APPLICATION NO:
O/2000/3042

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

APPLICANT:
Denton & Gibson Ltd

PROPOSAL:
Outline application for redevelopment of site for B1 office use.

EARLIEST DATE FOR DECISION: **21/01/2001**

APPLICATION WILL HAVE EXPIRED ON: 09/02/2001

CASE OFFICER: **Angela Odell**

REFUSED

RAILEX
Marbleboard

(AO)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Denton & Gibson Ltd
Foundation House
Paddock Road
Caversham
Reading
Berkshire RG4 5BY

Application Number: O/2000/3042

Parish:	**SHINFIELD**
Location:	**Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.**
Proposal:	**Outline application for redevelopment of site for B1 office use.**

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

Reason
1. The proposed redevelopment for speculative B1 use would result in an increase in intensity of use which would be expected to give rise to unacceptable additional pressures for housing and on transport. The proposals would therefore be contrary to Berkshire Structure Plan Policy BU1; Loddon Area Local Plan Policy LE2; to Wokingham District Local Plan Policy WEM4 and to PPG 6 and RPG 9.

Reason
2. 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 H4; Wokingham District Local Plan Policy WOS3 and to PPG 13.

Informative

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

Berkshire Structure Plan Policies C2, C6, BU1, BU2, LD5 and LD6.

Loddon Area Local Plan Policies LTV2, LC1, LE2, LT5, LT6 and LPS1.

Deposit Draft Wokingham District Local Plan Policies WCC1, WWC2, WEM4, WRE4, WT6, WT7 and WOS4.

John Mitchell

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

Notice checked by: _____

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

SAI BRIEFING NOTE

PLANNING APPLICATION O/2000/3042
OUTLINE APPLICATION FOR REDEVELOPMENT OF SITE FOR B1 OFFICE USE AT PULLEYN TRANSPORT LTD, CHURCH LANE, THREE MILE CROSS, SHINFIELD

The site is outside a settlement boundary and in a gap between settlements in the local plans. However, there is 5,085 sq.m. of existing B8 (warehousing) and ancillary floorspace already on the site. There has been a previous refusal for a larger (and in particular taller) replacement warehouse on the site and subsequently dismissed appeal.

The current proposal is in outline for redevelopment to provide 7,000 sq.m. B1 floorspace with occupier(s) unknown. There is likely to be a strategic objection on employment policy grounds due to the large amount of proposed speculative B1 floorspace.

Please note that any requests for contributions would be expected to be supported by the relevant officer at any subsequent appeal if the application is refused.

This application is being represented to the SAI panel because no detailed and justified proposals were received. If I do not receive from the meeting detailed requests for provision/contributions with precise amounts of money and justification I will assume that no provision/contributions are required. N.B. this includes highways.

Angela Odell
30.1.01

Highways - still under discussion, big but GTP may be necessary. Still negotiating. Tom will be winding-up negs soon. Possible refusal.

Leisure - ~~would~~ no contributions

GR - comms, activities, traffic etc.



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Development Control Section, Environmental Services, Wokingham District Council.

7 February 2001

Scale: 1 : 2500

N W E S

SAI BRIEFING NOTE

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Angela Odell

Plenty in Lee Pl. Inquiry statement.

Hiway stuff.

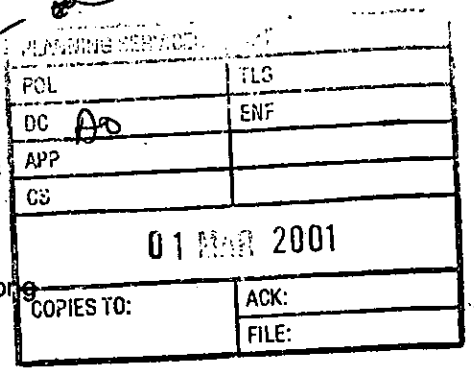
Refuse

Angela Odell

From: Kevin Keighery [kevin@keighery.com]
Sent: 28 February 2001 18:09
To: wokinghamdc@wokingham.gov.uk; angela.odell@wokingham.gov.uk
Subject: FAO. Angela Odell - Re: Planning Applications 2000/2750 and 2000/3042

For Attention of: Angela Odell

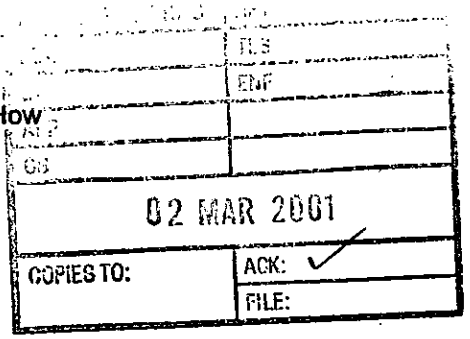
Re: Planning Applications 2000/2750 and 2000/3042



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

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

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



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

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

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

Angela Odell

From: Kevin Keighery [kevin@keighery.com]
Sent: 28 February 2001 18:09
To: wokinghamdc@wokingham.gov.uk; angela.odell@wokingham.gov.uk
Subject: FAO. Angela Odell - Re: Planning Applications 2000/2750 and 2000/3042

For Attention of: Angela Odell

Re: Planning Applications 2000/2750 and 2000/3042

PLANNING SERVICES

POL	TLS
DC	ENF
APP	
CS	
01 MAR 2001	
COPIES TO:	ACK:
	FILE:

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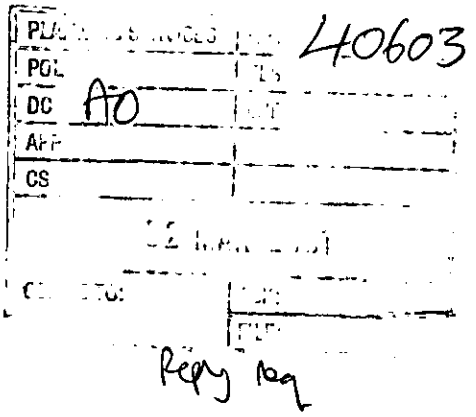
DENTON AND GIBSON LIMITED
Commercial and Residential Property Developers
Building and Civil Engineering Contractors
Foundation House, Paddock Road, Caversham, Reading RG4 5BY
Telephone: (0118) 947 1641
Fax: (0118) 918 7701

Our ref: GJD/sr/D&G

28th February 2001

Fax to 0118 974 6484



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

Attention of Ms Angela Odell

Dear Mr Lowther

Application Number: O/2000/3042
Site Address: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading
Proposal: Outline Application for Redevelopment of Site for B1 Office Use

Further to our telephone conversation, I am writing to ask if you would defer the determination of this application in its current form. It would be my intention, subject to your agreement, to arrange meetings with yourselves, the Parish Council and Mr Pulleyn to see if any common ground could be found. I would propose doing this within the next 7 - 10 days in order we could either submit an alternative application for determining within the normal 8 week period or allowing the committee to determine the existing application at your March Committee in the event I am unable to find the common ground required.

I apologise for the timing of this request but feel it is the best way forward for all concerned.

I await your urgent response.

Yours sincerely

G J Denton
Chief Executive

PS Please find enclosed a letter to Andrew Lowther which I would withdraw in the event of a deferment.

Our ref: GJD/sr/D&G

28th February 2001

Fax to 0118 ~~974 6484~~ 974 6057

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

Attention of Mr Andrew Lowther

Dear Mr Lowther

Application Number: O/2000/3042
Site Address: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading
Proposal: Outline Application for Redevelopment of Site for B1 Office Use

I apologise for the lateness of our request but I am writing to ask if we could be permitted to speak on the above application.

Your confirmation either way, along with an anticipated time of when this application may be heard would be appreciated.

Yours sincerely

G J Denton
Chief Executive

c.c. Ms Angela Odell

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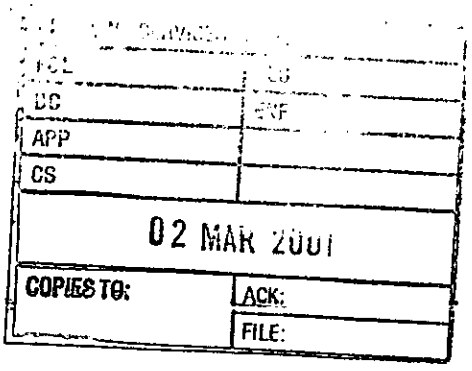

Fax to 0118 974 6484 - 974 6057

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

TPO Seems a bit pointless as it was Refused & Can' on 29/2

Attention of Mr Andrew Lowther

Dear Mr Lowther

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Yours sincerely

G J Denton
Chief Executive

c.c. Ms Angela Odell

3042

Angela Odell

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

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

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

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

For Attention of: Angela Odell

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

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

peak hours respectively, with a daily traffic generation of some 752 vehicles.

Accident Analysis

3.10 Personal injury accident (PIA) data for Church Lane has been obtained. This data is for a three-year period between 01/01/97 to 31/12/99, and is attached at **Appendix E.**

3.11 The data shows that there have been 5 accidents in total along Church Lane between its junctions with the A272 to the east and Hyde End Lane to the west. Of these recorded accidents, only two accidents occurred in the vicinity of the site. The first involved a car turning left from the eastern access colliding with a cycle due to a restricted view from the car. The second accident involved the trailer of a HGV, which swung out to turn left into the eastern access colliding with car travelling in the opposite direction along Church Lane.

3.12 The remainder of accident, one occurred on the bends east of the site and involved a farm tractor and trailer where an insecure load fell off. Of the remaining accidents, 1 involved a vehicle loosing control on the sharp bend at Brooker Hill, and the other involved a right turner from Brooker Hill colliding with a car travelling northbound on the A327 Shinfield Road.

3.13 With the closure of both the eastern and western accesses and the provision of a new improved site access junction, safety at this location will be vastly improved.

4.0 ASSESSMENT

4.1 The traffic generation of the proposal when compared to the existing use of the site has been assessed within this section for the combined network and development peak periods of 0800-0900hrs and 1700-1800hrs on a typical weekday.

4.2 Based on the trips rates used and accepted in the public inquiry of 1999 for this site, the traffic generation of the existing lawful use of the site is some 22 vehicles during both the AM and PM peak hours, of which some 6 are HGV movements. The daily traffic generation of the site is 213 vehicles, of which some 55 are HGV movements.

4.3 The TRICS database has been used and the arrival/departure profile is attached at **Appendix F.** This demonstrates that the site could generate some 144 and 93 two-way vehicle movements in the AM and PM peaks respectively, with a total daily two-way flow of some 752 vehicles.

4.4 The existing and proposed traffic generation (based on the observed traffic distribution of the existing site) are summarised diagrammatically at **Figures 3** and **4** respectively.

4.5 Table 4.1 below summarises the increase in total traffic flows along Church Lane as a direct result of the proposal:

Table 4.1: Summary of total traffic flows

	East of Site			West of Site		
	Existing Flows	Proposed Flows	% increase	Existing Flows	Proposed Flows	% increase
AM	1069	1137	6.4	1067	1133	6.2
PM	832	866	4.1	820	849	3.5
Daily	7054	7342	4.1	7076	7365	4.1

4.6 It can be seen therefore that the increase in total flows along Church Lane varies between 3.5% and 6.4% (in the PM and AM peaks respectively).

4.7 However, it should be appreciated that the development proposal will result in a reduction in HGV movements along Church Lane. Table 5.2 below summarises the decrease in HGV movements:

Table 5.2: Summary of HGV flows

	East of Site			West of Site		
	Existing Flows	Proposed Flows	% decrease	Existing Flows	Proposed Flows	% decrease
AM	13	9	30.8	10	9	10.0
PM	18	15	16.7	15	15	0.0
Daily	133	90	32.3	99	90	9.1

4.8 It can be seen from the above table that there is a significant decrease in HGV flows along Church Lane, with a maximum decrease of up to 30.8% in the peak hours. The greater daily decrease in HGV flows is some 32.3% to the east of the site.

4.9 This will provide a significant benefit in terms of the environmental impact on Church Lane, both east and west of the site, in addition to improving safety along this length of road.

4.10 In summary, the significant decrease in HGV's along Church Lane outweighs the increase total traffic flows on the network, and provides a positive benefit to anyone living, travelling or walking in the area. As suggested above, there would also be positive benefit to highway safety as a result of the improved access layout.

5.0 PPG13 ISSUES

Public Transport

Bus service

5.1 The site is served by bus services operated by Reading Buses and Tillingbourne, and run along Church Lane / Brooker Hill. The services are summarised in Table 5.1 below:

Table 5.1 Summary of Bus Services

Service No.	Route	Frequency
12	Reading Station - Aldershot	AM Peak - 1 per hour Daytime - 1 per hour PM Peak - 1 per hour
111	Reading Station - Swallowfield	AM Peak - 1 per hour Daytime - 1 per hour PM Peak - 1 per hour

5.2 The site is considered to be reasonably well served by public transport, with a combined frequency of 30 minutes into Reading Town Centre, which provide the opportunity for connection to further services to many local and regional destinations. The bus station is located within walking

distance of Reading British Rail Station, from which services run to London.

Pedestrian/ Cycle links

5.3 The site is served by a 2.5m wide combined cycleway and footway which runs along the northern side of Brooker Hill, from the A327 to the pedestrian island west of the eastern arm of the site access, at which point the cycleway/footway crosses to the south side of Church Lane and continues westwards to the junction with Hyde End Road.

5.4 The location of this link will provide staff to the site an alternative mode of travel other than the private motor car. This is in accordance with the Governments current aims and aspiration of promoting more sustainable modes of travel.

Transport Plan

5.5 In accordance with Government policy to reduce car borne traffic and the DETR's recent publication "The Benefits of Green Transport Plan: The Guide", it is suggested that an opportunity could be provided to reduce car borne traffic to the site in terms of a company transport plan. A transport plan is essentially a management tool that brings together both transport and business issues for a company

5.6 Some of the issues that could be included within a Green Transport Plan include:

- Car sharing;
- Interest free loans for cycles/ season tickets;
- Secure cycle facilities;

- Shower and locker facilities;
- Improved public transport information on-site;
- New terms and conditions for employees.

5.7 In order to reduce car borne journeys associated with the site, there are a number of alternatives available, as previously highlighted. Cars sharing for employees would result in reduced vehicle miles on the network and would benefit the employees by reducing the travel costs.

5.8 Staff could also be offered other incentives such as interest free loans to assist in the purchase of cycle or public transport season tickets to encourage them to use an alternative means of travel.

5.9 Facilities for safe secure cycle parking, showers and lockers could also be provided on-site, in accordance with the council's standards. This would promote a more healthier and productive workforce.

5.10 In respect to the public transport services in the area, the provision of timetables at the site for staff would raise awareness of the bus services that operate in the area.

5.11 All the points discussed above would promote a sustainable pattern of travel to the site by providing staff and visitors an alternative means of travel other than the private motor car. This is subject to further discussions with officers at the Local Planning Authority.

6.0 CONCLUSION

6.1 A transportation assessment report has been undertaken in respect to the planning application for the development proposals at an existing site on Church Lane, Shinfield, Reading.

6.2 The site currently accommodates 5238m^2 of B8 distribution warehousing which could generate some 213 vehicles throughout the day, of which some 55 (26%) are HGV's.

6.3 It is proposed to redevelop the site to accommodate some 7000m^2 of B1 office use. Whilst the proposal will result in a maximum increase of 6.4% to the total traffic flows east of the site in the peak hours, a significant benefit will be gained in terms of a maximum decrease in HGV movements of 30.8% in any one hour.

6.4 The existing substandard accesses would be stopped up subject to the Local Planning Authorities approval and replaced with a new improved site access junction, designed in accordance with PPG13 and TD42/95, which will significantly enhance safety at this location.

6.5 The site is served by a combined footway/ cycleway which runs along the northern side of Brooker Hill, from the A327 to just west of the eastern access, at which point it crosses to the south side of Church Lane and continues westwards to the junction with Hyde End Road. This provides visitors to the site with an alternative mode of transport other than the motor car, and therefore is in accordance with the Governments current policies.

6.6 In addition, a Green Travel Plan for the site could be implemented, with consideration given to a number of issues that could help reduce the number and length of car trips on the immediate road network. This would comply with the Governments current aims and aspirations of reducing the number and length of car borne trips.

6.7 Whilst preparing this report, due consideration has been made of the Planning Inspectors Decision Notice in respect of the Planning Appeal that was undertaken on this site in 1999, in respect to the substandard site access arrangement and traffic flows along Church Lane.

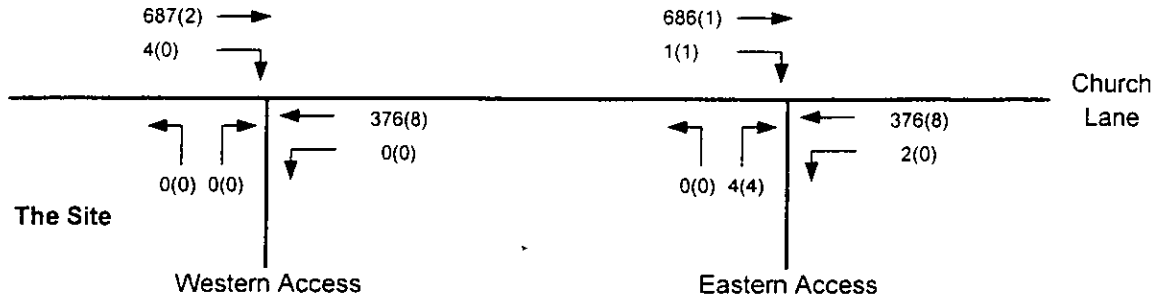
6.8 In summary, the redevelopment proposal will provide a significant benefit in terms of reduced HGV flows along Church Lane in the vicinity of the site access. The provision of an improved site access junction will provide a safety benefit, which outweighs any marginal increase in traffic movement associated with the site. Therefore, there are no valid highway or traffic reasons why this planning application should be refused permission.

FIGURE 1

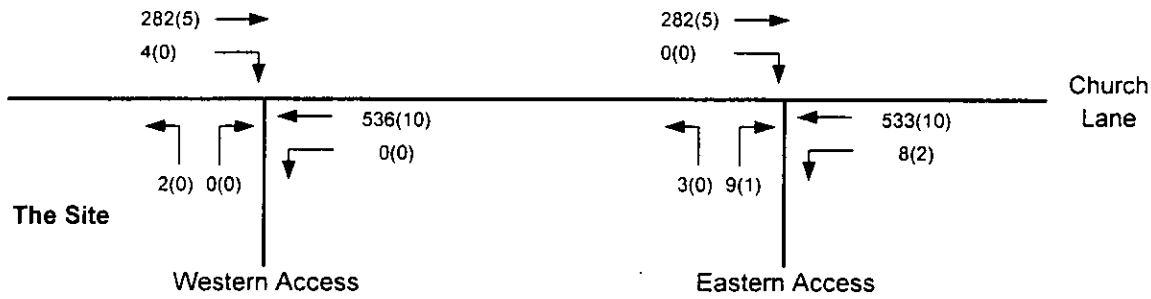
FIGURE 2

Figure 3
Existing Flows

AM PEAK



PM PEAK



DAILY

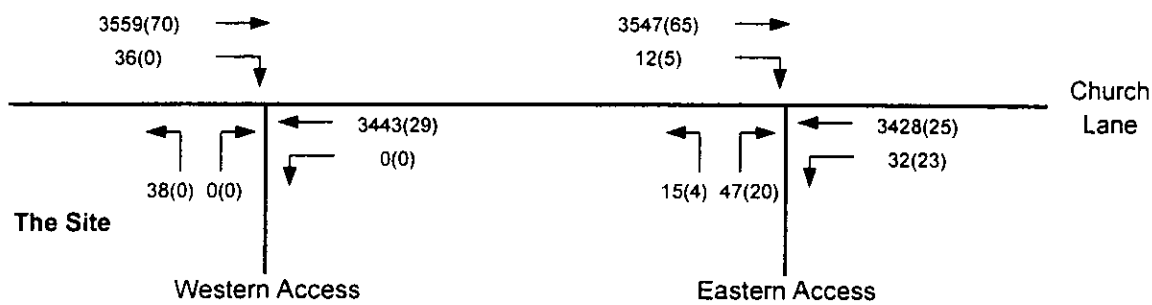


FIGURE 4

APPENDICES

APPENDIX A

SITE ACCESS SURVEYS

TIME	WESTERN ACCESS												EASTERN ACCESS											
	Left in			Right in			Left out			Right out			Left in			Right in			Left out			Right out		
	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV	Cars	MGV	HGV
7.00-7.30				3	-	-	-	-	-				3	-	3	-	-	-	-	-	1	-	-	-
7.30-8.00				4	-	-	-	-	-				1	-	-	-	-	1	-	-	-	-	-	3
8.00-8.30				1	-	-	-	-	-				1	-	-	-	-	-	-	-	-	-	-	1
8.30-9.00				3	-	-	-	-	-				1	-	-	2	-	-	-	-	-	-	-	1
9.00-9.30				5	-	-	1	-	-				3	-	-	-	-	-	-	-	-	2	-	1
9.30-10.00				2	-	-	4	-	-				-	-	2	-	-	-	1	-	-	-	-	-
10.00-10.30				-	-	-	1	-	-				-	-	1	-	-	-	-	-	-	-	-	-
10.30-11.00				3	-	-	2	-	-				-	-	2	-	-	-	-	-	-	-	-	2
11.00-11.30				-	-	-	-	-	-				1	-	-	1	1	1	-	-	-	2	-	2
11.30-12.00				-	-	-	2	-	-				1	2	2	-	-	-	1	3	-	1	-	-
12.00-12.30				-	1	-	2	-	-				2	-	1	1	-	1	-	1	-	-	-	-
12.30-13.00				1	-	-	1	-	-				-	-	1	-	-	-	-	-	2	1	-	-
13.00-13.30				3	-	-	2	-	-				1	-	1	2	-	1	-	-	-	2	-	-
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14.30-15.00				2	-	-	2	-	-				1	1	-	-	-	-	-	-	-	-	-	1
15.00-15.30				2	-	-	1	-	-				2	-	1	-	-	-	-	-	-	4	-	1
15.30-16.00				-	-	-	-	-	-				1	-	1	-	-	-	-	-	-	-	-	3
16.00-16.30				-	-	-	2	-	-				1	-	1	-	-	-	-	-	-	1	-	1
16.30-17.00				1	-	-	1	-	-				1	-	2	-	-	-	-	-	-	1	-	-
17.00-17.30				1	-	-	6	-	-				3	-	1	-	-	-	3	-	-	5	-	1
17.30-18.00				-	-	-	2	-	-				3	-	1	-	-	-	-	-	-	3	-	-
18.00-18.30				-	-	-	5	-	-				-	-	-	-	-	-	1	-	-	4	-	1
18.30-19.00				1	-	-	2	-	-				-	-	-	-	-	-	-	-	-	1	-	-
TOTAL				34	1	-	37	1	-				28	3	23	6	1	5	7	4	4	27	-	20

SURVEY DETAILS
BROOKERS HILL / A327

TIME	LEFT IN				RIGHT IN				LEFT OUT				RIGHT OUT			
	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus	Cars	MGV	HGV	Bus
7.00-7.30	44	-	1	-	100	5	4	-	154	5	5	-	10	-	-	-
7.30-8.00	3	2	2	-	156	1	4	-	347	-	3	-	5	1	-	-
8.00-8.30	2	1	1	-	200	2	1	3	322	-	1	3	3	-	1	-
8.30-9.00	7	1	-	-	156	6	3	1	295	4	3	4	10	1	6	-
9.00-9.30	19	1	1	-	109	1	5	-	265	3	3	2	26	-	-	-
9.30-10.00	10	-	3	-	61	-	5	-	125	2	3	-	40	1	1	-
10.00-10.30	8	-	3	-	47	2	4	-	75	-	2	-	12	-	-	-
10.30-11.00	19	1	2	-	47	-	3	-	44	1	4	-	11	-	2	-
11.00-11.30	22	1	3	-	55	1	3	-	41	1	1	-	19	1	3	-
11.30-12.00	24	1	2	-	56	2	3	1	67	1	3	-	14	3	1	-
12.00-12.30	20	1	1	-	75	2	7	-	64	4	2	-	20	1	3	-
12.30-13.00	22	3	2	-	66	3	4	-	57	3	4	-	14	1	2	-
13.00-13.30	11	-	1	-	64	2	2	-	73	1	2	-	14	1	1	-
13.30-14.00	8	-	2	-	78	-	3	-	75	1	6	-	11	3	-	-
14.00-14.30	14	3	-	-	90	2	3	-	56	-	5	-	16	1	2	-
14.30-15.00	23	1	1	-	102	1	5	2	57	4	2	2	18	-	1	-
15.00-15.30	14	3	2	-	119	3	3	-	130	1	1	4	20	-	2	-
15.30-16.00	10	3	8	-	85	4	3	-	66	1	-	-	19	1	1	-
16.00-16.30	35	2	-	-	129	4	5	-	67	2	-	-	20	3	-	-
16.30-17.00	56	2	-	-	172	2	5	1	107	3	-	-	19	1	1	-
17.00-17.30	65	4	1	-	186	2	8	1	131	2	-	-	3	-	3	-
17.30-18.00	46	1	3	-	221	2	-	-	140	-	3	-	7	-	-	-
18.00-18.30	46	-	-	1	174	1	1	-	169	1	-	-	12	-	1	-
18.30-19.00	24	-	-	-	170	2	2	-	129	1	1	-	10	-	-	-
TOTAL	552	31	39	1	2718	50	86	9	3056	41	54	15	353	19	31	0

APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 EMPLOYMENT
Category : F WAREHOUSING (PRIMARILY DISTRIBUTION)

Main Parameter Selection:

Parameter: Gross Floor Area
Range: 1000 to 15881 (units: sqm)

Date Range: 01/01/90 to 09/10/97

Selected Survey Days:

Monday	3 days
Tuesday	7 days
Wednesday	8 days
Thursday	7 days
Friday	2 days

Selected Survey Types:

Manual Count	19 days
One Way ATC Count	8 days

LIST OF SITES relevant to selection parameters

1 **BC-02-F-01** **J.LEWIS,READING** **BERKSHIRE**
ARROWHEAD ROAD
THEALE
READING
Total Gross Floor Area: 7750 sqm
Survey Date: WEDNESDAY 28/11/90 *Survey Type: MANUAL*

2 **BC-02-F-02** **FOOD DISTRIBUTION** **BERKSHIRE**
ENTERPRISE WAY
COLTHROP
THATCHAM
Total Gross Floor Area: 15881 sqm
Survey Date: WEDNESDAY 28/11/90 *Survey Type: MANUAL*

3 **BC-02-F-03** **COLD STORAGE AND DISTRIBUTION** **BERKSHIRE**
DOWNMILL ROAD
WESTERN INDUSTRIAL ESTATE
BRACKNELL
Total Gross Floor Area: 4590 sqm
Survey Date: WEDNESDAY 20/11/91 *Survey Type: MANUAL*

4 **BC-02-F-04** **BISCUIT DISTRIBUTION** **BERKSHIRE**
WORTON DRIVE
WORTON GRANGE
READING
Total Gross Floor Area: 6533 sqm
Survey Date: WEDNESDAY 27/11/91 *Survey Type: MANUAL*

5 **ES-02-F-01** **BREWERY,LEWES** **EAST SUSSEX**
LEWES
Total Gross Floor Area: 3400 sqm
Survey Date: TUESDAY 04/06/91 *Survey Type: MANUAL*

6 **GL-02-F-01** **J.LEWIS,EALING** **GREATER LONDON**
KENDAL AVENUE
PARK ROYAL
EALING
Total Gross Floor Area: 12463 sqm
Survey Date: TUESDAY 18/06/91 *Survey Type: MANUAL*

7 **GL-02-F-02** **FREIGHT FORWARDING COMPANY** **GREATER LONDON**
CHASE ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 6700 sqm
Survey Date: TUESDAY 02/07/91 *Survey Type: MANUAL*
Survey Date: FRIDAY 28/06/91 *Survey Type: ONE WAY ATC*
Survey Date: MONDAY 01/07/91 *Survey Type: ONE WAY ATC*
Survey Date: WEDNESDAY 03/07/91 *Survey Type: ONE WAY ATC*
Survey Date: THURSDAY 04/07/91 *Survey Type: ONE WAY ATC*

8 **GL-02-F-03** **CARLSBERG,EALING** **GREATER LONDON**
OLD OAK LANE
PARK ROYAL
EALING
Total Gross Floor Area: 5000 sqm
Survey Date: THURSDAY 24/10/91 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **GL-02-F-04 VIDEO DISTRIBUTION GREATER LONDON**
OLD OAK LANE
PARK ROYAL
EALING
Total Gross Floor Area: 3000 sqm
Survey Date: TUESDAY 29/10/91 Survey Type: MANUAL
Survey Date: THURSDAY 31/10/91 Survey Type: ONE WAY ATC
Survey Date: FRIDAY 01/11/91 Survey Type: ONE WAY ATC
Survey Date: MONDAY 04/11/91 Survey Type: ONE WAY ATC
Survey Date: WEDNESDAY 06/11/91 Survey Type: ONE WAY ATC

10 **GL-02-F-05 WINE DISTRIBUTION GREATER LONDON**
CHANDOS ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 7000 sqm
Survey Date: WEDNESDAY 30/10/91 Survey Type: MANUAL

11 **GL-02-F-06 GARDEN FURNITURE DISTRIBUTION GREATER LONDON**
CHANDOS ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 1000 sqm
Survey Date: WEDNESDAY 30/10/91 Survey Type: MANUAL

12 **GL-02-F-07 CABLE DISTRIBUTION GREATER LONDON**
STANDARD ROAD
PARK ROYAL
EALING
Total Gross Floor Area: 1393 sqm
Survey Date: THURSDAY 03/10/91 Survey Type: MANUAL

13 **GL-02-F-08 SEALING MATERIALS DISTRIBUTION GREATER LONDON**
FAIRWAY DRIVE
GREENFORD
EALING
Total Gross Floor Area: 3900 sqm
Survey Date: TUESDAY 05/11/91 Survey Type: MANUAL

14 **GL-02-F-09 CABLE DISTRIBUTION GREATER LONDON**
FAIRWAY DRIVE
GREENFORD
EALING
Total Gross Floor Area: 1420 sqm
Survey Date: TUESDAY 05/11/91 Survey Type: MANUAL

15 **GL-02-F-10 VALVES DISTRIBUTION GREATER LONDON**
HALIFAX ROAD
GREENFORD
EALING
Total Gross Floor Area: 2787 sqm
Survey Date: THURSDAY 14/11/91 Survey Type: MANUAL

16 **GL-02-F-11 PHARMACEUTICALS DISTRIBUTION GREATER LONDON**
HALIFAX ROAD
GREENFORD
EALING
Total Gross Floor Area: 7900 sqm
Survey Date: THURSDAY 14/11/91 Survey Type: MANUAL

17 **GL-02-F-12 ELECTRICAL PRODUCTS DISTRIBUTIONGREATER LONDON**
FIELD WAY
GREENFORD
EALING
Total Gross Floor Area: 7525 sqm
Survey Date: TUESDAY 19/11/91 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18 **GM-02-F-01** **ASDA DISTRIBUTION CENTRE** **GREATER MANCHESTER**
HEMFIELD ROAD
INCE-IN-MAKERFIELD
WIGAN
Total Gross Floor Area: 8848 sqm
Survey Date: MONDAY *10/04/95* *Survey Type: MANUAL*

19 **SC-02-F-01** **COURAGE,WEYBRIDGE** **SURREY**
VICKERS DRIVE
BROOKLANDS
WEYBRIDGE
Total Gross Floor Area: 7085 sqm
Survey Date: THURSDAY *09/10/97* *Survey Type: MANUAL*

TRIP RATE for Land Use EMPLOYMENT/WAREHOUSING (PRIMARILY DISTRIBUTION)
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
00:30 - 01:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
01:00 - 01:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
01:30 - 02:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
02:00 - 02:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
02:30 - 03:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
03:00 - 03:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
03:30 - 04:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
04:00 - 04:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
04:30 - 05:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
05:00 - 05:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
05:30 - 06:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
06:00 - 06:30	10	4720	0.05	10	4720	0.00	10	4720	0.05
06:30 - 07:00	10	4720	0.04	10	4720	0.00	10	4720	0.04
07:00 - 07:30	25	4985	0.12	25	4985	0.05	25	4985	0.17
07:30 - 08:00	25	4985	0.12	25	4985	0.04	25	4985	0.17
08:00 - 08:30	**25**	**4985**	**0.17**	25	4985	0.05	25	4985	0.21
08:30 - 09:00	25	4985	0.15	25	4985	0.04	25	4985	0.19
09:00 - 09:30	25	4985	0.15	25	4985	0.05	25	4985	0.20
09:30 - 10:00	25	4985	0.14	25	4985	0.05	25	4985	0.20
10:00 - 10:30	25	4985	0.07	25	4985	0.08	25	4985	0.15
10:30 - 11:00	25	4985	0.07	25	4985	0.07	25	4985	0.13
11:00 - 11:30	25	4985	0.06	25	4985	0.06	25	4985	0.13
11:30 - 12:00	25	4985	0.06	25	4985	0.06	25	4985	0.12
12:00 - 12:30	25	4985	0.09	25	4985	0.09	25	4985	0.18
12:30 - 13:00	25	4985	0.08	25	4985	0.09	25	4985	0.17
13:00 - 13:30	25	4985	0.12	25	4985	0.09	25	4985	0.21
13:30 - 14:00	25	4985	0.13	25	4985	0.09	25	4985	0.22
14:00 - 14:30	25	4985	0.10	25	4985	0.09	25	4985	0.19
14:30 - 15:00	25	4985	0.09	25	4985	0.11	25	4985	0.20
15:00 - 15:30	25	4985	0.05	25	4985	0.08	25	4985	0.13
15:30 - 16:00	25	4985	0.05	25	4985	0.08	25	4985	0.13
16:00 - 16:30	25	4985	0.06	25	4985	0.12	25	4985	0.18
16:30 - 17:00	25	4985	0.04	25	4985	0.13	25	4985	0.17
17:00 - 17:30	25	4985	0.04	**25**	**4985**	**0.18**	**25**	**4985**	**0.22**
17:30 - 18:00	25	4985	0.03	25	4985	0.17	25	4985	0.20
18:00 - 18:30	21	5377	0.03	21	5377	0.08	21	5377	0.11
18:30 - 19:00	21	5377	0.02	21	5377	0.07	21	5377	0.09
19:00 - 19:30	9	4689	0.01	9	4689	0.02	9	4689	0.04
19:30 - 20:00	9	4689	0.00	9	4689	0.03	9	4689	0.03
20:00 - 20:30	9	4689	0.00	9	4689	0.01	9	4689	0.01
20:30 - 21:00	9	4689	0.00	9	4689	0.00	9	4689	0.01
21:00 - 21:30	9	4689	0.01	9	4689	0.01	9	4689	0.02
21:30 - 22:00	9	4689	0.00	9	4689	0.01	9	4689	0.01
22:00 - 22:30	8	4850	0.00	8	4850	0.01	8	4850	0.01
22:30 - 23:00	8	4850	0.00	8	4850	0.01	8	4850	0.01
23:00 - 23:30	8	4850	0.00	8	4850	0.00	8	4850	0.00
23:30 - 24:00	8	4850	0.00	8	4850	0.00	8	4850	0.00
Daily Trip Rates			2.19			2.12			4.31

APPENDIX C

Warehousing (Primarily Distribution)

Site	Car	M/C	PSV	LGV	OGV (1)	OGV (2)
BC-02-F-02	41	2	0	7	11	39
GL-02-F-01	43	1	0	12	37	7
GM-02-F-01	65	0	0	5	16	14
GL-02-F-11	54	3	0	14	20	9
BC-02-F-01	45	4	0	22	27	2
GL-02-F-12	79	0	0	9	7	5
SC-02-F-01	52	2	0	7	29	10
GL-02-F-05	81	0	0	12	4	3
GL-02-F-02	67	2	0	13	13	5
BC-02-F-04	46	1	1	10	11	31
GL-02-F-03	67	0	0	6	17	10
GL-02-F-08	40	1	0	24	30	5
GL-02-F-04	75	4	0	8	12	1
GL-02-F-10	75	0	0	8	17	0
GL-02-F-09	63	2	0	24	11	0
GL-02-F-07	60	0	0	16	18	6
GL-20-F-06	70	0	0	10	17	3
Average	**60.18**	**1.29**	**0.06**	**12.18**	**17.47**	**8.82**

APPENDIX D

TRICS 4.3 [illegible] [illegible] [illegible]

LIST OF SITES relevant to selection parameters

1 **BD-02-A-01 FINANCIAL ADVISORS** **BEDFORDSHIRE**
CAPABILITY GREEN

LUTON
Total Gross Floor Area: 3066 sqm

2 **BD-02-A-02 WASTE MANAGEMENT** **BEDFORDSHIRE**
CHURCH ROAD

ASPLEY HEATH
Total Gross Floor Area: 1296 sqm

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

4 **EB-02-A-02 WIMPEY OFFICES** **CITY OF EDINBURGH**
BARNTON GROVE
BARNTON
EDINBURGH
Total Gross Floor Area: 2787 sqm

5 **EB-02-A-03 TELFORD HOUSE** **CITY OF EDINBURGH**
3 MID NEW CULTINS
SIGHTHILL
EDINBURGH
Total Gross Floor Area: 929 sqm

6 **EB-02-A-04 SCOTT HOUSE,EDINBURGH** **CITY OF EDINBURGH**
1 MID NEW CULTINS
SIGHTHILL
EDINBURGH
Total Gross Floor Area: 1394 sqm

7 **EB-02-A-05 ADOBE HOUSE,EDINBURGH** **CITY OF EDINBURGH**
5 MID NEW CULTINS
SIGHTHILL
EDINBURGH
Total Gross Floor Area: 1858 sqm

8 **GM-02-A-03 SIEMANS HQ** **GREATER MANCHESTER**
PRINCESS ROAD
WITHINGTON
MANCHESTER
Total Gross Floor Area: 15000 sqm

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

10 **HF-02-A-01 NISSAN MOTORS (GB) LIMITED** **HERTFORDSHIRE**
DENHAM WAY
MAPLE CROSS
RICKMANSWORTH
Total Gross Floor Area: 10964 sqm

11 **IW-02-A-01 ELECTRICAL MANUFACTURER** **ISLE OF WIGHT**
TAYLOR ROAD
GUNVILLE TRADING ESTATE
CARISBROOKE
Total Gross Floor Area: 3391 sqm

12 **LC-02-A-01 NATIONAL SAVINGS** **LANCASHIRE**
MYTHOP ROAD
MARTON
BLACKPOOL
Total Gross Floor Area: 14992 sqm

LIST OF SITES relevant to selection parameters (Cont.)

13 **SC-02-A-07** **SURREY COUNTY COUNCIL OFFICES** **SURREY**
CHESSINGTON ROAD

WEST EWELL
Total Gross Floor Area: 2943 sqm

14 **WS-02-A-02** **SOUTHERN WATER** **WEST SUSSEX**
YEOMAN ROAD

WORTHING
Total Gross Floor Area: 6325 sqm

TRIP RATE for Land Use EMPLOYMENT/OFFICE
Calculation Factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	2	4488	0.06	2	4488	0.08	2	4488	0.13
06:30 - 07:00	2	4488	0.04	2	4488	0.04	2	4488	0.09
07:00 - 07:30	10	8498	0.45	10	8498	0.05	10	8498	0.51
07:30 - 08:00	10	8498	0.46	10	8498	0.05	10	8498	0.52
08:00 - 08:30	16	7622	0.90	16	7622	0.10	16	7622	0.99
08:30 - 09:00	**16**	**7622**	**0.95**	16	7622	0.10	**16**	**7622**	**1.05**
09:00 - 09:30	16	7622	0.35	16	7622	0.10	16	7622	0.44
09:30 - 10:00	16	7622	0.29	16	7622	0.09	16	7622	0.38
10:00 - 10:30	16	7622	0.13	16	7622	0.10	16	7622	0.22
10:30 - 11:00	16	7622	0.12	16	7622	0.10	16	7622	0.22
11:00 - 11:30	16	7622	0.12	16	7622	0.11	16	7622	0.23
11:30 - 12:00	16	7622	0.12	16	7622	0.13	16	7622	0.25
12:00 - 12:30	16	7622	0.17	16	7622	0.29	16	7622	0.46
12:30 - 13:00	16	7622	0.17	16	7622	0.29	16	7622	0.46
13:00 - 13:30	16	7622	0.26	16	7622	0.19	16	7622	0.45
13:30 - 14:00	16	7622	0.26	16	7622	0.17	16	7622	0.43
14:00 - 14:30	16	7622	0.17	16	7622	0.13	16	7622	0.30
14:30 - 15:00	16	7622	0.15	16	7622	0.14	16	7622	0.29
15:00 - 15:30	16	7622	0.09	16	7622	0.16	16	7622	0.25
15:30 - 16:00	16	7622	0.09	16	7622	0.17	16	7622	0.26
16:00 - 16:30	16	7622	0.10	16	7622	0.57	16	7622	0.67
16:30 - 17:00	16	7622	0.10	16	7622	0.59	16	7622	0.69
17:00 - 17:30	16	7622	0.09	**16**	**7622**	**0.61**	16	7622	0.69
17:30 - 18:00	16	7622	0.08	16	7622	0.55	16	7622	0.63
18:00 - 18:30	11	9090	0.04	11	9090	0.29	11	9090	0.33
18:30 - 19:00	11	9090	0.04	11	9090	0.27	11	9090	0.30
19:00 - 19:30	5	14400	0.07	5	14400	0.09	5	14400	0.16
19:30 - 20:00	3	11862	0.02	3	11862	0.10	3	11862	0.12
20:00 - 20:30	2	10293	0.01	2	10293	0.05	2	10293	0.06
20:30 - 21:00	2	10293	0.01	2	10293	0.05	2	10293	0.06
21:00 - 21:30	1	5585	0.04	1	5585	0.13	1	5585	0.16
21:30 - 22:00	1	5585	0.02	1	5585	0.09	1	5585	0.11
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Daily Trip Rates:			5.93			5.99			11.92

APPENDIX E

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--	475	W3351098	Slight	FRI	30/10/1998	1906	0	471630/167860	001/

CHURCH RD 150M NE BASINGSTOKE RD O/S EASTFIELD COTTAGE WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
40mph	Single2L	NotJCT	NotJ	Dark+L	.	Dry	.	.		

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	2 Pa F46.	F	No ?			
								2V	2 Pa M10.	R	No ?			3502

C1 TRAV SW ON LT BND HIT REAR C2

User Information: NB C/Factors: 21

-- 475 W0991097 Slight THU 23/10/1997 2335 0 472490/168390 005/

CHURCH LN (BROOKERS HILL) APP 3/4ML NE OLD BASINGSTOKE RD WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
60mph	Single2L	Priv	Unct	Dark-N	.	Dry	.	.		

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	1 Dr M38.	No	?			

HGV2 TRNG LT FROM NE TO SE SWUNG OUT TO MAKE TRN & TRAILER WAS HIT BY C1 TRAV NE

User Information: ED C/Factors: 21 41

-- 475 W0470799 Slight WED 07/07/1999 0830 50291 472492/168401 005/

BROOKERS HILL O/S UBHI HOUSE ENT. APP 170M SW JNC CHURCH LN SHINFIELD 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
40mph	Single2L	Priv	Unct	.	.	Dry	.	.		

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	2 Dr F12.		?		Y	7501

PC2 TRAV SW HIT BY C1 TRNG LT FRM S TO SW (RESTRICTED VIEW FOR C1)

User Information: LD C/Factors: 51B 21B 39B

-- 475 W0751297 Slight TUE 16/12/1997 1245 0 472680/168640 006/

BROOKERS HILL APP 450M W HOLLOW LN NR NURSERY CORNER WOKINGHAM 1st Rd: N45 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
60mph	Single2L	NotJCT	NotJ	.	.	Dry	.	.		

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V	1 Pe M20.	NoFOOT	?	Bck		

OMV1 (TRACTOR & TRAILER) TRAV SE ON RT BND UNSECURED LOAD FELL OFF TRAILER & HIT PED WLKNG ON FWAY

User Information: PW C/Factors:

-- W1031299 Unknown *BA / / See attached 0/ 0/

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
0mph	Unknown	NotJCT	NotJ	?	?	?	.	.		

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School

User Information: C/Factors:

Area	L/A	Number	Severity	Day	Date	Time	Link/Node	Grid Ref.	Street
--	475	W0670397	Slight	FRI	28/03/1997	1200	0	473110/168630	007/

A327 SHINFIELD RD JNC BROOKERS HILL WOKINGHAM 1st Rd: A327 2nd Rd: N45

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
60mph	Single2L	T/Stag	Give	.	.	Dry				

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V 1	Pa F69.	F No	?			

C2 TRAV N ON RHBEND HIT BY C1 TRNG RT FRM W TO S

User Information: RD C/Factors:

-- 475 W0571297 Slight SAT 13/12/1997 0800 0 473120/168600 007/

HOLLOW LN APP 100M S CUTBUSH LN O/S MAGNOLIA LODGE WOKINGHAM 1st Rd: A327 2nd Rd:

Speed	C'way	Jct	Det'l/Ctrl	Light	Weather	Rdsurf	PedXHuman	PedXPhy	Spec'l	Hazard
60mph	Single2L	Priv	Unct	.	.	Dry				

Veh+Art	Man'vre	VehLocRD+RS	Jctn	Skd	Hit	LeftRd	Dvr	Cas/ Veh	Class/Sex/Age Sev/Pass	Loc	Ped'n Dir	Mov	Sch P	School
								1V 1	Dr F70.	No	?			
								2V 2	Dr F22.	No	?			

C1 TRNG RT FROM E TO N FROM PTE ENT FAILED TO GWAY & WAS HIT BY C2 TRAV S

User Information: RD C/Factors:

APPENDIX F

Pulleyns Transport

B1 Office

	Proposed 7000				
	Arr		Dep		Two-way
	Trip Rate	Vehs	Trip Rate	Vehs	Vehs
0700-0730	0.45	32	0.05	4	35
0730-0800	0.46	32	0.05	4	36
0800-0830	0.90	63	0.10	7	70
0830-0900	0.95	67	0.10	7	74
0900-0930	0.35	25	0.10	7	32
0930-1000	0.29	20	0.09	6	27
1000-1030	0.13	9	0.10	7	16
1030-1100	0.12	8	0.10	7	15
1100-1130	0.12	8	0.11	8	16
1130-1200	0.12	8	0.13	9	18
1200-1230	0.17	12	0.29	20	32
1230-1300	0.17	12	0.29	20	32
1300-1330	0.26	18	0.19	13	32
1330-1400	0.26	18	0.17	12	30
1400-1430	0.17	12	0.13	9	21
1430-1500	0.15	11	0.14	10	20
1500-1530	0.09	6	0.16	11	18
1530-1600	0.09	6	0.17	12	18
1600-1630	0.10	7	0.57	40	47
1630-1700	0.10	7	0.59	41	48
1700-1730	0.09	6	0.61	43	49
1730-1800	0.08	6	0.55	39	44
1800-1830	0.04	3	0.29	20	23
1830-1900	0.04	3	0.27	19	22
Total	5.66	399	5.08	375	752

THE
BELLAMY
ROBERTS
PARTNERSHIP

ITR/SPP/00/2262/3

November 2000

15 DEC 2000* 3042

CHURCH LANE, SHINFIELD

PROPOSED REDEVELOPMENT
B1 OFFICE USE

TRANSPORTATION ASSESSMENT

Prepared on behalf of
Denton & Gibson Ltd.

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

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

Appendices

Appendix A	Traffic survey data
Appendix B	TRICS output (Distribution warehousing)
Appendix C	Vehicle categories
Appendix D	TRICS output (office)
Appendix E	Accident Data
Appendix F	Proposed Arrival/ Departure profile

1.0 INTRODUCTION

1.1 This report has been prepared on behalf of Denton & Gibson Ltd. for the proposal to redevelop a site at Church Lane, Shinfield, Reading.

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

1.3 This report addresses the highways and transportation issues that arise from the proposal to seek a change of use from B8 distribution warehousing to B1 office use.

2.0 THE SITE

Site History

2.1 The applicant recently appealed a refusal of planning permission for an increase in floor area of the existing B8 warehouse distribution use from 5238m^2 to 7918m^2 Gross Floor Area. However, the appeal was upheld by the Department of Environment. Highways and traffic matters were an issue at the Appeal and following receipt of the Inspectors Decision Notice, the highway concerns relating to that proposal were upheld by the Inspector.

Existing

2.2 The application site occupies some 1.4 hectares on the southern side of Church Lane. The site currently accommodates some 5238m^2 of B8 distribution warehousing.

2.3 To the west of the site lies the village of Three Mile Cross. To the east, Church Lane bends around the Six Bells public house where the road becomes known as Brooker Hill. There is a minor road off to the south-east (the continuation of Church Lane) and this is subject to a prohibition on all motor vehicles except for access.

2.4 The site is well located in terms of the principal road network, within easy reach of the M4 motorway, the A33 (Reading/Basingstoke/M3 south-west) and the A327 (Reading/Farnborough/M3 north-east). A site location plan is attached at **Figure 1**.

2.5 Church Lane in the immediate vicinity of the site access is some 6.2m wide, and reasonably level and straight in alignment. The site lies within a 40mph speed limit.

2.6 The site is currently served by two accesses onto Church Lane at a point where the road was diverted some years ago and now bypasses the former alignment. The western part of the old road is narrow and has only a dropped kerb access onto Church Lane. This access is substandard, with poor visibility. Informal signage has been placed by the applicant company indicating no entry to HGV's.

2.7 The eastern arm of the old road provides easy manoeuvre to and from the east as the access is aligned at a shallow angle to Church Lane in that direction. To and from the west, the left turn is acute, with a pedestrian refuge island located immediately west of that access junction in order to make it difficult for large vehicles to turn to and from the west.

2.8 The existing visibility at a x-distance of 2m at the eastern access is approximately 60m and 120m to the east and west respectively. Western access has visibility lines of about 120m and 40m to the east and west respectively. These are below the visibility standards advised in PPG13.

Proposal

2.9 This site previously was subject to a Planning Appeal in respect to a larger development proposal. Due regard has been made to the Planning Inspectors Report within this assessment.

2.10 The proposal is to replace the existing warehouse with some 7000m^2 of B1 office use. It is also proposed to stop up the eastern access (subject to further discussions and agreement with the Local Planning Authority), and provide a new improved access conforming to PPG13 and TD42/95 in the vicinity of the western access. This provision of the new access will help to achieve one of the aims of the Highway Authority and the Secretary of State in trying to reduce accidents. This is shown at **Figure 2**.

2.11 This shows that it is possible to achieve 120m visibility lines at the access in both directions at an x-distance of 4.5m back from the kerb line, which conforms to current technical standards and provides an improved safer access into the site, when compared to both existing accesses where the visibility is substantially below standard.

2.12 The improved access will comprise of a 5.5m carriageway with 10m radii to allow the safe manoeuvre of vehicles to the site.

3.0 TRAFFIC ASSESSMENT

Existing traffic flows

3.1 In order to establish the traffic flow levels at the site and along Church Lane, a 12 hour traffic survey was undertaken April 1999 between 0700-1900hrs at the site accesses and the junction of Booker Hill/A327. The traffic survey data is attached at **Appendix A**.

Existing traffic generation

3.2 In order to establish the traffic flows levels generated by the existing lawful use of the site, the typical trip rates for Distribution warehouses obtained from TRICS version 4.1, and used and accepted in the public inquiry of 1999 for this site have been used. The TRICS output is attached at **Appendix B**.

3.3 A table containing the split into different vehicle categories for those sites within the TRICS output is attached at **Appendix C**. This demonstrates that the average HGV content throughout the day is some 26%.

3.4 The traffic generation of the existing lawful use of the site is summarised at Table 3.1 below:

Table 3.1: Summary of existing traffic generation

Time period	Arrival		Departure		2-way
	Trip Rate	Vehs	Trip Rate	Vehs	
AM Peak (0800-0900 hrs)	0.32	17	0.09	5	22
PM Peak (1700-1800 hrs)	0.07	4	0.35	18	22
Daily (0700-1900 hrs)	2.04	107	2.02	106	213

3.5 The table above demonstrates that the existing lawful use of the site could generate 22 vehicle movements during both the AM and PM peak hours, of which some 6 are HGV's (26% of vehicles). The daily traffic generation of the site would be some 213 vehicles of which some 55 are HGV's.

Proposed Traffic generation

3.6 In order to establish the traffic flow levels likely to be generated by the proposed use, TRICS version 4.3 has been used. The output is attached at **Appendix D**.

3.7 Within the TRICS 4.3 database, all comparable sites under the 'employment/ office' categories have been identified and used to obtain the trip generation rates for the proposal.

3.8 The likely traffic generation of the proposal is summarised in Table 3.2 below:

Table 3.2: Summary of proposed trip generation

Time period	Arrival		Departure		2-way
	Trip Rate	Vehs	Trip Rate	Vehs	
AM Peak (0800-0900 hrs)	1.85	130	0.20	14	144
PM Peak (1700-1800 hrs)	0.17	12	1.16	81	93
Daily (0700-1900 hrs)	5.76	399	5.08	375	752

3.9 The table above demonstrates that the existing lawful use of the site could generate 144 and 93 two-way vehicle movements during the AM and PM

WORK SHEET FOR : Angela Odell

Application Number : O/2000/3042

Applicant : Denton & Gibson Ltd .

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

Proposal : Outline application for redevelopment of site for B1 office use.

Site Notice Displayed ? : YES [ ] NO [ ] DATE [ ]

Date of Neighbour Notifications : .....

Date of Site Visit : .....

Date Registered : 15/12/2000

Earliest Date for Decision : 21/01/2001

Latest Consultation Date/Site Notice Expiry Date : 21/01/2001

This application will have expired on: 09/02/2001. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: O/2000/3042

Appraisal :

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

1. The proposed redevelopment for speculative B1 use would result in an increase in intensity of use which would be expected to give rise to unacceptable additional pressures for housing and on transport. The proposals would therefore be contrary to Berkshire Structure Plan Policy BU1, Loddon Area Local Plan Policy LE2, Wokingham District Local Plan Policy WEM4, PPG6 and RPG9.

2. 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 H4, Wokingham District Local Plan Policy WOS3 and to PPG 13.

Informative

You are advised, in compliance with *The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000,* that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan policies C2, C6, BU1, BU2, LD5 and LD6
Loddon Area Local Plan policies LTV2, LC1, LE2, LT5, LT6 and LPS1
Deposit Draft Wokingham District Local Plan policies WCC1, WWC2, WEM4, WRE4, WT6, WT7 and WOS4.

Application Number O/2000/3042
Conditions/Reasons for Refusal

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

RECORD OF SITE VISIT

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

APPLICATION NUMBER: O/2000/3042

OFFICER: Angela Odell

DATE OF SITE VISIT:.....

1 SITE/STATUTORY NOTICE DISPLAYED ?

2. DESCRIPTION OF SURROUNDINGS

3. DESCRIPTION OF SITE/BUILDING

4. RELATIONSHIP TO ADJOINING PROPERTIES

5. SITE CONSTRAINTS

TREES

ACCESS/PARKING

LEVELS

BOUNDARY TREATMENT

OTHERS

(AO)

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

Denton & Gibson Ltd
Foundation House
Paddock Road
Caversham
Reading
Berkshire RG4 5BY

Officers notes missing.

Application Number: O/2000/3042

Parish: **SHINFIELD**

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

Proposal: **Outline application for redevelopment of site for B1 office use.**

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

Reason
1. The proposed redevelopment for speculative B1 use would result in an increase in intensity of use which would be expected to give rise to unacceptable additional pressures for housing and on transport. The proposals would therefore be contrary to Berkshire Structure Plan Policy BU1; Loddon Area Local Plan Policy LE2; to Wokingham District Local Plan Policy WEM4 and to PPG 6 and RPG 9.

Reason
2. 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 H4; Wokingham District Local Plan Policy WOS3 and to PPG 13.

Informative

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

Berkshire Structure Plan Policies C2, C6, BU1, BU2, LD5 and LD6.

Loddon Area Local Plan Policies LTV2, LC1, LE2, LT5, LT6 and LPS1.

Deposit Draft Wokingham District Local Plan Policies WCC1, WWC2, WEM4, WRE4, WT6, WT7 and WOS4.

John Mitchell

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

Notice checked by: _____

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

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

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

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

PART I

246. MINUTES

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

247. ORDER OF BUSINESS

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

255. APPLICATION: 2000/3042, OUTLINE APPLICATION FOR REDEVELOPMENT OF SITE FOR B1 OFFICE USE, PULLEYN TRANSPORT LTD CHURCH LANE THREE MILE CROSS SHINFIELD, FOR DENTON & GIBSON

The Committee considered a report on this application set out on Agenda pages 2461 to 2468.

In explaining the report, the Head of Planning and Transportation reported that the applicant had requested that consideration of the application be deferred to enable further negotiations to take place. He indicated that, notwithstanding this request, his recommendation remained one of refusal, In addition, 12 further letters of objection had been received since the Agenda had been despatched.

Mr Denton, the applicant, attended the meeting and spoke in favour of the application.

RESOLVED: That Application No: 2000/3042 be refused on the grounds set out on Agenda page 2465.

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

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

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

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

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

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

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

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

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

- ***3 letters of objection from local residents:*** On grounds greatly increased volume of traffic would exacerbate existing congestion and be detrimental to safety of pedestrians and cyclists, particularly pupils at nearly Ryeish Green school. A better use of the site would be housing.
- ***3 letters from local residents of comment:*** The proposed building should be no higher than the existing. Are concerned that inadequate parking would result in parking in Church Lane, and the introduction of a too numerous workforce would lead to traffic problems at peak times. Prefer Pulleyn's Transport to relocate due to effect of HGVs on Church Lane and noise from the yard.
- ***Joint Strategic Planning Unit :*** Object on the following grounds:
  - The proposal is contrary to PPG6 as no sequential test has been carried out, and to Draft RPG9 as the site is not in a preferred location for major office developments (i.e. not in a town centre or near a major public transport interchange).
  - The proposal would be contrary to Policy C2 of the Berkshire Structure Plan because the increased intensity of activity at the site would have a detrimental impact on the open countryside; in particular the volume of traffic and noise generated.
  - A net increase of 284 jobs could be expected. This would exacerbate the existing imbalance between housing and jobs and give rise to further housing pressure, contrary to Berkshire Structure Plan Policy BU1.
  - The site is not very accessible by public transport and no proposals have been identified to improve neither this nor any measures to enhance pedestrian and cycle facilities. A high level of car parking is proposed, which would not encourage the workers to use alternative modes of transport.
- ***Landscape Officer :*** It is difficult to assess the impact of the proposed office building without any information provided on the proposed height of the building. The height of the proposed office block may be lower than the existing warehouse. However, the combined mass of the proposals along with the associated car parking will still remain an intrusive element within the landscape and which could be exacerbated by the intensity of use of the site. The outline proposals show additional planting along the site boundaries but leave very little scope for planting within the site to break up the extensive car parking areas and on the eastern boundary to soften views from the public rights of way from the south east and the south west.
- ***Environmental Health Officer :*** No objections.
- ***Highway Officer :*** The proposal would result in a significant reduction in HGV traffic, which would be beneficial to the area. However, the proposed offices would be in an unsustainable location, and conflict with Government Policy and PPG13 and local policy regarding minimising car usage.

4. **Appraisal** – Main issues are:

   A. Effect on Employment Policies (Berkshire Structure Plan: BU1 and BU2; Loddon Area Local Plan: LE2; Wokingham District Local Plan (Deposit Draft): WEM4 and WRE4; PPG4; PPG6; RPG9).

   B. Effect on character and appearance of the countryside (Berkshire Structure Plan: C2 and C6; Loddon Area Local Plan: LTV2 and LC1;

(e) requires no objections on environmental impacts of traffic. Whilst the removal of the lorry traffic from the site and local roads would be a benefit, a very much greater number of car movements can be expected. Under (f) the proposal would remove a use which is to some extent a 'bad neighbour' due to lorry movements. The overall effects of Policy WRE4 are therefore considered to be fairly balanced.

PPG4
PPG4 states that business development proposals should be allowed, having regard to the development plan and all material considerations, unless the proposal would cause demonstrable harm to interests of acknowledged important. The proposal is contrary to the development plan for the reasons given above, would be likely to cause environmental harm through additional pressure for housing development and traffic generation and no special material considerations that could outweigh this have been put forward.

PPG6
The proposal would be contrary to PPG6 because the site is outside a settlement and no sequential test has been undertaken to demonstrate there is no possible alternatively better located site(s).

RPG9
The proposal would be contrary to RPG9 because the site is outside a settlement and not in a town centre or near a major public transport interchange, albeit it is a 'brownfield' site.

B. Effect on the Character and Appearance of the Countryside
The site is outside a settlement boundary and in a gap between settlements. The proposed 2-storey office building with landscaped buffer strips would be likely to be less obtrusive than the existing 11m high cold store warehouse and parked lorries. However, large, unrelieved areas of car parking are also proposed and an office building would be likely to be more urban in character and appearance than the existing buildings. Therefore, overall, the effect on the character and appearance of the countryside and the gap of the proposed development compared with the existing development is considered to be likely to be broadly neutral.

C. Highways
The proposal would result in a significant reduction in HGV traffic, which would be beneficial to the area. However, the proposed offices would be in an unsustainable location, and conflict with Government and local policy including PPG13 regarding minimising car usage.

D. Effect on Nearby Residential Properties
Whilst the removal of the lorry traffic from the site and local roads would be a benefit, a very much greater number of car movements can be expected. The comparative effects are therefore considered to be fairly balanced.

E. Service, Infrastructure and Amenity Requirements
If the proposed development were otherwise considered acceptable, contributions towards local highway improvements and sustainable transport measures would be expected.

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

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

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

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

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

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

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

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

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

- ***3 letters of objection from local residents:*** On grounds greatly increased volume of traffic would exacerbate existing congestion and be detrimental to safety of pedestrians and cyclists, particularly pupils at nearly Ryeish Green school. A better use of the site would be housing.
- ***3 letters from local residents of comment:*** The proposed building should be no higher than the existing. Are concerned that inadequate parking would result in parking in Church Lane, and the introduction of a too numerous workforce would lead to traffic problems at peak times. Prefer Pulleyn's Transport to relocate due to effect of HGVs on Church Lane and noise from the yard.
- ***Joint Strategic Planning Unit :*** Object on the following grounds:
  - The proposal is contrary to PPG6 as no sequential test has been carried out, and to Draft RPG9 as the site is not in a preferred location for major office developments (i.e. not in a town centre or near a major public transport interchange).
  - The proposal would be contrary to Policy C2 of the Berkshire Structure Plan because the increased intensity of activity at the site would have a detrimental impact on the open countryside; in particular the volume of traffic and noise generated.
  - A net increase of 284 jobs could be expected. This would exacerbate the existing imbalance between housing and jobs and give rise to further housing pressure, contrary to Berkshire Structure Plan Policy BU1.
  - The site is not very accessible by public transport and no proposals have been identified to improve neither this nor any measures to enhance pedestrian and cycle facilities. A high level of car parking is proposed, which would not encourage the workers to use alternative modes of transport.
- ***Landscape Officer :*** It is difficult to assess the impact of the proposed office building without any information provided on the proposed height of the building. The height of the proposed office block may be lower than the existing warehouse. However, the combined mass of the proposals along with the associated car parking will still remain an intrusive element within the landscape and which could be exacerbated by the intensity of use of the site. The outline proposals show additional planting along the site boundaries but leave very little scope for planting within the site to break up the extensive car parking areas and on the eastern boundary to soften views from the public rights of way from the south east and the south west.
- ***Environmental Health Officer :*** No objections.
- ***Highway Officer :*** The proposal would result in a significant reduction in HGV traffic, which would be beneficial to the area. However, the proposed offices would be in an unsustainable location, and conflict with Government Policy and PPG13 and local policy regarding minimising car usage.

4. **Appraisal** – Main issues are:

   A. Effect on Employment Policies (Berkshire Structure Plan: BU1 and BU2; Loddon Area Local Plan: LE2; Wokingham District Local Plan (Deposit Draft): WEM4 and WRE4; PPG4; PPG6; RPG9).

   B. Effect on character and appearance of the countryside (Berkshire Structure Plan: C2 and C6; Loddon Area Local Plan: LTV2 and LC1;

Wokingham District Local Plan (Deposit Draft): WOS2, WCC1 and WCC2; PPG7).

C. Highways (Berkshire Structure Plan: LD5; Loddon Area Local Plan: LT5 and LT6; Wokingham District Local Plan : WT6, WT7; PPG13).

D. Effect on nearby residential properties.

E. Service, Amenity and Infrastructure requirements (Berkshire Structure Plan: LD6; Loddon Area Local Plan: LSP1; Wokingham District Local Plan (Deposit Draft): WOS4.

F. Concerns of the Parish Council and local residents.

A. Effect on Employment Policies

Berkshire Structure Plan Policy BU1 sets out four criteria and requires that at least one of these should normally be met.

(i) aid urban regeneration: Whilst the proposal involves redevelopment of existing buildings in employment use, as the site is in the countryside and not in an urban area of settlement, redevelopment is not interpreted as a benefit. As the proposal is speculative it would not satisfy criterion (ii) which requires the proposal to contribute towards meeting local employment needs, nor criterion (iii) the needs of local Berkshire firms, nor criterion (iv) meet the need for a particular type of business which would serve the local economy and cannot be accommodated elsewhere. Indeed, the displacement of the existing B8 use could result in a loss of local non-office jobs unless the firm relocates to a site nearby.

The proposal would also give rise to additional pressure for housing development and be likely to result in transport problems, as it is a new proposal for speculative B1 development. The proposal would therefore be contrary to the Berkshire Structure Plan Policy BU1. For similar reasons it would also be contrary to the Loddon Area Local Plan Policy LE2 and to the Wokingham District Local Plan Policy WEM4. The proposal could not be considered favourably under the Berkshire Structure Plan Policy BU2 as it would not be for an existing business wishing to expand in situ, would not provide for small units and would not provide industrial, distribution or storage units. Indeed, as explained above, it would displace an existing B8 use.

Wokingham District Local Plan Policy WRE4 covers development on existing employment generating sites outside settlements. The proposal should be compared with the effects of the existing use under this policy. Criterion (a) requires no intensification of activity at the site. Whilst there would be a very significant increase in the number of workers at the site and car movements, office use is a much lower-key activity than warehousing with its associated lorry movements. Criterion (b) requires that there be no greater visual impact on the undeveloped character of the countryside than existing development. Whilst the proposed buildings would be likely to have less visual impact than the existing 11m high cold store warehouse, office buildings would have a more urban character and appearance. Criterion (c) requires that the proposal covers no larger area than the site of existing development. This criterion would be met. Criterion (d) requires no cause of detriment to the amenities of adjoining land uses and occupiers and criterion

(e) requires no objections on environmental impacts of traffic. Whilst the removal of the lorry traffic from the site and local roads would be a benefit, a very much greater number of car movements can be expected. Under (f) the proposal would remove a use which is to some extent a 'bad neighbour' due to lorry movements. The overall effects of Policy WRE4 are therefore considered to be fairly balanced.

PPG4
PPG4 states that business development proposals should be allowed, having regard to the development plan and all material considerations, unless the proposal would cause demonstrable harm to interests of acknowledged important. The proposal is contrary to the development plan for the reasons given above, would be likely to cause environmental harm through additional pressure for housing development and traffic generation and no special material considerations that could outweigh this have been put forward.

PPG6
The proposal would be contrary to PPG6 because the site is outside a settlement and no sequential test has been undertaken to demonstrate there is no possible alternatively better located site(s).

RPG9
The proposal would be contrary to RPG9 because the site is outside a settlement and not in a town centre or near a major public transport interchange, albeit it is a 'brownfield' site.

B. Effect on the Character and Appearance of the Countryside
The site is outside a settlement boundary and in a gap between settlements. The proposed 2-storey office building with landscaped buffer strips would be likely to be less obtrusive than the existing 11m high cold store warehouse and parked lorries. However, large, unrelieved areas of car parking are also proposed and an office building would be likely to be more urban in character and appearance than the existing buildings. Therefore, overall, the effect on the character and appearance of the countryside and the gap of the proposed development compared with the existing development is considered to be likely to be broadly neutral.

C. Highways
The proposal would result in a significant reduction in HGV traffic, which would be beneficial to the area. However, the proposed offices would be in an unsustainable location, and conflict with Government and local policy including PPG13 regarding minimising car usage.

D. Effect on Nearby Residential Properties
Whilst the removal of the lorry traffic from the site and local roads would be a benefit, a very much greater number of car movements can be expected. The comparative effects are therefore considered to be fairly balanced.

E. Service, Infrastructure and Amenity Requirements
If the proposed development were otherwise considered acceptable, contributions towards local highway improvements and sustainable transport measures would be expected.

F. Concerns of the Parish Council and Local Residents
These have been noted and addressed above.

5. **Conclusion** – The proposal is considered unacceptable on the grounds that the expected significant increase in the number of office jobs for this speculative proposal would result in unacceptable increases in pressure on housing demand and traffic generation. No sequential test has been undertaken to satisfactorily demonstrate the need for the proposed development which is on a site outside a settlement. The expected effects compared with the existing development on the character and appearance of the countryside and on the amenity of nearby residents are considered to be broadly neutral. However, the proposal is also considered unacceptable due to its unsustainable location, and conflict with Government and local policy including PPG13 regarding minimising car usage.

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

1. The proposed redevelopment for speculative B1 use would result in an increase in intensity of use which would be expected to give rise to unacceptable additional pressures for housing and on transport. The proposals would therefore be contrary to Berkshire Structure Plan Policy BU1, Loddon Area Local Plan Policy LE2, Wokingham District Local Plan Policy WEM4, PPG6 and RPG9.

2. 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 H4, Wokingham District Local Plan Policy WOS3 and to PPG 13.

Informative
You are advised, in compliance with *The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000,* that the following policies and/or proposals in the development plan are relevant to this decision:
Berkshire Structure Plan policies C2, C6, BU1, BU2, LD5 and LD6
Loddon Area Local Plan policies LTV2, LC1, LE2, LT5, LT6 and LPS1
Deposit Draft Wokingham District Local Plan policies WCC1, WWC2, WEM4, WRE4, WT6, WT7 and WOS4.

Angela Odell

Registered office
Foundation House
Paddock Road
Caversham, Reading RG4 9BY

Registered in London, England
Registered number 1400520

DENTON AND GIBSON LIMITED
Commercial and Residential Property Developers
Building and Civil Engineering Contractors
Foundation House, Paddock Road, Caversham, Reading RG4 5BY
Telephone: (0118) 947 1641
Fax: (0118) 918 7701

Our ref: GJD/sr/D&G

28th February 2001

Fax to 0118 974 6484

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

Attention of Mr Andrew Lowther

Dear Mr Lowther

Application Number: O/2000/3042
Site Address: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading
Proposal: Outline Application for Redevelopment of Site for B1 Office Use

I apologise for the lateness of our request but I am writing to ask if we could be permitted to speak on the above application.

Your confirmation either way, along with an anticipated time of when this application may be heard would be appreciated.

Yours sincerely

G J Denton
Chief Executive

c.c. Ms Angela Odell

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Foundation House
Paddock Road
Caversham, Reading RG4 5BY

Registered in London, England
Registered number 1400520

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28th February 2001

Fax to 0118 974 6484

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

Attention of Ms Angela Odell

Dear Mr Lowther

Application Number: O/2000/3042
Site Address: Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading
Proposal: Outline Application for Redevelopment of Site for B1 Office Use

Further to our telephone conversation, I am writing to ask if you would defer the determination of this application in its current form. It would be my intention, subject to your agreement, to arrange meetings with yourselves, the Parish Council and Mr Pulleyn to see if any common ground could be found. I would propose doing this within the next 7 - 10 days in order we could either submit an alternative application for determining within the normal 8 week period or allowing the committee to determine the existing application at your March Committee in the event I am unable to find the common ground required.

I apologise for the timing of this request but feel it is the best way forward for all concerned.

I await your urgent response.

Yours sincerely

G J Denton
Chief Executive

PS Please find enclosed a letter to Andrew Lowther which I would withdraw in the event of a deferment.

File copy

angela

Applicationo	Name & Address
O/2000/3042	L James Avoca Church Lane Three Mile Cross Reading RG7 1HB
O/2000/3042	Mr & Mrs Erdwin Orchard house Three Mile Cross RG7 1HD
O/2000/3042	Dr C R Fricker Childs Ace Church Lane Three Mile Cross Reading RG7 1HD
0/2000/3042	B & J Whitehead Eastfield Cottage Church Lane Three Mile Cross Berks RG7 1HD

committee letters sent
1st class 20.2.01

Tel. (0118) 974 6051

Date: 21 February 2001

Your Ref:

My Ref: **Angela Odell - O/2000/3042**

Denton & Gibson Ltd

Foundation House
Paddock Road
Caversham, Reading
Berkshire
RG4 5BY

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

Dear Sir/Madam

Application Number: O/2000/3042

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

Proposal: Outline application for redevelopment of site for B1 office use..

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

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

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

Yours faithfully,

John Mitchell

Development Control Manager

15th January 2001

Mrs A Odell
Case Officer
WDC

Dear Angela

As requested our comments regarding planning application 3042.

0/000/3042
Location: Pulleyn Transport Ltd, Church Lane, Shinfield
Proposal: Outline application for redevelopment of site for B1 office use,
Observations: Whilst we consider office development to be preferable to a transport operation on this
Shinfield location (i.e. not Three Mile Cross), we feel that the best use of this site would be for
housing. We also have concerns for traffic implications on a designated Safer Route to School.

Many thanks

Tracy Sampson
Assistant Clerk (0118 9885315)

The Berkshire Unitary Authorities'

JOINT STRATEGIC PLANNING UNIT

St. Mary's House, c/o Town Hall, St. Ives Road, Maidenhead SL6 1RF
Tel. 01628 796749 Fax. 01628 796739

Head of Strategic Planning and Transport: Stuart Hylton

PLANNING SERVICES PT/40066
POL
DC NO
APP
CS
19 JAN 2001
COPIES TO:

Please ask for: Daniel Gigg
Direct Line: 01628 796518
Email: daniel.gigg@rbwm.gov.uk
Our Ref: M/3/6
Your Ref:

Angela Odell
Planning Services
P.O. Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

16 February, 2001

Dear Angela,

Outline Application for B1 Offices, Church Lane, Three Mile Cross, Reading.

Thank you for consulting the Joint Unit on the following outline application:

- O/2000/3042 for redevelopment of site for B1 office use.

Please be advised that the Chair of the Joint Strategic Planning Committee has approved my comments.

I outline below my comments on the main strategic issues.

1. Location

PPG6 advocates a sequential test of site selection for developments that attract a large number of people. This specifically includes commercial offices, so is of particular importance with regard to this application. The proposed site is out of centre and outside the settlement boundary of surrounding towns and villages. The onus is therefore on the applicant to demonstrate that all possible alternative locations within or on the edge of the existing centres have been investigated. I can see no evidence of a sequential test having been carried out as required by PPG6. Further to this, Policy Q5 of emerging regional planning guidance (December 2000) states that the preferred location for major office developments should be:

- town centres; or
- sites near to major public transport interchanges.

The proposed development is contrary to emerging regional planning guidance because the site does not comply with the above criteria (see Section 4 for comments of the transport implications). Also, the proposal fails to comply with the requirements of PPG6.

2. Countryside

The site is located outside built-up areas and settlement boundaries, in an area designated as green wedge. It is acknowledged that the principle of development has been agreed on the site because permission was originally granted for B8 use. However, Berkshire Structure Plan Policy C2 seeks to strictly control development outside settlements. There would be an increased intensity of activity under B1 offices – this would have a detrimental impact on the open countryside. In particular, the volume of traffic and noise that would be generated would be very significant.

An objection is raised on grounds that the proposed development is contrary to Policy C2 of the Berkshire Structure Plan.

3. Employment

In order to calculate the employment situation resulting from the proposed development, the number of people employed on the site at present (Warehousing and Distribution) is taken from the number of jobs likely to be generated following completion of the development.

Employment generated (based on Berkshire employment densities)	**304**
Number employed on the site at present (according to the applicant's figures)	**20**
Total Employment Impact	**284**

As a result of the above calculation, the total net employment impact will be 284 jobs.

The latest figures on the balance between housing and jobs suggests that with commitments made by March 2000, the wider Reading area (consisting of Wokingham District, Reading Borough and West Berkshire) will have a labour shortage of around 32, 983 workers by 2006 – this is providing no additional employment commitments are made in the ensuing years, and assuming that the Structure Plan housing figures for the three Unitary Authorities are not added to.

As the development will lead to a net increase of 284 jobs, this would exacerbate the current imbalance in the wider Reading area and give rise to further housing pressures. Indeed, this level of employment has the potential to generate demand for around 221 dwellings (based on projections to 2006 of the number of workers per household). This is an increase on the Structure Plan housing allocation of 7750 dwellings for Wokingham District. In addition to this, the proposal has the potential to give rise to transport problems (see Section 4).

A strategic objection is raised on grounds of conflict with Policy BU1 in that the proposed development will give rise to pressures for housing additional to the provision in the Structure Plan, and the potential to generate transport problems.

4. Transport

The office workers will be heavily reliant upon the use of the private car to travel to and from the site. This is due to the following reasons:

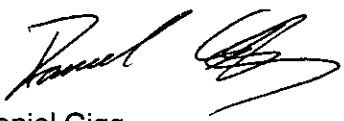
- The site is not very accessible by public transport. In the immediate area, there is one bus per hour to and from Reading train station. No proposals have been identified to improve public transport services.

- People will not cycle or walk to the development. The applicant has not provided any measures to enhance pedestrian and cycle facilities.
- There will be approximately 1.1 car parking spaces per worker (this has been calculated using the number of spaces proposed and the estimated number of people who will be employed at the site). This level of car parking would not encourage the workers to use alternative modes to transport to gain access to the site.

An objection is raised on transport grounds, as the proposed development would not create sustainable travel. The proposed offices conflict with Berkshire Structure Plan Polices LD1, LD5, (T2, T3 and T4).

I trust the above is of use. Should you have any queries, please do not hesitate to contact me on 01628 796518.

Yours sincerely,



Daniel Gigg
Planner

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

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

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

Dear Mr & Mrs Garnett

THE THATCH / PULLEYNS TRANSPORT

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

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

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

Yours sincerely

HAROLD SANDERS
Conservation Architect

cc: Mrs A Odell

38373 12/1

REPLY REQUIRED

To:
Policy And Plans Section

From: Angela Odell

Date: 28 December 2000

E|G

Application Number: O/2000/3042

Proposal: Outline application for redevelopment of site for B1 office use..

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

Applicant:
Denton & Gibson Ltd .

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

Site in Countryside designated as green gap/wedge. Currently in storage + distribution use.

Relevant policies BSP Bu1, C2, C6
LALP LE2, LTV2, LC1
WDLP WRE4, WCC2 + para. 2.25
PPG6 - sequential approach to development attracting large numbers of people (including offices)

LE2 Site not identified in plans for redevelopment. Does not appear to have significant planning benefits as required by this policy.

WRE4. Takes into account several factors.
1) Careful approach in BSP to additional employment development in the light of existing high level of committed B1/B2 floorspace
2) that development should be at a level of intensity + appearance (i.e. minimal visual impact) which takes into account the countryside location and Overall Strategy policies in the WDLP + BSP which seek to direct development to sustainable locations.
3) flexibility for local firms to undertake minor expansion in a location where development is constrained
4) para 3.11 of PPG7 - which allows 'reasonable' expansion 'where possible' in the countryside

Sean

In assessing proposal you need to compare existing permissions + the proposal bearing in mind any potential for change under existing permission or PD rights. In this area of high unemployment no local need to support the rural economy. No special extenuating circumstances.

Recommendation. Treat with caution. possible refusal as out of character with rural area.

Application No. **Received** **Charvil**
F/2000/2078 **28.07.00**

Applicant: **Bellway Homes**
Location : **102 Old Bath Road, Charvil**
Proposal : **Proposed erection of 21 flats with parking and amenity space plus demolition of existing building (Duplicate Application)**

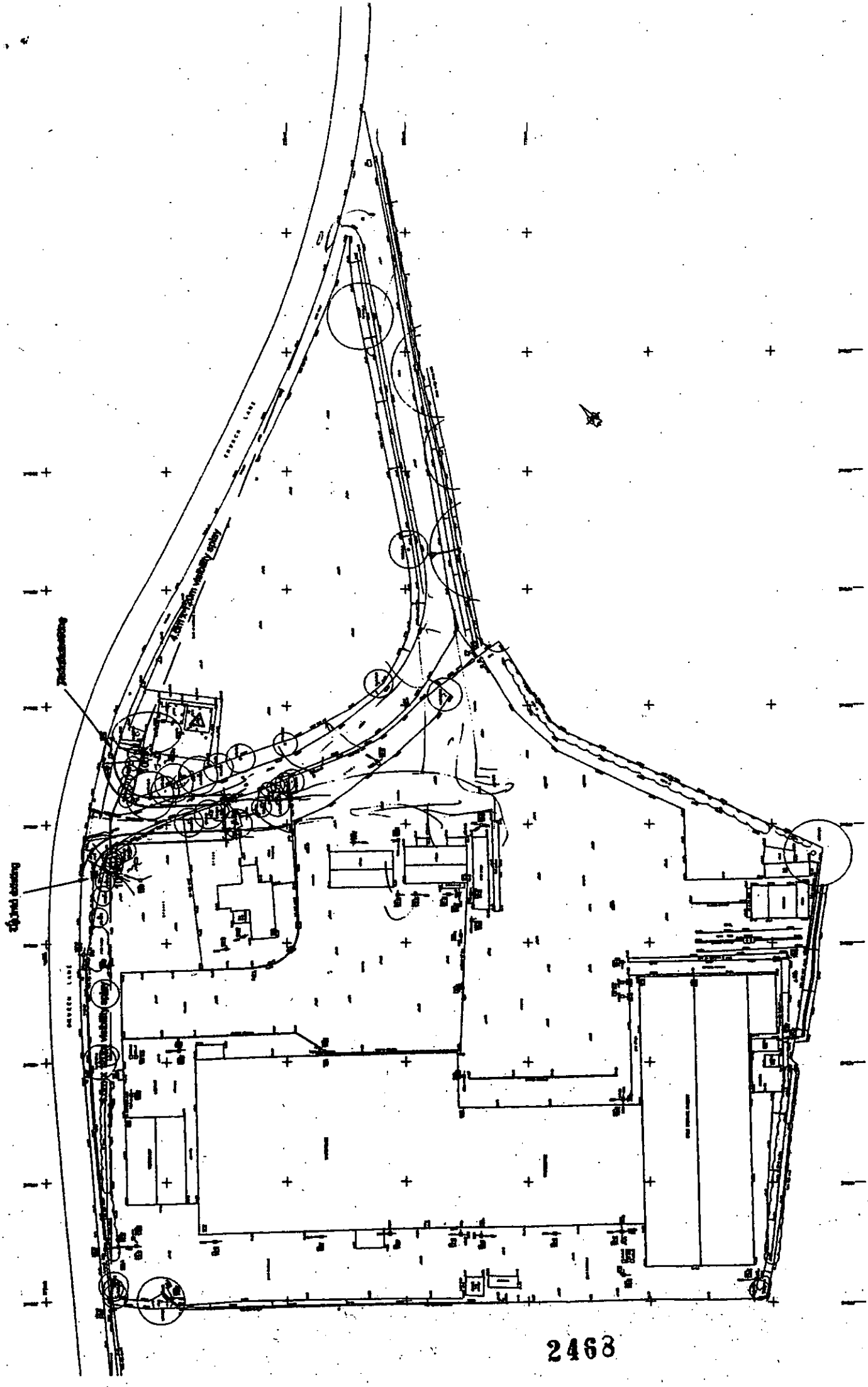
1. **Planning History** – The site is located off the A3032 Old Bath Road on the edge of the Identified Settlement. The site is currently occupied by a single storey bungalow with a single storey rear extension. In the past the site has been used as a rest home, but is currently vacant. Permission was granted in 1993 for the redevelopment of the current structure to create a 24 bed Nursing Home. This permission was renewed in 1998. However, in February 2000 an appeal was allowed for the demolition of the existing structure and erection of a new 36 bed Nursing Home on the site. The proposed development was a 2-storey structure with a maximum height of 7.8m, width of 27m and depth of 38.5m. The duplicate appeal is currently at appeal for non-determination.

2. **Proposal** – The proposed development is to demolish the existing bungalow and extension and the erection of a three-storey structure which would create 21 flats, with creation of new access off Old Acre Lane and 32 parking spaces. The proposed structure would have a maximum height of 8.5m, width of 22.5m and depth of 41.2m.

3. **Consultations** -
   - ***Charvil Parish Council:*** Object to the proposed development (see attached comments).
   - ***Highways***: to follow.
   - ***Landscaping:*** Concerned about the potential impact upon the existing trees and the possible provision for future planting.
   - ***Environment Agency:*** No objection subject to the flood compensation measures and conditions.
   - ***Letters:*** There have been 7 letters of objection from local residents. The objections can be summarised as follows:
     - Impact upon highway safety.
     - Out of keeping with the character of the surrounding area.
     - Overlooking of neighbouring dwellings.
     - Density would be too high.
     - Under-provision of parking spaces.
     - Bin store location.

4. **Appraisal** – Main Issues:

   A. Principle of Development. (Policy H5 of the Berkshire Structure Plan; Policy LH1 of the Loddon Area Local Plan and Policy WH6 and Housing Density Policy of the Wokingham District Local Plan).
   B. Housing Mix and Density. (Policies H5 and H9 of the Berkshire Structure Plan; Policies LH1, LH8 and LBE5 of the Loddon Area Local Plan and Policy WH6 and Housing Density Policy of the Wokingham District Local Plan).



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DENTON AND GIBSON LIMITED
Commercial and Residential Property Developers
Building and Civil Engineering Contractors
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Telephone: (0118) 947 1641
Fax: (0118) 918 7701

STATEMENT IN SUPPORT OF PROPOSED OFFICE REDEVELOPMENT FOR DENTON AND GIBSON LIMITED, CHURCH LANE, SHINFIELD

1.0 BACKGROUND TO DENTON AND GIBSON LIMITED

1.1 Denton and Gibson Limited have been developing business space in semi rural locations for over 15 years. Our most notable scheme is Shrivenham Hundred Business Park where we have developed 150,000 sq. ft. of space over a 13½ acre landscaped Business Park. We have developed an excellent understanding with both the District and Parish Councils, always trying to consider the local issues coupled with local employment needs

2.0 THE PROPOSAL

2.1 It is proposed to demolish the existing warehousing buildings on the site, and redevelop these to provide 7,000 sq. metres of offices on two floors, with car parking, as shown on the plans submitted with the application. A new entrance is proposed off Church Lane, with the existing access being closed. It is anticipated that the offices will be built to a high standard of design, using good quality materials, and that the whole site will be extensively landscaped, providing screening to the boundaries and similar.

3.0 THE PLANNING HISTORY

3.1 There has been an extensive planning history to this site. Most recently, an appeal against a refusal of permission to extend the existing warehousing on the site, was dismissed. The main concerns of the Inspector were the height and scale of the new buildings that were proposed, in relation to the surrounding countryside, and also highway safety problems. This application addresses both of these issues. The proposed new buildings are at a significantly lower level and cover less than half the site area of the existing buildings. As such, the application can be considered to be an opportunity to improve the appearance of the existing site, and therefore the general character and appearance of the area.

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Caversham, Reading RG4 5BY

Registered in London, England
Registered number 1400520

4. PLANNING POLICIES

4.1 The redevelopment of existing buildings outside settlement areas, as proposed in this application, is permissible under C2 of the Structure Plan. Permission can, in addition, normally be granted for this form of development, under BU1 and BU2, particularly where development contributes towards meeting the employment needs of the local population in the county, including rural areas, and where development contributes towards the needs of existing firms in Berkshire.

4.2 The site lies within an identified gap in the Council's Local Plan, and therefore C6 of the Structure Plan requires that particular regard be given to the appearance of any development in such areas. In this respect, the proposed new building will have a reduced visual impact on the character and appearance of the surrounding areas, in comparison to the current buildings.

4.3 The Council's Local Plan is similarly supportive. WOS.1 requires development to be in a sustainable location, and this is adequately dealt with in the report prepared by the Bellamy Roberts Partnership.

4.4 Redevelopment is permitted in the countryside under WCC1 and is not excluded by WCC2 in relation to green gaps, subject to development having no adverse effect on the appearance of the gap.

4.5 WCC4 refers to new buildings outside settlement boundaries, and again accepts that, in accordance with C2 of the Structure Plan, consent can be granted for such building providing there are no suitably located existing buildings elsewhere that could meet the need for new floor space requirements, that the new building is no larger than that necessary for the intended use, and that it is well sited and designed, and integrated into its surroundings. These criteria are met by this proposal.

4.6 WRE.4 refers to development on existing employment generating sites outside settlements, and sets out various tests that need to be met for such development to be acceptable. The proposal meets these requirements. There is no intensification of activity on the site; no

greater visual impact on the area, the proposal does not cover a larger area of the site than that at present occupied; there will be no detriment to the adjoining land uses, and the proposal is acceptable in highway safety terms.

4.7 Current Government advice under PPG4, stresses that development plans should take account of the locational demands of businesses and the wider environmental objectives. In particular, the Note emphasises that policies should provide for choice, flexibility and competition. In allocating land for commerce, planning authorities should be realistic in their assessment of the needs of business. Policies should aim to ensure that there is sufficient land available which is readily capable of development, and well served by infrastructure, and that there is a wide variety of sites available to meet differing needs (paragraph 6).

4.8 In this respect, it is our view that there is a need for this size and type of development in the area, and a shortage of such premises.

Access Officer - Building Control
F.A.O. Duncan Garrett

From: Angela Odell

Date: 28 December 2000

Application Number: O/2000/3042

Proposal: Outline application for redevelopment of site for B1 office use..

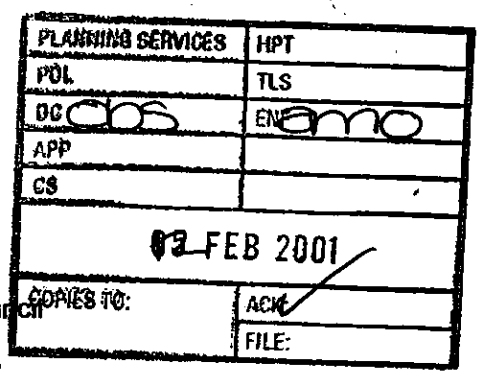
Site Address:
Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Reading.

Applicant:
Denton & Gibson Ltd .

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

As Permit outline only will ensure comply with all legislation when submitted.

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



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

Dear Ms Odell

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

0/2000/2750

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

0/2000/3042

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

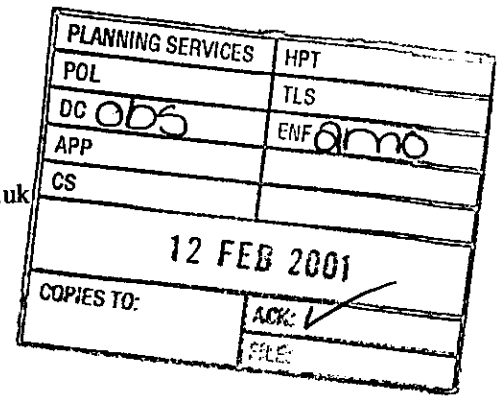
I would urge the Council to reject these applications and any subsequent applications along these lines. The extra vehicular traffic which would be generated by either of these schemes is unacceptable to local residents and the Council should seek to protect school children, local residents and their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

Yours sincerely

Dr C R Fricker

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

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



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

Wednesday, 07 February 2001

Ref; 0/2000/3042. Change of use of Pulleyns Transport.

Dear Sirs,

I write to object to the above planning application. I read with horror the application by Pulleyns Transport to redevelop the site for offices. The sheer scale of the redevelopment in the area is a monster. The site is fed by a small road that is Church Lane. We have had an ongoing battle with the monster vehicles currently using the site; we certainly do not need more traffic. My house is approaching 100 years old and the vibration caused by the current traffic rocks the house to its foundations on a daily basis, not to mention the damage they are doing to the road and the environment. The volume of traffic will increase dramatically if the plans are approved. The road and the interchanges just cannot cope with the traffic that would result.

As you are aware the road is an access road for Ryeish Green School and it cannot be viewed as safe to mix this vast volume of traffic with young children, many on cycles. The road is a small rural road not designed for high density traffic, a small road with blind bends and cycles is a recipe for disaster. This must be counter to the Governments 'Safer Route to School' Scheme.

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

Regards

B.J.Whitehead

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

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

Dear Ms Odell

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

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

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

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

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

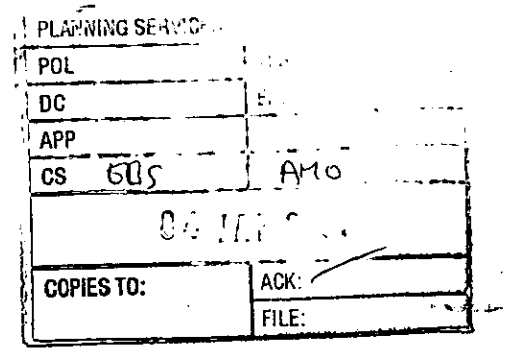
Yours sincerely

N B Garnett

Mr and Mrs N Garnett

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

AVOCA
CHURCH LANE
THREE MILE CROSS
READING RG7 1HB



Mr J Mitchell
Development Control Manager
Wokingham District Council
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

3rd January 2001-01-03

Dear Mr Mitchell

Re: Pulleyn Transport Ltd 0 / 2000 / 3042

It is important that no further development is permitted of the Pulleyn Site in Church Lane, Three Mile Cross.

Everything must be done to encourage the Company to move to more suitable premises for a business which is totally unsuited to such a location.

More and more of their and their supplier trucks are using Church Lane. Two trucks cannot pass without overhanging the pavement, a pavement which is used by the residents of Church Lane and the pupils attending Ryeish Green School.

Their site is also very noisy, apart from the continued movement of trucks. The motors from their vast refrigeration unit runs day and night, which is particularly invasive in our garden.

Further development of this site must not be allowed.

Yours sincerely

L.F. JAMES

Ian Jordan

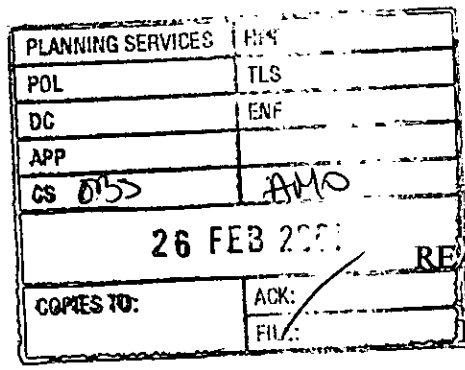
From: WebComments@wokingham.gov.uk
Sent: 26 January 2001 06:48
To: ian.jordan@wokingham.gov.uk
Subject: Comments on Planning Applications

****

NatureofEmail: Object
ApplicationNumber: 0/2000/3042
Correspondent_FullName: Mr & Mrs R.Erdwin
Correspondent_StreetAddress: Orchard House,Church Lane,
Correspondent_Address2: 3 Mile Cross.
Correspondent_Town: Reading
Correspondent_County: Berkshire
Correspondent_PostCode: RG7 1HD
Correspondent_Telephone: 0118-9884457
Correspondent_Email:

Comments:

Pulleyns Transport.For change
of use of site to accommodateoffice building with 280 parkingThis plan would invetably causeparking problems along the laneand to numerous a workforce
which would bring traffic chaosat peak times.7000 sq.metres
of workspace would indicate
an even larger workforce
hence more traffic and less
of a designated safe route to
school.We object to any
building which will be higher
than the neighbouring buildings.We would prefer our egg farm
back!!!!!!!!!



Shinfield Lodge
Church Lane
Three Mile Cross
READING RG7 1HB

February 19, 2001

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

After report.

Dear Ms Odell,

Application 0/2000/3042 Change of use of Pulleyns Transport site

We object to this Planning Application on the grounds of any increase in traffic along Church Lane would significantly increase the risk to the safety of school children and anyone else using the road. Any pedestrian or cyclist using the cycleway has to cross the road by the entrance to the old road at the Pulleyn site. This would bee extremely dangerous with large numbers of cars also turning into the old road. The speed limit is widely ignored by huge number of motorists using Church Lane currently and the crossing is on a difficult bend. Some traffic calming measures need to be implemented now. The traffic island is often damaged by lorries or cars and at least one serious accident occurred last year.

The current level of traffic causes damage to property and distress to residents during the frequent times of flooding in Church Lane; an increase would be intolerable. The entrance of Pulleyn's yard has been sandbagged which exacerbates the problem.

The field between Church Lane and the old road has already been partly dug up and left in an unsightly manner. The adequate provision of car parking would be difficult to achieve and insufficient space would cause massive problems.

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

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

Yours sincerely,

C BSellw

Clive Sellwood

Jane Sellwood

Dr Jane Sellwood

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

DNS

PLANNING SERVICES	HPT
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23 FEB 2001	
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Angela Odell
Case Officer
Planning Department
Wokingham District Council
Shute End
Wokingham
RG40 1WR

21 February 2001

Dear Ms Odell,

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

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

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

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

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

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

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

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

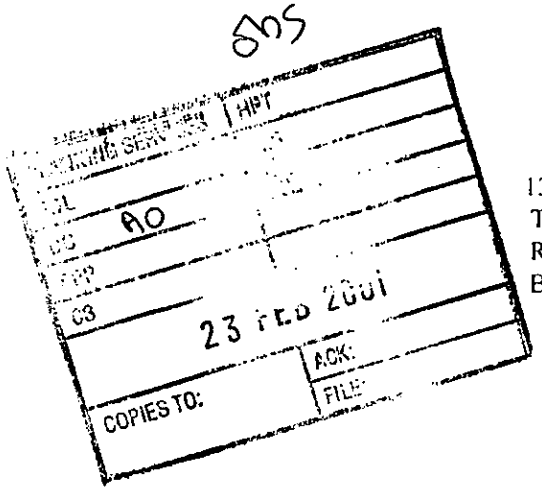
- we want improved road safety for school children, pedestrians and residents; this would be severely hampered by such a huge increase in traffic flow.
- this will add to the drainage problems in the area, which is already prone to flooding

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

Yours sincerely,

D.A. Rhymes

Mrs D A Rhymes



13 Church Lane
Three Mile Cross
Reading
Berks RG7 1HB

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

21st February 2001

Dear Ms Odell,

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

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

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

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

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

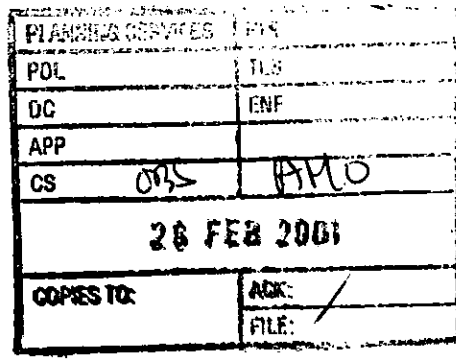
With regards the second application I would object on the grounds of any increase in the current level of traffic would be problematic. Most evenings I have to reverse into my drive as I find it to difficult and dangerous for me to reverse out in the morning traffic. As I reverse in it means I have to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

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

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

Yours sincerely

Michael Stallion



Brockley Lodge
Church Lane
Three Mile Cross
Reading
RG7 1HD

Tel: 0118 988 3476

22nd February, 2001

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

Dear Madam

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

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

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

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

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

Tel: 0118 9883150

23 February 2001

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

Dear Madam,

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

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

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

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

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

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

Application 0/2000/3042 would result in:

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

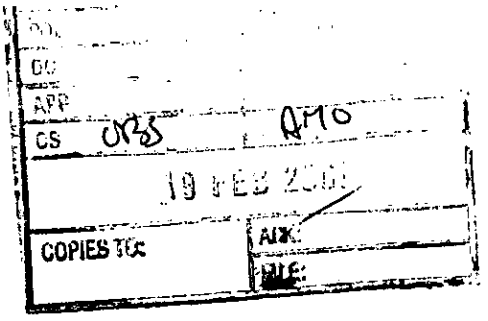
The general thrust of these plans would also add to the drainage difficulties in Church Lane and the increase in traffic, both numerically and vehicle size, is counter to the need for greater safety on roads leading to schools.

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

Remove HGV vehicles
Reduce speed to 20mph

Yours faithfully,

Mr. K. Millsop



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

14th February, 2001

Dear Ms. Odell,

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

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

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

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

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

Thank you.

Yours sincerely,

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

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CS	
13 FEB 2001	
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Sandra
Church Lane
Three Mile Cross
Reading
RG7 1HS
4/2/2001

Dear Sirs

Re planning permission
for Pulleyn Transport

1) Application 0/2000/2450
(a) We have less large lorries
now more,
Entry into Church Lane
will be dangerous in
view of corners - especially
when school children are
going to Ryeish Green School
b) It's too near houses
c) There is ~~at~~ too much
Warehousing - no more
should be built

e) Our quality of life will be further eroded by the redevelopment

Application 0/2000/3042

a) There would be increased traffic at peak times.

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

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

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

e) There is more need to children cycling and walking to school.

Yours faithfully

Pat Barnard (Mrs)

OBS

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POL	TLS
DC	SMF
APP	AO
CO	

21 FEB 2001

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	FILE:

Mr P.M. White, Miss R. Sherlock

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

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

Dear Ms Odell,

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

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

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

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

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

Yours Sincerely

P.M. White (P.M.White)

OBS

PLANNING SERVICES	HPT
POL	TLS
DC	ENF
APP	
CS	1 AO
21 FEB 2001	
COPIES TO:	ACK: ✓
	FILE:

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

February 19th 2001.

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

Dear Madam,

Application 0/2000/2750 redevelopment of Pulleyns Transport

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

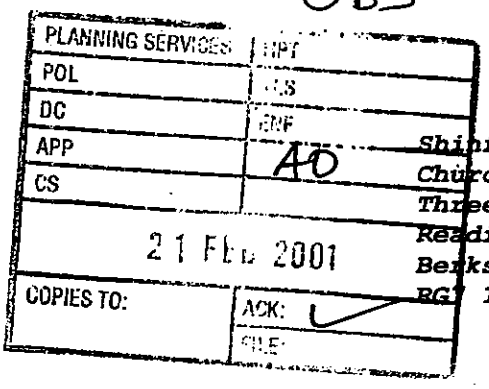
With regard to Planning Application 0/2000/3042 Change of use of Pulleyns Transport site, we also object to this application. To have an increase in traffic at Peak times would cause chaos, as it is already excessive, and not only that we consider there is insufficient parking space, which would mean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

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

Yours faithfully,

R.S. & E.? Wells

OBS



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

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

19.02.01

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

Dear Mrs Odell,

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

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

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

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

Yours sincerely
Jenny Edwards
Jenny Edwards

Ian Jordan

From: WebComments@wokingham.gov.uk
Sent: 26 January 2001 06:48
To: ian.jordan@wokingham.gov.uk
Subject: Comments on Planning Applications

****

NatureofEmail: Object
ApplicationNumber: 0/2000/3042
Correspondent_FullName: Mr & Mrs R.Erdwin
Correspondent_StreetAddress: Orchard House,Church Lane,
Correspondent_Address2: 3 Mile Cross.
Correspondent_Town: Reading
Correspondent_County: Berkshire
Correspondent_PostCode: RG7 1HD
Correspondent_Telephone: 0118-9884457
Correspondent_Email:

OBJ
2000/3042
AO

Comments:

Pulleyns Transport.For change
of use of site to accommodateoffice building with 280 parkingThis plan would invetably causeparking problems along
the laneand to numerous a workforce
which would bring traffic chaosat peak times.7000 sq.metres
of workspace would indicate
an even larger workforce
hence more traffic and less
of a designated safe route to
school.We object to any
building which will be higher
than the neighbouring buildings.We would prefer our egg farm
back!!!!!!!!!

TO: **DEVELOPMENT CONTROL**
Angela Odell

FROM: Environmental Design

DATE: 3 January 2001

Location:	Pulleyn Transport Ltd, Church Lane, Three Mile Cross, Shinfield
Proposal:	Outline application for redevelopment of site for B1 office use.
Application Number:	O/2000/3042

In response to your consultation dated 28 December 2000 for the above application, the landscape comments are as follows:

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

It is difficult to assess the impact of the proposed office building without any information provided on the proposed height of the building. The height of the proposed office block may be lower than the existing warehouse, however, the combined mass of the proposals along with the associated car parking will still remain an intrusive element within the landscape and which could be exacerbated by the intensity of use of the site.

The outline proposals show additional planting along the site boundaries but leaves very little scope for planting within the site to break up the extensive car parking areas and on the eastern boundary to soften views from the public rights of way from the south east and the south west.

Catherine Brimble

Catherine Brimble
Landscape Architect

PLANNING SERVICES	HPT
POL	TLS
DC	FNT
APP	
CS	
17 [illegible] 01	
COPIES TO:	[illegible]
	[illegible]

WOKINGHAM DISTRICT COUNCIL

MEMORANDUM

From: John Mullaney
Environmental Health

My Ref:

To: Angela Odell
Planning

Your Ref: O/2000/3042

Date. January 16, 2001

PROPOSED: REDEVELOPMENT OF SITE FOR B1 OFFICE USE

LOCATION: PULLEYN TRANSPORT, CHURCH LANE, SHINFIELD

These proposals have been evaluated and I have no environmental health objections to the application.

John Mullaney

JOHN MULLANEY
ENVIRONMENTAL HEALTH OFFICER
ENVIRONMENTAL PROTECTION AND HOUSING

Received by Wokingham District Council

Application No: O/2000/3042

Proposal:
Outline application for redevelopment of site for B1 office use.

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

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Angela Odell P.O. Box 157 Council Offices, Shute End, Wokingham Berkshire, RG40 1WR to arrive on or before 21/01/2001. Written comments submitted will become available for public inspection.

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

Head Planning and Transportation

28 December 2000

Wokingham District Council
Planning Application

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

AND/OR

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

Application No: O/2000/3042

Proposal:
Outline application for redevelopment of site for B1 office use.

Location:
Pulleyn Transport Ltd Church Lane Three Mile Cross Reading

This application is being advertised in the Reading Chronicle newspaper on the 12/01/2001 for the following reason(s);

PROPOSAL IS A MAJOR DEVELOPMENT

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

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

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

Comments should be sent in writing QUOTING THE APPLICATION NUMBER to the Case Officer Angela Odell P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **02/02/2001**. Written comments submitted will become available for public inspection.

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

Date: 12/01/2001

displayed by A. Odell.
10.1.01.

AO

1792

I have today displayed the site notice(s) in a prominent position on the land/ buildings to which the application number 0/2000/3042 relates.

Address of site Pulleyn Transport LTD Church lane

Three mile Cross Reading

Signed [signature]

Date 4·1·01

Postage will be paid by licensee

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

Business reply service
License no. RG147

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

WOKINGHAM D.C. DEVELOPMENT CONTROL

Start date:	15 DEC 2000
Officer: AO	Application No. 0/2000/3042.

Map No. 72. Site 1:6.....
Easting: ..... Flood Pln .....
Northing: ..... Mineral .....

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

Description:
(O) OUTLINE APPLICATION FOR REDEVELOPMENT OF SITE FOR B1 OFFICE USE

Location: PULLEYN TRASPORT CHURCH LANE

Parish: SHINFIELD Ward: Shinfield

Applicant: DENTON & GIBSON LTD

Fee Received 3040-00 (7) Required ~~4250-00~~ MAX FEE Additional ~~1210-00~~ Refund .....

Enforcement Section to be notified ☐ tick if required

Additional information required for validation

		Reason	Requested	Received
1	1:2500 OS location plan showing property edged in blue/red	Scale (1:1250?)		
2	1:500 block plan showing existing & proposed dev. + adj. Properties			
3	Forms unsigned			
4	Correct S 66 certificate			
5	Elevation plans			
6	Floor plans			
7	Metric scale disclaimer			
8	Encroachment letter			
9	Miscellaneous			

APPLN NO. _____

ACTION REQUIRED BY DEVELOPMENT CONTROL

Conservation Area .....

Listed Building 1 2 2*

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

Date Site Notice Sent :28.12.2000 Parish Council Informed - YES / NO

INTERNAL CONSULTATIONS

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

EXTERNAL CONSULTATIONS

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

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

HERITAGE BODIES

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

OTHERS:

(Rural Area)

.....
- C.P.R.E ✓
.....
* - Thames Valley Economic Partnership
- Disabled Access officer. ✓

NEIGHBOURS:

S/N + Berkshire Caravans, Church Lane
6 & 7 Church Lane, Three Mile Cross
Church Lane Farmhouse, Church Lane ✓
as for 2000/2750 16a Church Lane ✓ & Three Mile Cross
The Grove, Church Lane ✓
12-16 Church Lane ✓
Heatherbell } Tinkagel Road, Finchampstead,
Westways }
+ Pulleyn Transport, Church Lane, Three Mile Cross ✓

+ see solid green line on map.

15 DEC 2000 3942

DENTON AND GIBSON LIMITED
Commercial and Residential Property Developers
Building and Civil Engineering Contractors
Foundation House, Paddock Road, Caversham, Reading RG4 5BY
Telephone: (0118) 947 1641
Fax: (0118) 918 7701

Our ref: GJD/sr/D&G

8th December 2000

Chief Planning Officer
Wokingham District Council
P O Box 157
Shute End
Wokingham
RG40 1WR

Dear Sirs

Pulleyn Transport Site, Church Lane, Three Mile Cross

We are looking at this site off Church Lane as a future redevelopment site for offices should Pulleyn Transport consider relocating their business out of the district. We are aware there has been a Planning Appeal on this site and there is a possibility that the current business may move subject to whether improvements can be made to the existing buildings on the site for warehousing.

We wish therefore to submit an Outline application for a change of use to B1 and enclose the following documents:

- 6 copies of application forms
- Certificate B
- 6 Copies of drawing CL/01 and location plan
- Planning statement
- Deposit cheque in the sum of £3,040

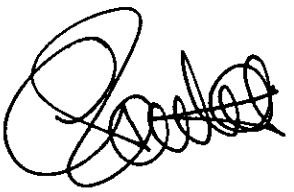
This site is well located near to junction 11 and the business area to the southern side of Reading for a headquarters building. The advantage of this scheme would allow the designers of the new building to acknowledge the sensitive design issues raised by the last appeal in view of the height, massing and scale of the buildings on the site.

We are aware that Pulleyn Transport have recently made an application to rebuild some of their warehousing, we have therefore used the same Highway Engineers to prepare a Transportation Assessment.

Continued'2

The take up of the offices being constructed in Green Park at junction 11 have meant that new headquarter size buildings in this area re in great demand. Therefore we have confidence that such a proposal would find an occupier very quickly.

Yours faithfully



G J Denton
Chief Executive

Enc.

1789/a

SECTION 66 CERTIFICATE

Application No.

15 DEC 2000* 3042

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

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

OR

+ See Note (a) to Certificate A

OR

(b) Insert description of steps taken.

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

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

CERTIFICATE A

I certify that:

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

CERTIFICATE B

I certify that:

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

Owner's(a) name	Address at which notice was served	Date on which notice was served
PULLEYN TRANSPORT LTD	CHURCH LANE, THREE MILE CROSS, READING	8·12·00

CERTIFICATE C

I certify that

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

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

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

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

  (b) .....

  .....

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

  on (d) .....

1789/b

CERTIFICATE D

I certify that

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

OR

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

(b) .....

.....

(b) Insert description of steps taken

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

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

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

on (d) .....

ALL APPLICANTS MUST COMPLETE THIS SECTION

Agricultural Holdings Certificate

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

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.

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 ..... DENTON & GIBSON LIMITED

Date 8:12:00

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

1913 /a

SCHEDULE 2

Articles 6, 7 and 9

15.DEC.2000* 3042

PART 1

Town and Country Planning (General Development Procedure) Order 1995

NOTICE UNDER ARTICLE 6 OF APPLICATION FOR PLANNING PERMISSION

(to be published in a newspaper or to be served on an owner or a tenant**)*

Proposed development at *(a)* PULLEYN TRANSPORT, CHURCH LANE, SHINFIELD

I give notice that *(b)* DENTON & GIBSON LIMITED

is applying to the *(c)* WOKINGHAM DISTRICT COUNCIL Council

for planning permission to *(d)* REDEVELOP TO FORM B1 OFFICES

Any owner* of the land or tenant** who wishes to make representations about this application should write to the Council at *(e)* PLANNING DEPT., P O BOX 157 COUNCIL OFFICES, SHUTE END, WOKINGHAM

by *(f)*

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

** "tenant" means a tenant of an agricultural holding any part of which is comprised in the land.

Signed

† On behalf of DENTON & GIBSON LIMITED

Date 8.12.00

Statement of owners' rights

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

Statement of agricultural tenants' rights

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

† Delete where inappropriate

Insert:

(a) address or location of the proposed development
(b) applicant's name
(c) name of Council
(d) description of the proposed development
(e) address of the Council
(f) date giving a period of 21 days beginning with the date of service, or 14 days beginning with the date of publication, of the notice (as the case may be).

1769a

WOKINGHAM DISTRICT COUNCIL
PLANNING APPLICATION

PART 1

APPLICATION FOR PERMISSION TO CARRY OUT DEVELOPMENT - TOWN AND COUNTRY PLANNING ACTS

Please answer **ALL QUESTIONS** in **BLOCK LETTERS**. If a question is not applicable, answer **N/A** in space. Please submit **SIX** copies of this form and plans to:-

THE DISTRICT PLANNING OFFICER,
WOKINGHAM DISTRICT COUNCIL,
PLANNING DEPARTMENT,
P.O. Box No. 157,
COUNCIL OFFICES,
SHUTE END,
WOKINGHAM,
BERKSHIRE, RG11 1WR

FOR OFFICE USE ONLY

15 DEC. 1760 3042

1.	APPLICANT'S NAME	DENTON & GIBSON LTD
	ADDRESS	FOUNDATION HOUSE, PADDOCK ROAD CAVERSHAM, READING
	POST CODE	RG4 5BY PHONE 0118 947 1641
2. If the applicant has an agent, all correspondence will be sent to the agent	AGENT'S NAME	
	ADDRESS	N/A
	POST CODE	PHONE
3. On the plans show the SITE outlined in RED Show also OTHER land in the applicant's ownership or control in BLUE.	SITE LOCATION	PULLEYN TRANSPORT, CHURCH LANE THREE MILE CROSS, READING
4. WHAT IS THE APPLICATION FOR ? Give brief details and state for what purpose this site and any buildings will be used.		PROPOSED CHANGE OF USE FROM B.8 WAREHOUSING AND REDEVELOPMENT TO FORM B1 OFFICES WITH ACCESS ALTERATIONS.
5. Give the area in hectares or part of a hectare	AREA OF SITE	1.6 HA
6. State the applicant's interest in the land e.g. owner, prospective purchaser, lessee	OWNERSHIP	PROSPECTIVE PURCHASER
7. List all the plans and drawings submitted with the application	PLANS/DRAWINGS	CL01 + LOCATION PLAN

8. DOES THE APPLICATION INVOLVE ANY OF THE FOLLOWING ?
Tick the boxes(x)

CHANGE OF USE	☑	REDEVELOPMENT	☑
ERECTION OF NEW BUILDING	☐	ALTERATION or EXTENSION	☐

9. WHAT TYPE OF APPLICATION IS THIS ?
Tick one box only

OUTLINE PERMISSION	☑	See question 10
FULL PERMISSION	☐	
APPROVAL OF DETAILS/RESERVED MATTERS	☐	State relevant outline permission number Also complete Question 10
TEMPORARY PERMISSION	☐	State period required
RELAXATION OF CONDITIONS	☐	State relevant application number Conditions to be relaxed

10. IF THIS IS AN OUTLINE APPLICATION OR AN APPROVAL OF RESERVED MATTERS, which details, if any, do you wish to be considered as part of this application ?

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.

B8 STORAGE & DISTRIBUTION

12. DOES A PUBLIC RIGHT OF WAY CROSS OR ABUT THE SITE OR THE PROPOSED ACCESS? YES/NO — If yes, show existing route(s) and any proposed alternatives on the plans

13. ARE THERE ANY TREES ON THE SITE? IF YES, ARE ANY TO BE FELLED? YES/NO — If yes, please show their positions, spread and species on the plans and which, if any, are to be felled.

14. STATE EXTERNAL MATERIALS TO BE USED.

NOT KNOWN AT PRESENT

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.

EXISTING

16. HOW WILL SURFACE WATER BE DISPOSED OF?

EXISTING SYSTEM

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

SEE PROPOSED DRAWING

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.

£3,040

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings. If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken. Permission under the Town & Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

SIGNED [signature] ON BEHALF OF DENTON & GIBSON LIMITED DATE 8·12·00

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)		328	7,000	
B1 (b)	RESEARCH AND DEVELOPMENT				
B1 (c)	LIGHT INDUSTRIAL		222		
B2	GENERAL INDUSTRIAL				
B3-7	SPECIAL INDUSTRIAL				
B8	STORAGE OR DISTRIBUTION		4535		
C1	HOTELS AND HOSTELS				
C2	RESIDENTIAL INSTITUTIONS				
D1	NON-RESIDENTIAL INSTITUTIONS				
D2	ASSEMBLY AND LEISURE				
OTHER	Please Specify				
OTHER	Please Specify				
	TOTAL		5085	7000	

25. IF C1 OR C2 USE IS PROPOSED, PLEASE STATE NUMBER OF BED SPACES: N/A

26. WHAT PROVISION IS BEING MADE FOR PARKING?

	Cars	Lorries
Existing	20	12
Proposed	280	0

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.
B1 OFFICE

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
20		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.'