It is likely that some form of redevelopment will eventually take place at the site and that traffic flows will increase as a result. The one movement every four minutes in the peak periods is not a problem in capacity terms and would not change the character of the lane.

3.2 Road safety is the single concern with the 10% traffic flow increase exposing pedestrians, cyclists and equestrians to a corresponding increase in danger. This could, in turn, lead to a reduction in those modes of travel.

In order to improve road safety and encourage pedestrians, cyclists and equestrians, while enhancing the character of the lane, it is suggested that Faber Maunsell consider the advice contained in the document *'Rural Routes and Networks'* which was jointly published in 2002 by the ICE and the Countryside Agency. Passing places and additional signing could lead to an unwelcome urbanisation of the lane and it is possible that a more 'rural' treatment would have the same effect on road safety.

Application Number : ~~F~~ O/2002/7868	Map No : 3
Case Officer : HL	Site Area : 0.30
Valid Date : 24/10/02	Received Date: 24/10/2002

Level : Committee Item - No Date Set

Description : ~~Proposed~~ Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

Location : Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Parish : RE Ward : REM

Applicant : T A Copas Family Settlement Trust C/O James Smith Associates.

Fee Required: £220 Fee Received: £880 ✓ (9)

Additional: ..... or Refund: .....

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS	~~include access on red line~~		
BLOCK PLANS	highlight buildings	4/11	
FORMS UNSIGNED	Q9 can't be outline	4/11	See my note
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS	- clarify position of windows & doors on proposed floor plans	4/11	
FLOOR PLANS	- No rear elev. of storage bdg/ farmhouse. Is it unchanged?	4/11	
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER			

Is the site in a Conservation Area: ☐ Yes ☐ No If "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☑ Yes ☐ No Major development Affects the setting of a Listed Building.

INTERNAL CONSULTATIONS

Building Control

Heritage (Harold Sanders)

Landscape - A.S.L.I - Thames River Valley Policies

Trees

Environmental Health

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways (with copy of Transport Assessment)

Access Officer

Dinton Pastures - major Dev - Thames River Valley Policies

Drainage - Roger Johnson - major Dev.

EXTERNAL CONSULTATIONS

Adjacent DPA : South Oxfordshire & Wycombe

Adjacent Parish : _____

SEB

British Gas

Oil pipeline

Transco

Environment Agency - Groundwater Protection Zone - Flood Zone - Car park

Railtrack

Police Arch Officer - major dev.

River Thames Society

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

Remenham Residents Association Marsh Mills House Wargrave Rd Henley RG9 3HY

Ramblers Association - with map as marked (see 7867)

Thames Water

Royal Berks Fire & Rescue

CPRE

National Trust

OTHERS

.....

.....

GREEN BELT

.....

.....

.....

NEIGHBOURS

.....

SIN + see map

.....

+ attached list of names & addresses.

Pre-app attached to duplicate app.

NICOLA LAKE 24 OCT 2002 7868

WOKINGHAM DISTRICT COUNCIL

Applicationo	Name & Address
F/2000/2670	M R Dudley The Reach Remenham Lane Remenham Henley RG9 3DD
F/2000/2670	D Parnwell Remenham Barn Remenham Henley RG9 3DB
F/2000/2670	B & I Fraser Middle Culham Farm Aston Henley-On-Thames RG9 3DX
F/2000/2670	M R Dudley The Reach Remenham Lane Henley-On-Thames RG9 3DD
F/2000/2670	F Burley Stablehouse Barn Remenham Hill Henley-On-Thames RG9 3HN
F/2000/2670	Mr G Constaninidi Remenham Residents Association Wargrave Road Henley-On-Thames OXON RG9 3HY
F/2000/2670	The Owner/Occupier Remenham Farmhouse Henley-On-Thames RG9 3DB
F/2000/2670	R V Emerson Remenham Residents Association Marsh Mills House Wargrave Road Henley OXON RG9 3DA

24. OCT. 2002 7863

F/2000/2670

D Law
Barnside Cottage
107 Remenham Lane
Henley
RG9 3DB

F/2000/2670

R Emerson
The Reeds
Remenham Lane
Henley
RG9 3DA

F/2000/2670

P G Gray
Remenham Farm House
Remenham
Henley
RG9 3DB

Committee letters sent 14-03-01.

Organisation_Name	Building_Name	address1	Old_Postcode
	107-108	107-108REMENHAM LANEHENLEY-ON-THAMES	RG9 3DB
	CHERWELL 105-106	CHERWELL 105-106REMENHAM LANEHENLEY-ON-T	RG9 3DB
	REMENHAM MANOR COTT	REMENHAM MANOR COTTAGEREMENHAM LANEHE	RG9 3DD
	103-104	103-104REMENHAM LANEHENLEY-ON-THAMES	RG9 3DB
	THE REACH	THE REACHREMENHAM LANEHENLEY-ON-THAMES	RG9 3DD
	REMENHAM BARN	REMENHAM BARNREMENHAM LANEHENLEY-ON-TH	RG9 3DB
REMENHAM FARM			RG9 3DB
	OLD SCHOOL HOUSE	OLD SCHOOL HOUSEREMENHAM LANEHENLEY-ON	RG9 3DD
	REMENHAM MANOR	REMENHAM MANORREMENHAM LANEHENLEY-ON-	RG9 3DD

middle Culham Farm, Aston,
Remenham Farmhouse, Henley-on-Thames.
Bankside Cottage, 104, Remenham Lane
The Reeds, Remenham Lane.
Neighbours list 0/2002/7868

Received by Wokingham District Council

Application No: O/2002/7868

Proposal:
Outline application for the proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

Location:
Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

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

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

WOODLEY LIBRARY HEADLEY ROAD WOODLEY 9.30am - 7.00pm Mon, Thurs & Fri. 9.30am - 5.00pm Tues, 9.30am - 1.00pm Saturday and 1.00pm - 4.00pm Sunday. Library closed all day Wednesday. If you intend to view this application at Woodley Library please allow 4 days from the date of this letter for delivery of plans and remember to quote application number O/2002/7868 to enable the library staff to locate the correct information.

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Heidi Lynch P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 02/12/2002. Written comments submitted will become available for public inspection.

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

Trevor Watson
Development Control Manager

08 November 2002

24.OCT.2002 7863

Tel. (0118) 974 6429 or 6433

Date: 04 November 2002

Your Ref:

My Ref: F/2002/7867

WOKINGHAM UNITARY
Aiming for Excellence

T A Copas Family Settlement Trust
C/O James Smith Associates
Tavistock House
Waltham Road
Woodlands Park, Maidenhead
Berks
SL6 3NH

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

Reference Number: 2002/7867 & 2002/7868

Site Address: Remenham Farm, Remenham Lane, Remenham, Henley-On-Thames.

Proposal: Proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7868.

I return your application, as it is invalid and cannot be determined for the following reason(s);

Please highlight on a block plan (1:500) the exact building to which the applications refer. (12 copies)

A change of use application cannot be an outline application, it must be full. Please amend application forms.

The fee for change of use is £220. Please send a revised cheque for £440.

The position of the doors and windows is not clear on the floor plan. Are any external changed proposed? If so please provide 12 copies of all elevations.

Please re-submit the proposal with the amendments and/or additional information requested above.

Yours faithfully,

Carol Hurst

Senior Technical Officer
Development Control

69729

james smith associates
tavistock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 828120
jsarchitects@compuserve.com

2 June 2003

CRF/7AB

Wokingham Unitary Authority
Environmental Services Department
Planning Services
PO Box 157
Council Offices
Shute End
Wokingham
Berkshire RG40 1WR

For the attention of Ms Emy Circuit

Dear Ms Circuit

Proposed change of use of Buildings at Remenham Farm, Remenham Lane, Remenham - App. F/2002/7868

I write with regard to our telephone conversation today in connection with the above application.

You confirmed that to date you had not received any comments from Steve Macmillan from the Highways Department, following the revised proposals submitted by Faber Maunsell on behalf of our Client. It would be useful if you could chase Mr Macmillan to obtain clarification on the agreement that was reached with our consultants and confirm to ourselves that a solution has been reached to satisfy the transport choice issue. I will also ring Mr Macmillan to follow up the above.

Secondly, with regard to the structural condition of the building, I can confirm that having spoken to our structural engineer he is in no doubt that the building can be satisfactorily converted without substantial change to the principal structure. There will clearly be a need to replace the external envelope with new materials but this would not constitute a rebuilding merely a re-cladding of the structure.

I would be grateful if you could give me a call to update me with regard to the application at your earliest possible convenience bearing in mind the timetable for the application.

I look forward to hearing from you.

Yours sincerely
For and on behalf of James Smith Associates

Jeremy Evans

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j keen j tech.rics
jeff r brown / m.a.s.i
philip jewell i dip.arch.riba

24.OCT.2002 7863

james smith associates
taylstock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 828120
jsarchitects@compuserve.com

6 November 2002

CRF/7y

Environmental Services Department
Planning Services
Wokingham Unitary Authority
PO Box 157
Shute End
Wokingham
Berkshire RG40 1WR

07 NOV 2002

For the attention of Ms Carol Hurst

Dear Madam

Remenham Farm, Remenham Lane, Remenham

I am in receipt of your letter dated 4 November 2002 in connection with the above application. Following my discussions with your colleague, Ms Theresa Brown, I would wish to clarify the status of the application previously submitted in our letter dated 21 October 2002.

The application is for outline permission. The matters to be considered are means of access and siting only. On the basis of the above, your Part 1 form (No 4) has had the wording changed. This should resolve three of the four items noted in your letter.

With regard to the block plan, we have included a 1:200 scale detailed plan showing the building, car parking and siting within the curtilage of the Client's property. This is at a more detailed level than 1:500 and we believe would satisfy the requirements for an outline application.

The fee for the above is therefore based on site area and has been calculated at £880 by your admin department.

Last but not least, with regard to the windows on the floor plans, these are not a material consideration at this stage on the basis that the application is for outline consent.

In view of the above, please find enclosed the updated application forms and the re-submitted cheques. Should you have any queries in relation to the above, please could you give me a call at the office at the above number.

Yours faithfully
For and on behalf of James Smith Associates

Jeremy Evans

enc Application forms
Cheques x 2

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j keen tech.rics
jeff r brown m.a.s.i
philip jewell dip.arch.riba

24.OCT.2002

24 OCT 2002

7868

jsa
james smith associates
tavistock house waltham road
woodlands park maidenhead
berkshire sl6 3nh
tel 01628 828241-4
fax 01628 828120
jsarchitects@compuserve.com

21 October 2002

CRF/7x

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

Dear Sir/Madam

Proposed Alterations to Remenham Farm, Remenham Lane, Remenham

Please find enclosed our application for consideration under the Town & Country Planning Act. The proposal is to convert the existing Remenham Farm outbuilding into B1 office and B8 storage from that of the existing agricultural use.

I have enclosed a dual application, including two fees, for consideration of the scheme as an outline application dealing only with the items specified in the application. The dual application has been submitted on the basis that negotiations with the Planning Authority can continue beyond the statutory 8 week period.

This application has been re-submitted following a previous application (Ref: F/2000/2670) which was refused consent on the grounds of highways and access issues. In view of the above, a detailed transportation study has been prepared, a copy of which is enclosed with this application. The study has been carried out in consultation with your Highways Department, who I am to understand are now satisfied that there are no highways issues in connection with the proposal.

Once the statutory consultation period has expired, I would be grateful if you could contact the office to discuss any observations or comments that you may have.

If in the meantime there is any additional information that you require, please do not hesitate to contact me.

Yours faithfully

Jeremy Evans

enc 12 copy sets of the following:
Planning Application Parts I & II
Section 66 Certificate
Location Plan
Drawings
4 x Traffic Report
Fee - £880 x 2

cc Mr T Copas

james a smith dip.arch.riba
chris palomba ba(hons) dip.arch.riba
stuart j keen tech.rics
jeff r brown m.a.s.i
philip jewell dip.arch.riba

1769a

24.OCT.2002 7863

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

24 OCT 2002

1.	APPLICANT'S NAME	T.A. COPAS FAMILY SETTLEMENT TRUST
	ADDRESS	C/O THE COPAS PARTNERSHIP
		KINGS COPPICE FARM, GRUBWOOD LANE, COOKHAM DEAN
	POST CODE	SL6 9UB PHONE -
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	JAMES SMITH ASSOCIATES
	ADDRESS	TAVISTOCK HOUSE, WALTHAM ROAD, WOODLANDS
		PARK, MAIDENHEAD, BERKSHIRE
	POST CODE	SL6 3NH PHONE 01628 828241
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	REMENHAM FARM, REMENHAM FARM LANE, REMENHAM
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		OUTLINE CONSENT TO CONVERT AGRICULTURAL BARNS TO B1 AND B8
5. Give the area in hectares or part of a hectare	AREA OF SITE	0.31 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	EXISTING CRF/11C, 14A, 18 PROPOSED CRF/15B, 16B, 17B SITE PLAN 12E

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the boxes(x)

CHANGE OF USE	☑	REDEVELOPMENT	☐
ERECTION OF NEW BUILDING	☐	ALTERATION or EXTENSION	☐

9. WHAT TYPE OF APPLICATION IS THIS ?
Tick one box only

OUTLINE PERMISSION	☑	See question 10
FULL PERMISSION	☐	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

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

11. WHAT IS THE EXISTING USE OF THE LAND AND/OR BUILDING(S) e.g. residential, industrial, etc. If the site is vacant say so, and also state its previous use and when that ceased.

AGRICULTURAL AND RESIDENTIAL

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.

N/A

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.

N/A

16. HOW WILL SURFACE WATER BE DISPOSED OF?

TO RIVER

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

REFER TO PLAN AND TRAFFIC CONSULTANTS REPORT

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

YES

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.

£880.00

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED [signature] ON BEHALF OF JAMES SMITH ASSOCIATES DATE 14.10.02

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".

1769c

PLANNING APPLICATION

PART 2

This part of the form need only be completed if the application involves non-residential development. Please answer all questions in print or block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

24. STATE THE GROSS FLOOR SPACE (by external measurement) OF ALL BUILDINGS TO WHICH THIS APPLICATION REFERS. Please give all floor areas in SQUARE METRES.

	USE CLASS	Existing floor space		Proposed additional floorspace created by	
		Retained in existing use	Lost by change of use or demolition	New building	Change of use
A1	SHOPS				
A2	FINANCIAL AND PROFESSIONAL SERVICES				
A3	FOOD AND DRINK				
B1(a)	OFFICE (other than A2)				789
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL				
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION				244
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify AGRICULTURAL		1042		
OTHER	Please Specify				
	TOTAL		1042		1042

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	N/A	N/A
Proposed	36	

27. DESCRIBE THE ACTIVITY OR PROCESSES TO BE CARRIED ON
Please provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter.
OFFICE USE WITH GENERAL STORAGE

28. WHO WILL OCCUPY THE PREMISES?
a) Give the name and current operating address of the proposed occupier
b) Will these premises be vacated?
NOT KNOWN

29. IF KNOWN, HOW MANY PEOPLE ARE LIKELY TO BE EMPLOYED ON SITE AFTER COMPLETION OF THE DEVELOPMENT?

Existing Staff	Transferred Staff	New Staff	Total
	NOT	KNOWN	

30. DOES THE PROPOSAL INVOLVE THE USE OR STORAGE OF ANY OF THE HAZARDOUS SUBSTANCES LISTED IN THE NOTES?
If so, state this material, the quantity and method of storage.
NO

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "NOTES TO HELP APPLICANTS".

1769d

YOUR PLANNING APPLICATION

WHY DO YOU NEED TO MAKE A PLANNING APPLICATION ?

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

WHAT ELSE MAY YOU HAVE TO DO ?

Listed Building Consent:	for works to a Listed Building; or for demolition works on land within the curtilage of a Listed Building or within a Conservation Area.
Advertisement Consent:	for the display of advertisements or signs
Building Regulation Approval:	for most new building or construction work.

Special forms are available for these types of applications.

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

WHAT HAPPENS TO THE APPLICATION ?

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

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

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

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

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

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

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

HOW LONG WILL IT TAKE ?

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

WHAT SORT OF DECISION CAN BE MADE ?

Your application may be approved.

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

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

WHAT HAPPENS IF THE APPLICATION IS REFUSED ?

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

DATA PROTECTION ACT 1984

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

24 OCT 2002 7863

1789/a

SECTION 66 CERTIFICATE

WOKINGHAM DISTRICT COUNCIL

12 4 OCT 2002

Application No.

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

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

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.

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 i

the (c) .....

on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) . . . . . .

. . . . . .

(b) Insert description of steps taken

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

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

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

on (d) . . . . . .

ALL APPLICANTS MUST COMPLETE THIS SECTION

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

Agricultural Holdings Certificate

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

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

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

OR

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

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

Signed . . . . . .

On behalf of . . JAMES SMITH ASSOCIATES . .

Date . . 23-10-2002 . . . . . .

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

ADDRESS REMENHAM FARM REMENHAM LANE PARISH REMENHAM

(1)

PLOT No. LISTED BUILDING ORD. SHEET No. SU.7864 7864

BUILDER BARN = THE RIDGE? NOT LISTED

Plan No.	Applicant	Description of Development	Date of Decision	Decision
155514	MESSRS. COPPS BROS	AGR. BLDG. (FR CHURCH LANE) FOR CATTLE & STORAGE	30.9.81	NA CA
25156	"	2 S/DET. AGR COTTAGES	2.4.86	RWK
25664	"	"	11.6.86	C/A (LA)
30620	MRS. S. CRIDLAN	BARN TO RES	8.6.88	Lx
33631	COPPS BROS.	2 S/DET. COTTS.	27.9.89	C/A
35923			29.5.90	NP
35922	MRS. J. DAVIS	BARN TO RES.	27.6.90	C/A
BRA 11283	COPPS BROS.	2 x S/DET. DWELLINGS	8.12.92	APP
99/70610/LA	Mr. N. GRAY	Int & Ext Alts	10.1.00	C/A
C/2000/1098	Mr N Gray	D to C 02, 03, 04, 05, 06, 07, 08 09 & 11 of 70610 of internal alt.	02.06.00	APP

F/2000/2670 T.A. COPPS TRUST

DATE OF COMPLETION

MINISTRY DECISION

SPECIAL ORDERS

DRAINAGE

091074

1933

(2)

ADDRESS Remenham Farm, Remenham Lane PARISH Remenham.

PLOT No. ORD.SHEET No.

Planning No.	Building No.	Applicant	Description of Development	Date	Decision Building	Decision Planning
F/2000/2859	Mr. P. Grey →		Rebuild. garden wall to front	15.01.01		APP
F/2002/7867		T.A Copps family settlement trust	c/o/use from agric barns to B1 office + B8 storage			
F/2002/7868		" "	" "			

MINISTRY DECISION:

SPECIAL ORDERS: