App No F/2002/7868

Applicant

T A Copas Family Settlement Trust

Address

Remenham Farm, Remenham Church Lane, Remenham

Proposal

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

Case officer Emy Circuit

APPEAL FILE NO. 1.

Informal Hearing Appeal

Case officer	Emy Circuit
App No	F/2002/7868
Applicant	T A Copas Family Settlement Trust
Agent	Mike Evans
Address	Remenham Farm, Remenham Church Lane, Remenham
Appeal Number	X0360/A/04/1162950
Appeal start date	29/09/2004
Hearing date	01/11/05 – CR3
Development Descr	Proposed change of use from agricultural barns to B1 office use & B8 storage use. Duplicate application with F/2002/7867

Progress record	*Date actioned*	*Initials*
Notification letters due	13/10/2004	
Notification letters sent	06/10/04	DG
Questionnaire due	13/10/2004	
Questionnaire sent	06/10/04	DG
Statement due	10/11/2004	
Statement sent	10/11/04	DG.

~~***Proof due***~~
Hearing date notification Sent: 11/10/05 DG.
~~***Proof sent***~~

decision input/circulated: 29/11/05 DG.

Wokingham District Local Plan

Adopted 11 March 2004

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1.0 OVERALL STRATEGY

INTRODUCTION

1.1 New development intended to meet local and strategic requirements will be expected to relate well to, and enhance, established communities. The capacity of existing towns and settlements to accommodate new development will be considered first before permitting development in the countryside. New development should provide for housing, employment, shopping and other services in locations that allow for the convenient use of public transport and minimise the need to use the private car.

1.2 In considering development proposals the achievement of sustainable development is a fundamental principle. However there are other issues that form part of the overall sustainable development approach which also need to be considered when dealing with development proposals. It is the aim of this chapter to set out the fundamental policies from which the remaining policies of the plan take their lead.

1.3 The plan area is under pressure to accommodate new homes, jobs, services and improved transport facilities and in doing so maintain a prosperous economy. It is important that local commerce and industry produces a dynamic local economy that makes a positive contribution to the character, environment and quality of life of those who live and work in the District.

POLICY FRAMEWORK
Strategic Policy

1.4 This approach accords with the overall approach to development adopted in the *Berkshire Structure Plan 1991 - 2006* which states that:

> 'Sustainable levels, forms and locations of development are ... sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within ... environmental and other limits.' (Paragraph 3.7 of Berkshire Structure Plan 1991 - 2006).

POLICIES

1.5 The policies set out below aim to ensure that such an approach is achieved.

1.6 In line with Government and Structure Plan advice, the Council considers it important that proposals should contribute towards more sustainable patterns of development. This will involve development that makes the best use of resources, including previously developed land and the re-use of existing buildings. It will also include schemes that exploit and/or deliver accessibility by public transport and other non-car modes to jobs, education and health facilities, shopping, leisure and local services. Such accessibility will not be provided at the disadvantage of any section of the community.

1.7 Furthermore, in order to ensure sustainable patterns of development, the Council has investigated the cumulative effects of development on the District's environment. With regard to this, the traffic generated by the housing allocations in Policies WH3, WH4

and WH5 was a particular concern. The Council subsequently assessed the cumulative implications of the Inspector's recommended housing sites prior to the Modification stage of the Plan. However, when applications are submitted on the housing allocations or other sites, the Council may require further cumulative studies to be undertaken to ensure the proposal accords with Policy WOS1.

POLICY WOS1: SUSTAINABLE DEVELOPMENT

THE COUNCIL WILL ENSURE, THAT DEVELOPMENT IS SUSTAINABLE AND IMPROVES THE QUALITY OF LIFE WITHIN THE PLAN AREA BY PURSUING THE FOLLOWING OBJECTIVES:

A) GIVE PRIORITY TO MEETING THE DISTRICT'S ECONOMIC AND SOCIAL NEEDS, INCLUDING THE PROVISION OF AFFORDABLE HOUSING AND A WIDER RANGE OF EMPLOYMENT OPPORTUNITIES

B) MAXIMISING THE USE OF EXISTING LAND AND BUILDINGS, AND EXPLOITING THE POTENTIAL OF PREVIOUSLY DEVELOPED LAND WITHIN IDENTIFIED SETTLEMENTS BEFORE THE COUNTRYSIDE IS BUILT UPON

C) TO PROVIDE FOR EMPLOYMENT, HOUSING, SHOPPING AND SERVICES IN PLACES THAT MINIMISE THE NEED FOR TRAVEL BY PRIVATE CAR

D) THAT NEW DEVELOPMENT MAKES A POSITIVE CONTRIBUTION OR MAKE NO MATERIAL HARM TO THE CHARACTER, ENVIRONMENT, LANDSCAPE, HERITAGE WITHIN THE PLAN AREA

E) TO CONSERVE NATURAL RESOURCES

F) TO MINIMISE POLLUTION

G) TO MAXIMISE THE REUSE OF MATERIALS

H) TO SEEK IMPROVEMENTS TO INFRASTRUCTURE, SERVICES AND AMENITIES

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Limiting the Spread of Development

1.8 The Council recognises the need to maintain an acceptable level of environmental quality and considers that the maintenance of a clear distinction between built-up areas and the countryside is fundamental to achieving this aim. Such an approach helps to ensure that individual settlements retain their identity and that the open and rural character of land outside boundaries of identified settlements is retained. However, within Wokingham District there are a number of settlements where people are heavily reliant on car borne transport because local services and facilities are limited and the choice of alternative transport modes is poor. National planning guidance, particularly PPG3 and PPG13, make it clear that new development should not be allocated in such locations.

1.9 Identified settlements will therefore be divided into two categories as follows:

C) LASTLY, DEVELOPMENT PROPOSALS FOR LAND AND BUILDINGS IN CATEGORY B SETTLEMENTS WILL ONLY CONSIST OF VERY LIMITED INFILLING AND SMALL WINDFALL DEVELOPMENT.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

1.13 The most attractive and successful urban environments are those where all the component parts (e.g. buildings, trees, roads, spaces, people, traffic) have been satisfactorily accommodated to create interesting, lively and pleasant places. In order to maintain and enhance the character of the built environment, the appropriateness of the use of existing buildings and the design of new buildings or extensions to existing buildings, are very important.

1.14 The Council is particularly concerned to promote a high standard of design in new buildings, to ensure that new buildings are responsive to their location and to their potential occupants' and/or users' needs. New development needs to be appropriate in terms of function, siting, scale, form, massing, materials, colour and texture in its relationship with adjoining buildings and sites. Accordingly, new development will be expected to make an acceptable and positive contribution to the built environment. In addition new development should be appropriately located so as to reduce the need to travel and to encourage alternative modes of transport to the car.

1.15 Landscaping schemes should be comprised predominantly, if not wholly, of locally native species.

1.16 People with disabilities are a diverse population and may include individuals with visual, hearing or cognitive impairments, ambulant disabled, the elderly, or wheelchair users. Many of these groups may be denied access to development by ill-considered design solutions.

1.17 PPG1 states that "When a new building is proposed, or when planning permission is required for the alteration or change of use of an existing building, the developer and local planning authority should consider the needs of people with disabilities at an early stage in the design process. They should be flexible and imaginative in seeking solutions, taking account of the particular circumstances of each case."

1.18 Policy WOS3 seeks to ensure appropriate facilities are provided for disabled people in all developments to ensure equal access for everybody.

POLICY WOS3: DEVELOPMENT CONTROL PRINCIPLES

THE COUNCIL WILL REQUIRE ALL DEVELOPMENT PROPOSALS THAT ARE ACCEPTABLE IN PRINCIPLE WHEN ASSESSED AGAINST OTHER POLICIES OF THIS PLAN TO:

A) BE APPROPRIATE IN SCALE OF ACTIVITY AND CHARACTER TO THE AREA IN WHICH THEY ARE LOCATED AND BE INTEGRATED INTO THEIR LOCAL CONTEXT WITHOUT DETRIMENT TO THE AMENITIES OF ADJOINING LAND USES AND OCCUPIERS

B) HAVE NO SIGNIFICANT DETRIMENTAL IMPACT UPON IMPORTANT MAN-MADE, LANDSCAPE AND NATURE CONSERVATION FEATURES AND PROVIDE FOR FURTHER LANDSCAPE TREATMENT WHERE RELEVANT TO

THE TYPE OF DEVELOPMENT AND/OR THE PROTECTION OF LOCAL VISUAL AMENITY

C) BE BOTH LOCATED AND DESIGNED SO AS TO REDUCE THE NEED TO TRAVEL AND ENCOURAGE THE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT AS ALTERNATIVES TO THE CAR

D) HAVE NO SIGNIFICANT EFFECT ON ROAD SAFETY OR CAUSE HIGHWAY, TRAFFIC GENERATION OR TRAFFIC RELATED ENVIRONMENTAL PROBLEMS

E) PROVIDE BUILDINGS, FACILITIES AND SPACES THAT ARE SUITABLE FOR USE BY PEOPLE WHO HAVE MOBILITY OR SENSORY IMPAIRMENT

F) BE OF HIGH QUALITY OF DESIGN THAT RESPECTS THE LOCAL CONTEXT BY VIRTUE OF SITING, LAYOUT, MASSING, MATERIALS, COLOUR AND TEXTURE.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Services, Amenities and Infrastructure

1.19 It is a principle of good planning that new development should provide the necessary infrastructure, including services and amenities, needed to support the development. This could include infrastructure required to provide necessary statutory services. This is a material consideration in considering planning applications (as set out in Circular 1/97, *Planning Obligations* and PPG12 paragraph 6.16). An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met. Such provision is a key element in the quality of life or new and existing residents. Supplementary planning guidance has been produced setting out the implementation of Policy WOS4 below.

POLICY WOS4: SERVICE, AMENITIES AND INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, UNDER THE POLICIES OF THIS PLAN, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE REGARD TO EXISTING LEVELS OF INFRASTRUCTURE, SERVICES AND AMENITIES.

WHERE THE DEVELOPMENT GIVES RISE TO THE NEED FOR THE PROVISION OF NEW OR EXTENDED PUBLIC AND COMMUNITY SERVICES, THE COUNCIL WILL ASSESS THE NATURE AND EXTENT OF PLANNING OBLIGATIONS REQUIRED AS A RESULT OF NEW DEVELOPMENT IN ACCORDANCE WITH NATIONAL PLANNING GUIDANCE. PLANNING PERMISSION WILL NOT BE GIVEN UNTIL THE PLANNING AUTHORITY IS SATISFIED, BY IMPOSING CONDITIONS, OR WHERE THESE ARE NOT APPROPRIATE OR ADEQUATE, BY SEEKING A LEGAL AGREEMENT, THAT AN APPROPRIATE LEVEL OF INFRASTRUCTURE, SERVICES AND AMENITIES REQUIRED AS A CONSEQUENCE OF, AND DIRECTLY RELATED TO, THE DEVELOPMENT IS CAPABLE OF BEING, AND WILL BE, PROVIDED WITHIN THE TIMESCALE OF THE PROPOSED DEVELOPMENT IN ACCORDANCE WITH AN AGREED PHASING PROGRAMME.

Implementation: Through the development control process and in consultation with service providers.

Monitoring: Planning applications determined and reporting to Services, Amenities and Infrastructure Working Party.

Environmental Improvements

1.20 It is important that wherever possible development makes best use of existing resources and enhances the existing area to reduce impacts on amenities and preserve non-renewable resources such as greenfield sites. This accords with Central Government advice and policies contained within the Berkshire Structure Plan 1991 - 2006. Such opportunities may occur both on and off the development site when they are directly related to the proposal.

POLICY WOS5: ENVIRONMENTAL IMPROVEMENTS

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT, OPPORTUNITIES WILL BE SOUGHT TO SECURE ENVIRONMENTAL IMPROVEMENTS, BOTH ON AND OFF-SITE. THESE MAY FOR EXAMPLE INCLUDE:

A) MAXIMISING THE USE OF EXISTING LAND AND BUILDINGS, AND EXPLOITING THE POTENTIAL OF PREVIOUSLY DEVELOPED LAND WITHIN IDENTIFIED SETTLEMENTS BEFORE THE COUNTRYSIDE IS BUILT UPON

B) LANDSCAPING, INCLUDING MAJOR STRUCTURAL LANDSCAPING ON SENSITIVE AND EXPOSED SITES

C) PROVISION OF RECYCLING FACILITIES

D) WHERE APPROPRIATE, THE COUNCIL WILL SEEK THE RE-USE AND REFURBISHMENT OF EXISTING BUILDINGS IN PREFERENCE TO COMPLETE REDEVELOPMENT SCHEMES

E) UPGRADING OF THE EXISTING URBAN FABRIC

F) THE RELOCATION OF BAD NEIGHBOUR TYPE USES THAT CAUSE DETRIMENTAL IMPACTS AND REDEVELOPMENT FOR MORE APPROPRIATE USES.

Implementation: Through the development control process.

Monitoring: Planning applications determined and assessment of land involved.

Environmental Nuisance and Pollution Control

1.21 Development proposals, particularly of a commercial nature, can give rise to nuisances that affect adjoining properties, passers-by, wildlife/conservation interests and the local environment. It is important therefore to control pollution levels to prevent unacceptable impacts from new development or to control and limit nuisance from existing sources. Environmental nuisance and pollution in the context of this policy refers to smells, dust, fumes, light or noxious emissions and to air and water pollution. In considering proposals consideration should be given to both the

individual and cumulative impacts of development. Whilst noise is also a form of pollution, this is considered separately in Policy WOS7.

POLICY WOS6: ENVIRONMENTAL NUISANCE AND POLLUTION CONTROL

THE COUNCIL WILL ONLY PERMIT DEVELOPMENT PROPOSALS WHERE THEY DO NOT GIVE RISE TO AN UNACCEPTABLE POLLUTION OF THE ENVIRONMENT, INCLUDING SERIOUS HARM TO THE CHARACTER AND AMENITIES OF AN AREA, OR THE AMENITIES OF PROPOSED AND NEIGHBOURING LAND USES AND OCCUPIERS. IN ORDER TO REDUCE ADVERSE IMPACTS DEVELOPMENT PROPOSALS SHOULD:

A) HAVE REGARD TO THE NEED TO ENSURE THE ADEQUATE STORAGE AND DISPOSAL OF WASTE MATERIALS; AND

B) HAVE REGARD TO THE HARMFUL OR NUISANCE EFFECTS OF EMISSIONS INCLUDING THE CUMULATIVE EFFECT ON EXISTING AIR QUALITY; AND

C) HAVE REGARD TO THE HOURS OF OPERATION; AND

D) INCLUDE LOCATION OF POTENTIAL NUISANCE OR POLLUTION ACTIVITIES ON THE LEAST SENSITIVE PARTS OF THE SITE OR WHERE THE IMPACTS CAN BE BEST CONTAINED BY PHYSICAL OR OTHER APPROPRIATE MEASURES; AND

E) INCLUDE THE INVESTIGATION AND TREATMENT OF CONTAMINATED SUBSTANCES TO ENSURE THAT THE SITE IS FIT FOR ITS INTENDED USE.

THE COUNCIL WILL SEEK TO MINIMISE LIGHT POLLUTION. DETAILS OF ANY EXTERNAL LIGHTING SCHEME THAT REQUIRES PERMISSION AS PART OF A NEW DEVELOPMENT WILL BE EXPECTED TO BE THE MINIMUM NEEDED FOR SECURITY AND WORKING PURPOSES AND SHOULD MINIMISE POTENTIAL POLLUTION FROM GLARE AND SPILLAGE, PARTICULARLY TO NEARBY DWELLINGS, ROADS AND RURAL AREAS.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Noise

1.22 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Planning Policy Guidance Note 24 (PPG24), *Planning and Noise* sets out that the impact of noise can be a material consideration when considering development proposals. It is important that noise sensitive development such as residential, educational and hospital uses are separated from major sources of noise and that new development that involves noisy activities should be located away from noise-sensitive land uses. In certain circumstances it may be possible to incorporate appropriate attenuation measures to control, reduce or mitigate noise impacts through the use of planning conditions or planning obligations. The Council's Environmental Guidance 3: 'Noise Considerations for new Residential Developments' provides further information on the noise standards for dwellings.

POLICY WOS7: NOISE

THE COUNCIL WILL REQUIRE APPROPRIATE MEASURES TO BE TAKEN IN THE LOCATION, DESIGN, LAYOUT AND OPERATION OF DEVELOPMENT PROPOSALS IN ORDER TO MINIMISE ANY ADVERSE IMPACT AS A RESULT OF NOISE GENERATED. IN ADDITION, PROPOSALS FOR NOISE SENSITIVE DEVELOPMENTS SHOULD HAVE REGARD TO THE FOLLOWING:

A) EXISTING SOURCES OF NOISE E.G. FROM ROADS, RAILWAYS AND OTHER FORMS OF TRANSPORT, INDUSTRIAL AND COMMERCIAL DEVELOPMENTS, SPORTING, RECREATION AND LEISURE FACILITIES

B) THE NEED FOR APPROPRIATE SOUND INSULATION MEASURES

C) THE NEED TO NOT EXACERBATE THE NOISE LEVELS EXPERIENCED BY EXISTING RESIDENTS AS A RESULT OF THE PROVISION OF NOISE ABATEMENT MEASURES TO PROTECT OTHERS.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Renewable Energy and Energy Efficiency

1.23 Renewable energy relates to those energy flows that occur naturally and repeatedly in the environment, such as the sun, the wind and the fall of water. Plant material is also an important source of renewable energy as is combustible or digestible industrial, agricultural and domestic waste materials. Renewable energy sources can help to alleviate the problems associated with waste and disposal, help to reduce harmful emissions released into the environment and reduce reliance on non-renewable sources of energy.

1.24 PPG22 *Renewable Energy* supports the principle of encouraging renewable proposals but advises that development relating to it should be weighed carefully against any potential impact on the environment.

1.25 The Annex to PPG22 on Photovoltaics (published April 2002) reiterates earlier guidance by stating that, 'The Government has a target to produce 10% of electricity from renewable sources by 2010.' In order that this overall target is achieved, individual Council's, such as Wokingham District should also be seeking to try and achieve this target.

1.26 Renewable Energy Assessment and Targets for the South East (2000), published by Government Office for the South East, provides detailed guidance on the renewable energy resources available in the region and the potential contribution they could make.

1.27 Structure Plan Policy RE1 provides more guidance on the development proposals for renewable energy sources.

POLICY WOS8: RENEWABLE ENERGY

THE COUNCIL WILL PERMIT PROPOSALS FOR RENEWABLE ENERGY SCHEMES.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

1.28 It is also important that new development makes the best use of energy sources by ensuring that new buildings make best use of materials and design to facilitate energy efficiency. Preference will be given to robust building designs which are capable of being put to different uses if their original use is no longer viable.

POLICY WOS9: ENERGY EFFICIENCY IN THE DESIGN OF NEW DEVELOPMENT

THE COUNCIL WILL REQUIRE PROVISION TO BE MADE IN PROPOSALS FOR NEW DEVELOPMENT FOR APPROPRIATE DESIGN PRINCIPLES THAT FACILITATE ENERGY EFFICIENCY. THESE INCLUDE:

a) THE APPROPRIATE SITING, FORM, ORIENTATION AND LAYOUT OF BUILDINGS IN ORDER TO MAXIMISE THE BENEFITS OF SOLAR/NATURAL HEATING, LIGHTING AND VENTILATION; AND

b) THE USE OF SOFT LANDSCAPING INCLUDING TREE PLANTING, TO INCREASE SUMMER SHADING AND REDUCE HEAT LOSS IN WINTER; AND

c) THE USE OF ENERGY EFFICIENT TECHNOLOGY FOR HEATING AND LIGHTING WHERE APPROPRIATE;

Implementation: Through planning guidelines and establishing best practice.

Monitoring: Assessment of work completed.

The Historic Environment

1.29 PPG15 *Planning and the Historic Environment* sets out the importance of environmental stewardship and the need to ensure effective protection for all aspects of the historic environment. It is important that the historic environment is properly respected for the contribution that it makes to our cultural heritage and identity. It is an irreplaceable resource, which contributes to our understanding of the present and past and which is also of great importance for leisure and recreation. It is therefore important that the need to protect the historic environment is recognised.

POLICY WOS10: THE HISTORIC ENVIRONMENT

THE COUNCIL RECOGNISES THE VALUE OF THE DISTRICT'S HISTORIC ENVIRONMENT AND WILL SEEK TO PROTECT LISTED BUILDINGS AND THEIR SETTINGS, PRESERVE AND/OR ENHANCE THE CHARACTER OF THE CONSERVATION AREAS, AND PROTECT SCHEDULED MONUMENTS, AREAS OF ARCHAEOLOGICAL IMPORTANCE AND HISTORIC LANDSCAPES.

Implementation: Through the development control process, including the use of the Council's planning guidelines.

Monitoring: Quality of the built environment.

2.16 *Sustainable Development: the UK Strategy*, 1994, shows how the Government wants sustainable development to be reflected in all policies.

2.17 *Rural England: A Nation Committed to a Living Countryside* White Paper, 1995, shows the far reaching changes that have taken place in the post-war decades and recognises the countryside as a national asset.

2.18 The *Planning for Rural Diversification: A Good Practice Guide*, 1995, gives advice on:

a) assessing the economic and social needs of areas
b) devising positive development for economic activity that respects the countryside; and
c) taking a constructive approach to planning applications.

2.19 There is now very strong national policy support for farm diversification (as contained in the *England Rural Development Programme* (ERDP) 2000-2006; the Government's *Strategy for Agriculture: An Action Plan for Farming*, and the Rural White Paper – *Our Countryside: The Future – A fair deal for rural England*). This is underpinned by funding streams and advice to farmers, combined with a supportive planning policy framework, set out in PPG7 as amended and clarified by a policy statement issued by DETR on 21st March 2001. Further guidance is contained in *The Implementation of National Planning Policy Guidance (PPG7) in Relation to the Diversification of Farm Businesses* published by the DTLR in October 2001.

Strategic Policy

2.20 The *Berkshire Structure Plan 1991 - 2006* supports a "vision of balanced rural communities" that are diverse both in terms of their social composition and the range of activities within them. The protection of the countryside is seen to be a fundamental concern. The policies envisage that development in the countryside will be limited to that which is appropriate in type and form, and sensitive to its location.

Supplementary Planning Guidance

2.21 Future supplementary guidance will be produced by the Council in respect of a District-wide Landscape Assessment based on the character approach outlined in PPG7, which in turn will be used to produce a Countryside Design Summary. Village Design Statements will be produced by Parish Councils in consultation with the District Council and, provided they are acceptable, will be adopted as supplementary planning guidance. Methodology will be in accordance with Countryside Agency guidance and the advice in PPG7.

THE COUNTRYSIDE

Development in the Countryside

2.22 The guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. It can accommodate some forms of development without detriment, if the type, form and design are sensitive to the location. New development should be carefully located having regard to existing settlement patterns and to historic, wildlife and landscape resources. Certain categories of agricultural and telecommunications development are classed as permitted development under the Town and Country Planning (General Permitted Development) Order 1995; in some cases there is a requirement to give advance

notification to the Council of the intention to exercise these rights. Development in the open countryside, away from existing settlements or areas allocated for development in this local plan will be strictly controlled. Policy WCC1 is a general policy that establishes the basic principles of countryside development. There may be existing built sites in rural areas that offer the opportunity for redevelopment without compromising countryside objectives. These could include contaminated or derelict sites and may offer the opportunity for environmental improvement. The Council will adopt a cautious approach to such sites as they are likely to be in locations away from existing services and facilities and poorly served by transport options other than the private car. Each case will need to be judged on its merits as an exception to the Plan. Other categories of development that may be appropriate, are set out in Policy WCC1 below.

2.23 Infill development is defined as one or two dwellings in a small gap in an otherwise built-up frontage. For the purpose of this policy small is defined as no larger than necessary to accommodate two houses having regard to the widths of the existing residential frontages in the immediate vicinity. The new dwelling(s) should have a similar road frontage and similar curtilage to adjoining dwellings. It is essential that the development does not adversely affect the character of the area and in particular not lead to any urbanisation of the area. Such development should provide adequate garden or amenity open space for the private enjoyment of residents appropriate to the character and general layout of the area. The protection of trees in accordance with Policy WBE5 will be another important consideration.

POLICY WCC1: DEVELOPMENT IN THE COUNTRYSIDE

DEVELOPMENT OUTSIDE DEFINED SETTLEMENT BOUNDARIES WILL BE STRICTLY CONTROLLED THROUGH THE APPLICATION OF THE DETAILED POLICIES AND PROVISIONS OF THIS PLAN. SUCH DEVELOPMENT WILL ONLY BE ACCEPTABLE IN PRINCIPLE WHERE THE PROPOSAL FALLS WITHIN ONE OF THE FOLLOWING CATEGORIES:

A) DEVELOPMENT REQUIRED FOR AGRICULTURE OR FORESTRY

B) OUTDOOR SPORT OR COUNTRYSIDE RECREATION

C) LOCAL COMMUNITY FACILITIES WHICH CANNOT BE LOCATED ELSEWHERE

D) RE-USE AND ADAPTATION OF EXISTING BUILDINGS

E) DIVERSIFICATION OF AN ESTABLISHED AGRICULTURAL BUSINESS

F) PERMANENT AND TRANSIT GYPSY SITES

G) SENSITIVE INFILLING OF ONE OR TWO DWELLINGS IN A SMALL GAP IN AN OTHERWISE BUILT UP FRONTAGE

H) OTHER DEVELOPMENT SUITABLE TO THE COUNTRYSIDE, WHICH CANNOT BE ACCOMODATED WITHIN A SETTLEMENT.

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, IT WILL ONLY BE PERMITTED IF IT IS APPROPRIATE IN SCALE, FORM, MATERIALS, DESIGN AND CHARACTER TO ITS LOCATION IN THE COUNTRYSIDE. THE ENCLOSURE OF OPEN AREAS THAT ARE IMPORTANT COMPONENTS OF COUNTRYSIDE CHARACTER WILL NOT BE PERMITTED.

Implementation: The development control process.

Monitoring: Planning applications determined within each category.

Separation of Settlements by Gaps and Green Wedges

2.24 As a result of the density of development and the variety of settlements that characterise the plan area, it is essential that the separate identity of these settlements is maintained by keeping real 'green wedges' and 'gaps' between them. Policy C6 of the Berkshire Structure Plan 1991 - 2006 states that the 'green wedges' and 'gaps' will be defined in local plans. The areas in question are set out on the proposals map supporting this plan. Some of these gaps are more vulnerable than others and any built development could undermine their importance. Where specific landscape features such as trees or hedgerows may be compromised measures for positive landscape management will be sought, where possible.

2.25 For the avoidance of doubt, 'green wedges' are areas of open space penetrating, partly enclosed by, or separating identified settlements. Existing permitted uses will continue in these areas, but intensification of these uses will not be allowed where the existing open and undeveloped character of the land is adversely affected. 'Gaps' comprise open land which provides physical or visual separation between distinct identified settlements.

2.26 Areas identified in previous adopted Local Plans have mostly been retained and included in the gaps and green wedges policy, except where specific proposals require a change. However, a thorough review of all land included in these designations will be undertaken in connection with the next review of the Local Plan and the function and justification for each designation will be rigorously assessed. The review will assess the competing demands for a land resource. The demands could include balancing the need for sustainable urban extensions with urban containment.

2.27 The green wedges and gaps can also be important because of the character and sense of place that they can contribute to the settlements. In the previous adopted local plans the separation of, and setting of, settlements issues were kept distinct in policy terms. This could lead to confusion arising from a multiplicity of designations on areas shown on the current proposals map. As a result this has been reviewed and a need to simplify the proposals map recognised.

2.28 Areas shown with dual settings and separation of settlements function or separation of settings function only in the previous adopted Local Plans are now covered by gaps and green wedges designations.

2.29 Major development in the wider tracts of open countryside could create further development pressures leading to the coalescence of settlements. The open land between Wokingham and Crowthorne to the east of the Reading/Guildford railway line is subject to particular pressures and is therefore identified in the Structure Plan supporting text (para. 5.28) to Policy C6. The land between Wargrave and Twyford is green belt, but this does not preclude a Gap designation. The objectives of policy are different and proposals that may be acceptable in the Green Belt may not necessarily be acceptable in a Gap. The distance between the two villages is under 1.5 kilometres but also comprises relatively flat, open countryside with extensive long distance views. Gap designation is justified in order to maintain the effective separation of the two settlements.

EXISTING TREES AND THE PROMOTION OF NEW TREE PLANTING IN ASSOCIATION WITH NEW DEVELOPMENT.

Implementation: The development control process, encouragement and advice to landowners.

Monitoring: Impact of planning consents and number of positive management actions achieved.

New Buildings in the Countryside

2.33 The protection of the countryside is vitally important, as explained in the supporting text to Policy WCC1. The policy recognises that there are occasions when development outside the boundaries of identified settlements is necessary or appropriate e.g. for agricultural purposes. Before such development is considered, other options should be examined, in particular, whether any existing buildings in the locality could be reasonably adapted to accommodate the proposed use.

2.34 In instances where development is necessary, care should be taken to ensure that it is sensitive to the countryside location in terms of visual, physical and ecological aspects. It is essential that new development recognises the need to maintain the environmental quality of the countryside, takes account of sustainable development objectives, and meets the economic needs of the countryside. These objectives are set out in the introduction to this section of the plan.

POLICY WCC4: NEW NON-RESIDENTIAL BUILDINGS OUTSIDE SETTLEMENT BOUNDARIES (AND OUTSIDE THE METROPOLITAN GREEN BELT).

WHERE NEW NON-RESIDENTIAL BUILDINGS IN THE COUNTRYSIDE ARE ACCEPTABLE IN PRINCIPLE UNDER POLICY WCC1, THE FOLLOWING REQUIREMENTS SHOULD BE MET:

A) THERE ARE NO SUITABLY LOCATED EXISTING BUILDINGS AVAILABLE THAT COULD BE ADAPTED, WITHOUT MAJOR RECONSTRUCTION, TO MEET THE REQUIREMENT.

B) THE SIZE OF ANY NEW BUILDING IS FULLY JUSTIFIED IN ORDER TO BE NO LARGER THAN THAT NECESSARY FOR ITS INTENDED USE.

C) ANY NEW BUILDING IS WELL SITED, DESIGNED AND INTEGRATED INTO ITS SURROUNDINGS SO AS TO HAVE NO ADVERSE VISUAL, PHYSICAL OR ECOLOGICAL IMPACT UPON THE COUNTRYSIDE.

Implementation: The development control process.

Monitoring: Planning applications determined.

Re-use of Rural Buildings for Residential Purposes

2.35 Residential conversions can often have a detrimental effect on the fabric and character of farm buildings, particularly where they have a historic importance. Further, the creation of a residential curtilage can undermine the countryside character of an area. Garden and house features such as patios, potted plants, car parking, sheds, post boxes and lamps are all small scale details that can erode the rural character, which the farm building conversions often sought to retain. These

small scale details can formalise an area and have urbanising impacts. The rural economy is not, usually, boosted by such conversions, whereas conversion to a holiday use may be of benefit. The current national policy is set out in PPG7 which makes it clear that residential conversions will not be permitted unless strict criteria are complied with (as set out in paragraphs 3.14 - 3.17 of the guidance). For these reasons a more cautious approach is proposed than for non-residential uses.

POLICY WCC5: RE-USE AND ADAPTATION OF BUILDINGS FOR RESIDENTIAL PURPOSES OUTSIDE SETTLEMENT BOUNDARIES

CONVERSION OF BUILDINGS FOR RESIDENTIAL USE IN THE COUNTRYSIDE WILL NOT BE PERMITTED UNLESS:

A) THE APPLICANT HAS MADE EVERY ATTEMPT TO SECURE SUITABLE BUSINESS RE-USE AND THE APPLICATION IS SUPPORTED BY A STATEMENT OF THE EFFORTS THAT HAVE BEEN MADE; OR

B) RESIDENTIAL CONVERSION IS A SUBORDINATE PART OF A SCHEME FOR BUSINESS RE-USE.

IN ALL CASES, THE FOLLOWING FACTORS WILL NEED TO BE COMPLIED WITH:

I. THE BUILDING IS SUITABLE FOR RESIDENTIAL USE WITHOUT MAJOR REBUILDING OR ALTERATIONS AND THE FORM, BULK AND GENERAL DESIGN OF THE BUILDING IS IN KEEPING WITH ITS SURROUNDINGS

II. CONVERSION DOES NOT LEAD TO A DISPERSAL OF ACTIVITY ON SUCH A SCALE AS TO PREJUDICE TOWN OR VILLAGE VITALITY

III. THERE ARE NO OVERRIDING AMENITY, ENVIRONMENTAL, HIGHWAY OR OTHER PLANNING OBJECTIONS THAT CANNOT BE OVERCOME BY IMPOSING REASONABLE CONDITIONS ON A PLANNING PERMISSION.

Implementation: The development control process.

Monitoring: Planning applications determined within each category.

Re-Use of Rural Buildings for Non-Residential Uses

2.36 National policy is set out in PPG7 and other guidance referred to in paragraph 2.19. The re-use of rural buildings for new commercial, industrial, tourism, sport and recreational uses can help to reduce the demand for new building in the countryside and encourage a healthy rural economy. Farmers increasingly look to diversify beyond the agricultural industry in order to supplement their farm incomes. Farm shops or any related enterprise issues and policies are contained in the Rural Economy section of the Economic Development and Employment chapter of this plan.

New Dwellings required for Countryside Land Uses

2.37 The principle of allowing new dwellings in the countryside where they are essential to a viable agricultural and forestry enterprise is established in national guidance. As a result of the trend towards diversification, there may in future be other uses in rural areas that may require a continuous presence on the site, for operational or security reasons. In such instances, as for agricultural dwellings, the need for accommodation

Areas of Special Landscape Importance (ASLI)

2.60 Four ASLI's were identified in the previous adopted local plans and are referred to in the text of the Berkshire Structure Plan 1991 - 2006. Three of these - The Blackwater Valley, Farley Hill and Bearwood - were the subject of extensive study prior to their inclusion in the local plans. These areas remain unchanged. The two new ASLI's are in:

a) Swallowfield/Beech Hill area (which is an extension to and takes account of adjoining District/Borough landscape designations. It is based on the Loddon river valley characteristics and provides a contiguous landscape feature in all areas).

b) Wargrave to Cookham new ASLI (which takes account of adjoining District/Borough landscape designations).

2.61 Both have not been previously defined and landscape studies have been carried out on which the proposed boundaries are based. Both have been subject to consultation processes. The areas have been divided into character zones which were surveyed and management issues defined.

2.62 The objectives of the policy on ASLI's are to:

a) protect the ASLI from development that would detract from its rural character and special landscape qualities
b) enhance the rural character and landscape qualities by encouraging appropriate management
c) have regard to the effect that any development on land surrounding an ASLI would have on its character and setting

2.63 The criteria for identifying the ASLI's are based on those in the Berkshire Structure Plan 1991 - 2006 which, in turn, are derived from the Countryside Commission's Landscape Assessment Guidance 1993 where:

a) the landscape should be of County significance
b) the landscape should be of generally acknowledged scenic quality and of distinctive character
c) the area and its landscape features should have an impact beyond their physical boundaries with prominent features being visible from long distances
d) the area should be rural in character and free from visually intrusive development
e) the area should contain sites of architectural and historic significance and sites of wildlife importance
f) the area should contain a diversity of landscape types that results from a combination of landform, vegetation and land use, creating areas of identifiable character.

2.64 The new ASLI based on the Loddon river valley in the Parish of Swallowfield, resulted from the public consultation in 1995 on the District Local Plan. The adjoining local planning authorities of Hart, West Berkshire and Basingstoke and Deane considered that their ASLI, River Heritage and Areas of Special Landscape Quality (ASLQ) designations should be taken account of in adjoining plan designations. This recognised the fact that District and Borough boundaries do not necessarily indicate a change in landscape types, character and quality.

2.65 A detailed study established that the area has a distinct and varied character. It comprises of the river valley with small enclosed field patterns adjoining the river itself. There are willow stands and alluvial pastures. The influence of the river on Man's activities is illustrated by the listed buildings of the Water Mills at Stanford End and Sheepbridge. Further out from the river valley, arable plateaus with more extensive field patterns and wooded ridges predominate. There are extensive long views across the river valley and beyond to Beech Hill, Stratfield Saye, Swallowfield and Spencers Wood. The River Loddon provides an element of continuity between these different areas. Whilst the A33 does appear to be a scar on the landscape, it does not dominate visually being contained largely within a cutting which also acts to reduce noise intrusion. There will be positive opportunities for further enhancement of the ASLI for conservation purposes. These could be funded from grants available from various agencies. The boundaries shown on the proposals map underwent a process of consultation with the Parish Council and landowners in 1996 - 97 to establish its quality and need for protection.

2.66 The detailed boundaries of the Wargrave/Cookham area (which extends into the Royal Borough of Windsor and Maidenhead) have not been previously defined. A landscape study has been carried out upon which the boundaries are based. The area was divided into six character zones and the management issues defined.

2.67 The proposed ASLI from Wargrave to Cookham has a distinct and varied character and comprises a mixture of wooded ridges and hills, arable plateaus and rolling chalk land, alluvial pasture, parkland and golf courses. The character of the area is influenced by the broad sweep of the River Thames to the west and north; the Chilterns Area of Outstanding Natural Beauty (AONB) and ASLI to the north; wooded knolls of Bowsey Hill and Ashley Hill to the east and the Loddon to the south. There are extensive long distance views throughout the area along the Thames Valley from Sonning to Bowsey and Ashley Hill from the A4; from Henley up to the wooded escarpment of Park Place; and from the A423 to the Chilterns AONB in the north and Bowsey Hill in the south.

POLICY WLL2: AREAS OF SPECIAL LANDSCAPE IMPORTANCE

WITHIN THE DESIGNATED AREAS OF SPECIAL LANDSCAPE IMPORTANCE, AS DEFINED ON THE PROPOSALS MAP; LAND USES OR BUILT DEVELOPMENT WILL NOT BE PERMITTED THAT WOULD HAVE A DETRIMENTAL IMPACT ON THE OPEN, COUNTRYSIDE CHARACTER, OR SPECIAL LANDSCAPE QUALITIES OF THE AREA.

THIS INCLUDES ANY DEVELOPMENT THAT RESULTS IN THE REMOVAL OR EROSION OF LANDSCAPE FEATURES SUCH AS PONDS, CHALK OUTCROPS, WOODLAND, COPSES AND HEDGEROWS.

Implementation: The development control process

Monitoring: Planning applications determined.

2.68 Within ASLI's, the District Council will seek the management of landscape features. This will be achieved through negotiation with landowners and liaison with other bodies such as English Nature, the Countryside Agency, the Environment Agency, the Forestry Authority and the Woodland Trust amongst others. Advice and guidance will also be available to the landowners. Planning conditions and agreements will be used where appropriate and necessary in the granting of a planning permission. These can provide safeguards and benefits in these special areas.

River Valleys

2.69 Some of this District's best quality landscapes are associated with or based upon parts of river valleys. These are the Loddon ASLI, the Blackwater Valley ASLI and the Wargrave/Cookham ASLI (based on the Thames Valley).

The Thames Valley

2.70 The Thames Valley is a landscape and recreation resource of international, national and regional importance. Part is included within the Wargrave/Cookham ASLI. A landscape study has been carried out of the whole of the valley within and adjoining the District using similar criteria to those in the Wargrave/Cookham ASLI study. However, greater emphasis was placed on identifying:

a) the zones of visual influence of the Thames Valley
b) those landscapes that have an impact on the Thames Valley
c) those landscapes that contribute to the setting of the Thames Valley
d) prominent and distinctive landscape features
e) critically important views into, along, or out of the valley.

2.71 The methodology used and detailed descriptions of the four character zones are available for inspection in the Planning Department.

2.72 In general terms, the Thames is contained within a broad flood plain defined by the Chiltern AONB and ASLI to the north and the plateau above Remenham and Wargrave to the south east. The topography varies from rolling chalk land near Henley; then a steep escarpment between Henley and Wargrave, to a flat flood plain in the Loddon valley around the confluence with the River Thames. Unlike other chalk lands, the valley sides are often heavily wooded and both the Wargrave escarpment and Remenham Hill are prominent features visible from a long distance.

2.73 The objectives of the policies for the Thames Valley are to:

a) protect it from development that would have a detrimental impact on its character
b) protect it from loss or erosion of riverside landscape features
c) encourage the positive management of the landscape features.

2.74 Within the Thames Valley river environs the Council will seek the management and enhancement of landscape features to conserve the river and preserve the riverside character. This will involve liaison with other agencies such as the Environment Agency, DEFRA, English Nature, the Forest Authority, the National Trust and the Countryside Agency where appropriate. Advice and guidance will also be available to landowners. Planning conditions and agreements will be used (where necessary and appropriate) in the granting of a planning permission. These can provide both safeguards and benefits in the designated Thames Valley area.

POLICY WLL3: THE THAMES VALLEY

WITHIN THE THAMES VALLEY AND ITS SETTING, AS DEFINED ON THE PROPOSALS MAP, LAND USES OR BUILT DEVELOPMENT WILL NOT BE ALLOWED THAT WOULD HAVE A DETRIMENTAL IMPACT ON THE CHARACTER OF THE THAMES RIVERSIDE AND ITS SURROUNDING AREA.

FURTHERMORE, ANY DEVELOPMENT THAT IS LIKELY TO RESULT IN ANY OF THE FOLLOWING WILL NOT BE PERMITTED:

A) THE REMOVAL, EROSION OR DEGRADATION OF RIVERSIDE LANDSCAPE FEATURES SUCH AS CHALK OUTCROPS, WOODLANDS, COPSES,

B) HEDGEROWS AND SPECIES-RICH MEADOWS AND WETLANDS.

C) DETRIMENTAL DIRECT OR INDIRECT ADVERSE IMPACTS ON THE ECOLOGY OF BOTH THE RIVER AND ITS SETTING.

Implementation: The development control process.

Monitoring: Impact of planning applications determined.

Other River Valleys in the District

2.75 As well as the Thames Valley, the Loddon and Blackwater rivers flow through the District. Whilst they are not of national importance, they still have an important natural, spiritual and recreational role to play in this District. Rivers have influenced life in this District. Water is essential to life and can be considered a life support system. This fundamental fact has dictated the locations of many of this District's towns and villages. Historically, rivers contributed to the industrial revolution as a power source (water mills), raw material in a process (leather tanning) or means of transport (barges). They have influenced land management regimes such as grazing and agricultural land qualities. The rivers in the plan have historically been or continue to be county, district and parish boundaries. They have had a cultural importance as well.

2.76 Their natural importance is established through the mixed flora and fauna populations within or adjacent to the rivers. This District has Wildlife Heritage Sites (WHS) and Sites of Special Scientific Interest (SSSI's) based on the rivers. Indeed, the floodplain risks have often resulted in rivers providing vital green corridors in urban areas. Their recreational importance is increasing, with demands for angling, boating and walking. This is compounded (in this District) by the fact that they are within reach of many urban centres.

Landscape and New Development

2.77 Throughout the plan area, opportunities should be taken to ensure that new development both respects and contributes to the enhancement of the character of its immediate landscape, which can be urban or rural. Particular attention will be given to landscape enhancement in the critical areas of green wedges and gaps and setting. This will be achieved by giving advice and guidance to landowners, countryside management projects, and opportunities arising from acceptable forms of development.

POLICY WLL4: LANDSCAPE AND NEW DEVELOPMENT

NEW DEVELOPMENT, BOTH WITHIN AND ADJOINING THE COUNTRYSIDE, SHOULD RESPECT THE LANDSCAPE CHARACTER OF THE AREA AND, WHERE APPROPRIATE, PROVIDE MEASURES FOR THE PROTECTION AND ENHANCEMENT OF THAT LANDSCAPE CHARACTER, PARTICULARLY EXISTING BOUNDARY FEATURES.

IN ALL CASES THE DEVELOPMENT WILL:

A) WHERE PRACTICABLE, ALLOW THE RETENTION OF EXISTING SUITABLE TREES AND OTHER FEATURES

B) INCLUDE AN APPROPRIATE TREE PLANTING AND LANDSCAPE SCHEME THAT IS CONSISTENT WITH LOCAL LANDSCAPE CHARACTER.

Implementation: The development control process.

Monitoring: Planning applications determined.

2.78 For the sake of clarity the features referred to in the policy are both natural features and man made features that contribute to the ecology and character of an area. Natural features include ancient woodland, copses, heathlands, rivers and chalk outcrops. Man made features include ponds, ditches, tracks and their verges, hedges, weirs/weir pools on rivers, and barns which can provide nest and roost sites for bird species and bats.

Sites of Urban Landscape Value

2.79 The concept that there are within settlements open areas that should be protected has been established in the adopted local plans. They are important to local character and amenity. These sites are areas primarily important in landscape terms, but could additionally include areas of wildlife and recreational importance. Whilst these issues are covered by other policies in plans, it is not always easy to differentiate these factors. It can be the case that the sum of all the landscape elements, uses and ecology are greater than their individual values added together.

2.80 The Berkshire Structure Plan 1991 - 2006 continues to support the principles described above in Policies EN1 and EN5.

POLICY WLL5: SITES OF URBAN LANDSCAPE VALUE

WITHIN THE SITES OF URBAN LANDSCAPE VALUE, AS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT WILL BE STRICTLY CONTROLLED.

LAND USES OR BUILT DEVELOPMENT THAT WOULD HAVE A DETRIMENTAL IMPACT UPON ANY OF THE FOLLOWING WILL NOT BE PERMITTED:

A) THE VISUAL PROMINENCE OF THE SITE FROM WITHIN, OR VIEWS FROM OUTSIDE,THE URBAN AREA

B) THE RECREATIONAL OR WILDLIFE IMPORTANCE OF THE SITE AND ADJACENT LAND

C) THE SPECIAL LANDSCAPE QUALITIES THAT MAKE THE SITE VALUABLE TO THE HISTORIC CHARACTER, TOWNSCAPE OR URBAN FORM

D) INDIVIDUAL LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SPECIAL LANDSCAPE QUALITY OF THE SITE (SUCH AS PONDS, WOODLAND, TREES AND HEDGEROWS) WHERE DEVELOPMENT COULD RESULT IN THEIR REMOVAL OR DEGRADATION.

Implementation: The development control process.

Monitoring: Impact of planning applications determined.

Parks, for example. Additional opportunities may arise to manage areas for their nature conservation value.

POLICY WNC3: NEW NATURE RESERVES

THE COUNCIL WILL SEEK THE MANAGEMENT OF LAND FOR NATURE CONSERVATION PURPOSES.

NEW NATURE RESERVES WILL BE CREATED, IN CONSULTATION WITH ENGLISH NATURE AND OTHER INTERESTED BODIES, WHERE APPROPRIATE, IN ORDER TO PROTECT IMPORTANT WILDLIFE SITES.

THE COUNCIL WILL ALSO SEEK OPPORTUNITIES TO CREATE OR RESTORE WILDLIFE HABITATS IN ASSOCIATION WITH NEW DEVELOPMENT, OR AS AN AFTERUSE FOLLOWING MINERAL EXTRACTION, WHERE APPROPRIATE.

Implementation: The development control process.

Monitoring: Management agreements secured and new nature reserves established.

Protected Species Conservation

2.106 The protected species referred to in the policy are determined by domestic and international law. For example badgers are a protected species under the Badgers Act 1992. Other species are set out in the European Community's *Habitats and Species Directive 92/43 EEC* which requires the UK government to protect such species in accordance with Articles 12 - 16.

POLICY WNC4: PROTECTED SPECIES CONSERVATION

DEVELOPMENT AND LAND USES THAT MAY AFFECT PROTECTED SPECIES THAT ARE COVERED BY SPECIFIC LEGISLATION (SUCH AS SCHEDULES 1, 5 AND/OR 8 OF THE WILDLIFE AND COUNTRYSIDE ACT 1981, AS AMENDED) WILL ONLY BE PERMITTED WHERE HARM TO THE SPECIES CAN BE AVOIDED.

TO AVOID HARM TO THE SPECIES, THE COUNCIL WILL ENSURE THAT ANY DEVELOPMENT PROPOSAL WILL:

A) CONSIDER THE USE OF CONDITIONS AND PLANNING OBLIGATIONS THAT SEEK TO FACILITATE THE SURVIVAL OF INDIVIDUAL MEMBERS OF THE PROTECTED SPECIES

B) REDUCE DISTURBANCE TO A MINIMUM

C) PROVIDE ADEQUATE ALTERNATIVE HABITATS TO SUSTAIN OR IMPROVE THE CURRENT PROTECTED SPECIES POPULATION LEVELS.

Implementation: The development control process.

Monitoring: Planning applications determined and habitat conditions or planning obligations imposed. Review and monitor protected species populations in plan area.

2.107 The presence of a protected species is a material consideration when this Council is considering a development proposal. English Nature will need to be consulted prior to any decision being made if protected species are on or adjacent to the proposed site

POLICY FRAMEWORK

National Policy

3.11 The Government's policy for the Green Belt is contained within PPG2, which explains the fundamental aims and purposes of including land within the Metropolitan Green Belt.

Strategic Policy

3.12 The *Berkshire Structure Plan 1991 - 2006* states that the purpose of the Metropolitan Green Belt in Berkshire is to help limit the spread of Greater London; to prevent neighbouring towns from merging; and to safeguard the countryside from further encroachment by buildings and other features associated with intense activity. It states also that restraints on development in the Green Belt may encourage the recycling of derelict and other urban land excluded from the Green Belt.

3.13 The Structure Plan envisages that the Green Belt boundaries, as originally set out in the Green Belt Local Plan for Berkshire, will be retained except to correct very minor local inconsistencies. Further guidance on this is set out paragraph 5.12 of the Berkshire Structure Plan.

Supplementary Planning Guidance

3.14 Future supplementary guidance will be produced by this Council in respect of a District wide *Landscape Assessment.* Also, there will be the production of *Village Design Statements* in conjunction with the parishes within this District. They will all be based on examples of best practice and any national advice at the time of the study, for example set out in Planning Policy Guidance Note 7 (PPG7) *The Countryside - Environmental Quality and Economic and Social Development* and any supporting documents.

THE CONTROL OF DEVELOPMENT IN THE METROPOLITAN GREEN BELT

3.15 In the Metropolitan Green Belt there is a presumption against inappropriate development, which by definition, is harmful to the Green Belt, though there are some categories of development which may be appropriate and these are set out in Policy WGB1 below:

POLICY WGB1: DEVELOPMENT IN THE METROPOLITAN GREEN BELT

THERE WILL BE A PRESUMPTION AGAINST INAPPROPRIATE DEVELOPMENT IN THE METROPOLITAN GREEN BELT AS DEFINED ON THE PROPOSALS MAP. DEVELOPMENT SHOULD NOT COMPROMISE THE OPEN CHARACTER OF THE GREEN BELT AND WILL NOT BE PERMITTED FOR ANY PURPOSE OTHER THAN:

A) DEVELOPMENT FOR AGRICULTURE OR FORESTRY UNLESS PERMITTED DEVELOPMENT RIGHTS HAVE BEEN WITHDRAWN

B) DIVERSIFICATION OF AN ESTABLISHED AGRICULTURAL BUSINESS WHERE IT DOES NOT CONFLICT WITH POLICIES IN THE GREEN BELT

C) ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND RECREATION, FOR CEMETARIES AND FOR OTHER USES OF LAND THAT PRESERVE THE

OPENESS OF THE GREEN BELT, AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT

D) LIMITED EXTENSION, ALTERATION AND REPLACEMENT OF EXISTING DWELLINGS

E) LIMITED INFILLING OR REDEVELOPMENT OF MAJOR EXISTING DEVELOPED SITES IN ACCORDANCE WITH POLICY WGB6

F) THE RE-USE AND ADAPTATION OF EXISTING BUILDINGS IN ACCORDANCE WITH POLICY WGB5

G) THE CARRYING OUT OF AN ENGINEERING OPERATION OR THE MAKING OF A MATERIAL CHANGE OF USE OF LAND, PROVIDED THEY MAINTAIN THE OPENNESS OF THE GREEN BELT AND DO NOT CONFLICT WITH ITS PURPOSES.

IN ALL CASES, DEVELOPMENT SHOULD NOT CAUSE DETRIMENT TO THE VISUAL AMENITIES OF THE GREEN BELT IN TERMS OF ITS CHARACTER, SCALE, FORM, SITING AND MATERIALS.

Implementation: Through development control process.

Monitoring: Impact of planning applications determined

DEVELOPMENT ADJOINING THE GREEN BELT

3.16 Paragraph 3.15 of PPG2 makes it clear that visual amenities of the Metropolitan Green Belt should not be harmed by development proposals outside, but conspicuous from it. One of the identified land use objectives for Green Belts is to retain and enhance landscapes, near to where people live. This visual amenity could be adversely affected by development, which although outside the Green Belt, is nonetheless intrusive through inappropriate siting, design or materials. The Council will seek to ensure the protection of the visual amenity of the District's Green Belt.

POLICY WGB2: DEVELOPMENT ADJOINING THE GREEN BELT

DEVELOPMENT OUTSIDE THE GREEN BELT, BUT CONSPICUOUS FROM IT, WILL NOT BE PERMITTED IF IT IS DETRIMENTAL TO VISUAL AMENITY OF THE GREEN BELT IN TERMS OF CHARACTER, SCALE, FORM, SITING AND MATERIALS.

Implementation: Through the development control process.

Monitoring: Impact of planning applications determined.

Policy affecting Residential Development in the Metropolitan Green Belt

3.17 There are no recognised settlements within the Metropolitan Green Belt in the area covered by the District Local Plan. The primary aim of development control in the Metropolitan Green Belt is to maintain the appearance of an area as open countryside. For this reason the range of acceptable forms of residential development is considerably narrower than elsewhere in the plan area.

Implementation: Through the development control process.

Monitoring: Planning applications determined.

Re-use and Adaptation of Existing Buildings in the Metropolitan Green Belt

3.20 The re-use and adaptation of existing buildings in the Green Belt recognises that changing agricultural trends are not limited to non-Green Belt countryside. The re-use of buildings should not prejudice the openness of the Metropolitan Green Belt because the buildings are already there. The policy does provide a number of safeguards to ensure that the 'openness' is retained. Notes are also given below on non-residential and residential re-uses and adaptations of existing buildings. Further guidance on the consideration of re-use and adaptation of existing building proposals in the Metropolitan Green Belt is given in PPG2 Green Belts, paragraphs 3.7 to 3.10 and Annex D.

3.21 The Government's policy as set out in PPG7 is that the re-use of rural buildings for new commercial, industrial and recreational uses can help to reduce the demand for new building and encourage a healthy rural economy. Generally re-use and adaptation should not prejudice the openness of Green Belts. It can help to secure the continuing stewardship of land, especially by assisting farmers in diversifying their enterprises, and may contribute to the objectives for the use of land in the Metropolitan Green Belt. The alternative to re-use may be a building that is left vacant and prone to vandalism. However, it is accepted that not all proposals will be acceptable as there may be legitimate objections, based on local circumstances, that may override these advantages of re-use and adaptation.

3.22 Residential conversions can often have a detrimental effect on the fabric and character of farm buildings. Further, the creation of a residential curtilage can undermine the rural nature of the area. The rural economy is not, usually, boosted by such conversions, whereas conversion to holiday use may be of benefit. For these reasons a generally more cautious approach is proposed than for non-residential uses.

3.23 For clarity, the term "associated uses" in of Policy WGB5 will include areas of external storage, extensive hardstanding or fencing. All these examples can potentially adversely affect the openness of the Metropolitan Green Belt and therefore the purposes of including land within the Green Belt designation.

POLICY WGB5: RE-USE AND ADAPTATION OF EXISTING BUILDINGS IN THE METROPOLITAN GREEN BELT

THE CHANGE OF USE AND ADAPTATION OF EXISTING BUILDINGS IN THE GREEN BELT WILL NOT BE PERMITTED IF THE NEW USE AND ANY ASSOCIATED USES HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND WITHIN IT.

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO COMPLY WITH THE PROVISIONS OF POLICY WCC5 OR WRE2.

Implementation: Through the development control process.

Monitoring: Planning applications determined and annual commercial monitoring

4.7 Comprehensive guidance on heritage issues is given in Planning Policy Guidance Note 15 (PPG15) *Planning and the Historic Environment*. Planning Policy Guidance Note 16 (PPG16) *Archaeology and Planning* gives advice on archaeology and planning.

Strategic Policy

4.8 The *Berkshire Structure Plan 1991 - 2006* acknowledges that the quality of the County's environment relates to its character, identifiable 'sense of place', and people's living conditions. The plan recognises that these depend partly on care for the built environment, but that also of importance are the maintenance and improvement of interests that have a bearing on the County's character, the limitation and control of specific threats to pleasant living conditions, and the conservation of natural resources.

Supplementary Planning Guidance

4.9 The policies in this chapter are augmented by additional guidance in the form of development briefs, conservation area studies and several new Supplementary Planning Guidance Notes. These relate to specific aspects of this chapter that the Council will prepare during the Local Plan period. Applications in Conservation Areas, Areas of Special Character and other sensitive areas will be expected to be accompanied by a Design Statement to demonstrate how the development will take account of the character of the area.

THE BUILT ENVIRONMENT

DESIGN PRINCIPLES

4.10 Policy WBE1 seeks to achieve better quality in the design of individual developments and this should reinforce local identity and result in improvement of the wider built environment. The emphasis of Policy WBE1 is on good design.

4.11 This policy should ensure that local distinctiveness is not diluted and internationalisation of style is avoided within the district. The provision of safe and secure environments which deter crime in both public and private spaces are a prime objective of the Council. This issue will be addressed through good layout and building design as well as a mixture of land uses, which together will promote good natural surveillance.

POLICY WBE1: DESIGN AND NEW DEVELOPMENT

NEW DEVELOPMENT WILL BE EXPECTED TO ACHIEVE HIGH STANDARDS OF DESIGN AND LAYOUT, WHICH MAKES EFFICIENT USE OF LAND AND BUILDINGS. A SCHEME SHOULD CREATE ITS OWN IDENTITY, WHILST TAKING ACCOUNT OF THE WIDER LOCALITY, INCLUDING THE SURROUNDING TOWNSCAPE AND LANDSCAPE. IN ADDITION, DEVELOPMENT PROPOSALS WILL BE EXPECTED TO HAVE REGARD TO THE FOLLOWING PRINCIPLES:

A) A REDUCTION IN THE LEVEL OF CAR PARKING BELOW MAXIMUM STANDARDS WHEREVER POSSIBLE IN ORDER TO PROMOTE SUSTAINABLE TRANSPORT CHOICES;

B) ENCOURAGEMENT OF MEASURES THAT PROMOTE ACCESSIBILITY TO SERVICES AND FACILITIES BY PUBLIC TRANSPORT, CYCLING AND WALKING;

C) INCORPORATION OF FEATURES THAT MAXIMISE THE SAFETY AND SECURITY OF PEOPLE LIVING IN OR USING THE DEVELOPMENT;

D) CREATION OF EASILY ACCESSIBLE AND ATTRACTIVE OPEN SPACES.

Implementation: Use of design guidance in the development control process.

Monitoring: Consider quality of development on the ground, including through design awards.

THE PUBLIC REALM

4.12 The provision of a policy enabling the Council to secure public art, where appropriate, through negotiated legal agreements will help to make the local environment more attractive and distinctive.

POLICY WBE2: PUBLIC ART

IN THE CONSIDERATION OF DEVELOPMENT PROPOSALS, THE COUNCIL WILL SEEK TO SECURE PUBLIC ART THROUGH NEGOTIATED LEGAL AGREEMENTS WHERE IT CONSIDERS THAT IT WOULD IMPROVE THE PHYSICAL ENVIRONMENT OF PUBLIC PLACES WITHIN THE DEVELOPMENT.

Implementation: Through contributions from the development process.

Monitoring: Projects achieved on the ground.

4.13 Ensuring good accessibility to new developments assists in the creation of a more vital environment, and assists in the promotion of safety and security through good surveillance.

POLICY WBE3: ACCESSIBILITY

DEVELOPMENT PROPOSALS WILL BE REQUIRED TO DEMONSTRATE GOOD ACCESSIBILITY WITH EASY AND SAFE INTERNAL ACCESS ALONG A NETWORK OF INTERLINKED FOOTPATHS. THE LOSS OF A PUBIC RIGHT OF WAY WILL NOT BE PERMITTED UNLESS APPROPRIATE ALTERNATIVE PROVISION CAN BE MADE.

Implementation: Through the development control process.

Monitoring: Check quality of development on the ground.

4.14 Landscaping and planting can be used to enhance and integrate new development into the wider environment.

POLICY WBE4: LANDSCAPE AND PLANTING

NEW DEVELOPMENT WILL BE ENHANCED THROUGH THE USE OF APPROPRIATE LANDSCAPING. THIS WILL BE SECURED BY IMPOSING

SUITABLE CONDITIONS ON THE GRANT OF PLANNING PERMISSION. LANDSCAPE SCHEMES SHOULD RESPECT LOCAL LANDSCAPE CHARACTER AND WHEREVER POSSIBLE RETAIN AND PROTECT EXISTING NATURAL FEATURES. TREES AND SHRUBS WILL BE EXPECTED TO COMPRISE LOCALLY NATIVE SPECIES WHEREVER POSSIBLE.

Implementation: Assess the quality of landscape schemes through the development control process, including use of section E of the Planning Guidelines.

Monitoring: Check quality of landscape works and planting on the ground.

4.15 The Council considers it important to protect trees and hedges in the plan area, that make a fundamental contribution to its character and appearance. Tree preservation orders have already been applied to many individual and groups of trees and areas of woodland, and this approach will be continued as appropriate.

POLICY WBE5: TREES AND NEW DEVELOPMENT

IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE EFFECT ON EXISTING TREES AND AREAS OF WOODLAND WILL BE TAKEN INTO ACCOUNT. TREES THAT ARE TO BE RETAINED WILL BE PROPERLY PROTECTED DURING THE COURSE OF CONSTRUCTION IN ACCORDANCE WITH A SCHEME TO BE FIRST APPROVED THROUGH APPROPRIATE CONDITIONS ATTACHED TO THE PLANNING PERMISSION. WHERE APPROPRIATE, TREE PRESERVATION ORDERS WILL BE APPLIED AND THE LOSS OR DAMAGE OF TREES PROTECTED BY NEW OR EXISTING ORDERS WILL BE RESISTED.

Implementation: Through the development control process, including use of section E of the Planning Guidelines.

Monitoring: Check quality of tree cover on the ground.

4.16 Many of the routes into Wokingham and other settlements are lined with trees and other vegetation that make a significant contribution to environmental character. These 'green' routes should be maintained and enhanced wherever possible. This is to be achieved by protecting the existing trees, managing the trees and other vegetation, resisting inappropriate development, and ensuring a high quality streetscape including trees, hard and soft landscaping, and well-designed signage. In addition, certain stretches of road that have the potential to be green routes, particularly sections running between existing green routes, will be enhanced. These aims will be achieved through planning conditions and/ or negotiated legal agreements.

POLICY WBE6: GREEN ROUTES

DEVELOPMENT WILL NOT BE PERMITTED THAT WOULD DETRACT FROM THE VISUAL QUALITY OF A GREEN ROUTE OR RESULT IN THE LOSS OF PROTECTED TREES. WHERE APPROPRIATE IT WILL BE EXPECTED TO CONTRIBUTE TOWARDS THE IMPROVEMENT OF GREEN ROUTE ENHANCEMENT AREAS THROUGH LANDSCAPE AND PLANTING SCHEMES.

Implementation: Through the capital programme and the development control process.

area is no longer considered to possess the special interest which led to its original designation.

4.29 The Council has carried out an assessment of Remenham village and has found that an area around the church warrants Conservation Area status. Wokingham District Council has designated this part as a Conservation Area.

4.30 In the Wokingham town conservation area, the Council propose to secure visual enhancement schemes along for example Rose Street, Market Place and Denmark Street when key sites come up for redevelopment. This will incorporate schemes such as replacing insensitively converted shopfronts with shopfronts that better reflect the character of the area. Proposals for the Twyford Conservation Area incorporate improvements to the quality of the public realm, for example, removing excess street furniture, using better quality materials when paving and kerbing needs replacing.

POLICY WHE1: DEMOLITION IN CONSERVATION AREAS

CONSENT WILL BE REFUSED FOR THE DEMOLITION OR REDEVELOPMENT OF BUILDINGS OF INDIVIDUAL MERIT OR GROUP VALUE IN CONSERVATION AREAS.

Implementation: Through the development control process.

Monitoring: Studies of conservation areas.

4.31 New building is not precluded in Conservation Areas, but must be treated with care. In order to ensure appropriate development solutions in Conservation Areas, the Council will require detailed consideration of the design of new development proposals.

4.32 The area surrounding designated Conservation Areas is also of importance. Inappropriate development, particularly on prominent sites could detract from the amenity, character and value of such areas.

4.33 Therefore policy WHE2 addresses both development in and adjoining Conservation Areas.

POLICY WHE2: DEVELOPMENT IN AND ADJOINING CONSERVATION AREAS

DEVELOPMENT WITHIN A CONSERVATION AREA SHOULD PRESERVE OR ENHANCE THOSE FEATURES THAT CONTRIBUTE TO ITS DISTINCT CHARACTER OR APPEARANCE. WHEN CONSIDERING AN APPLICATION FOR DEVELOPMENT IN A CONSERVATION AREA IT WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

A) THE LANDFORM AND ANY NATURAL FEATURES ARE RESPECTED;

B) THE HISTORIC LOCAL PLOT LAYOUT, BOUNDARY TREATMENTS AND BUILDING RELATIONSHIPS ARE RESPECTED;

C) MATERIALS ARE SYMPATHETIC TO THE LOCAL TRADITION;

D) THE HISTORIC MASSING, SCALE AND PROPORTIONS OF SURROUNDING BUILDINGS ARE RESPECTED.

E) EXTENSIONS TO BUILDINGS SHOULD BE SUBSERVIENT TO THE EXISTING BUILDING, AND SHOULD REFLECT THE CHARACTER AND FORM OF THE ORIGINAL BUILDING.

F) LIGHTING AND ILLUMINATION OF SHOP FACIAS AND OTHER ADVERTISEMENTS SHOULD NOT DETRACT FROM THE ARCHITECTURAL OR HISTORIC QUALITY OF THE CONSERVATION AREA.

THE ABOVE REQUIREMENTS WOULD ALSO APPLY TO DEVELOPMENT PROPOSALS THAT ARE OUTSIDE A CONSERVATION AREA, BUT WOULD AFFECT ITS SETTING OR VIEWS INTO OR OUT OF IT.

Implementation: Through the development control process.

Monitoring: Through detailed studies of conservation areas.

AREAS OF SPECIAL CHARACTER

4.34 There are some areas or attractive groups of buildings where there is a consistent period or character reflecting the area's past, but where a conservation area designation is not justified. It is desirable to protect these areas from development or change that may harm the particular character of that area. These areas are known as 'Areas of Special Character' (ASCs) and are shown on the Proposals Map.

4.35 ASCs can provide a link to the past and a sense of place, which can be diminished through unsympathetic new development. Within these areas the Council will ensure that harmful changes do not occur.

POLICY WHE3: DEVELOPMENT IN AREAS OF SPECIAL CHARACTER

PROPOSALS FOR DEVELOPMENT IN THE AREAS OF SPECIAL CHARACTER, IDENTIFIED ON THE PROPOSALS MAP, WILL BE EXPECTED TO RESPECT THEIR HISTORICAL CONTEXT. IN PARTICULAR, ATTENTION SHOULD BE PAID TO VOLUME, SCALE, FORM, MATERIALS AND QUALITY OF THE NEW DEVELOPMENT.

Implementation: Through the development control process.

Monitoring: Studies of Areas of Special Character.

4.36 Historic parks and gardens form a valuable part of the District's heritage. Those on the English Heritage Register include;Bearwood College (grade II*); Farley Hall (II); Park Place and Temple Coombe (II*); Swallowfield Park (II); The Deanery, Sonning (II*); Temple Island (II*) (part of Fawley Court historic parkland). Other parks and gardens recorded on the Wokingham District Sites and Monuments Record are considered by other policies in the plan (such as policies WOS3, WOS10, WLL4, WBE1 and WBE4). In order to conserve and restore these parks and gardens, the Council will encourage the use of management plans.

POLICY WHE4: HISTORIC PARKS AND GARDENS: CONSERVATION, RESTORATION, AND NEW DEVELOPMENT

DEVELOPMENT THAT WOULD ADVERSELY AFFECT THE CHARACTER AND FEATURES, OR THE HISTORICAL CONTEXT, OR THE SETTING, OF PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST, WILL BE REFUSED.

Implementation: Use of management plans, and through the development control process

Monitoring: Check progress in line with management plans, Survey Historic Parks and Gardens, and assessment of areas in their vicinity.

LISTED BUILDINGS AND BUILDINGS OF TRADITIONAL LOCAL CHARACTER

4.37 Listed buildings are designated by the Department of Culture, Media and Sport. A building will be considered for listing against the following criteria; architectural interest, historic interest, close historical association and group value. The consequence of listing is that it becomes an offence to carry out works for the demolition, alteration or extension in any manner which would affect its special character without planning permission and listed building consent being granted. The Council recognise that Listed Buildings are a finite resource and an irreplaceable asset and will take account of the guidance contained in PPG15. However, should particular circumstances arise when demolition could be justified under a listed building application, only then will a replacement scheme be considered against the policy below. A 'Buildings at Risk' survey is carried out annually by English Heritage. When considering development proposals that could affect the integrity of listed buildings and their setting, the Council will require any particulars necessary to ensure that it has a full understanding of the impact of the proposal on the character of the building in question. This will inform the judgement regarding the preservation of the important character and features of special architectural or historic interest of the building.

POLICY WHE5: DEMOLITION AND ALTERATIONS OF LISTED BUILDINGS

THE DEMOLITION OF ANY LISTED BUILDING WILL ONLY BE ALLOWED PROVIDED THAT A SUITABLE REPLACEMENT SCHEME HAS BEEN APPROVED.

ALTERATIONS TO LISTED BUILDINGS WILL ONLY BE ALLOWED PROVIDED THAT THERE WILL BE NO ADVERSE EFFECT ON THE IMPORTANT CHARACTER AND SPECIAL FEATURES OF ARCHITECTURAL OR HISTORIC INTEREST OF THE BUILDING.

Implementation: Through the development control process.

Monitoring: Survey of Listed Buildings.

4.38 The setting of a listed building is very important and the Council therefore encourages the protection and restoration of this setting. This policy sets out the criteria necessary to consider when looking at the relationship of new development that could affect a listed building and its setting.

POLICY WHE6: RETENTION OF SETTING OF LISTED BUILDINGS

PROPOSALS FOR DEVELOPMENT THAT WOULD HARM THE HISTORIC SETTING OF A LISTED BUILDING WILL BE REFUSED PERMISSION. NEW DEVELOPMENT AFFECTING A LISTED BUILDING, WHETHER WITHIN OR OUTSIDE ITS CURTILAGE, WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

A) THE DEVELOPMENT SHOULD BE SYMPATHETIC IN SCALE TO THE LISTED BUILDING;

B) THE DEVELOPMENT SHOULD RESPECT THE ROOF FORM AND HEIGHT OF THE LISTED BUILDING;

C) THE DEVELOPMENT SHOULD BE FINISHED IN MATERIALS SYMPATHETIC TO THE LISTED BUILDING.

Implementation: Through the development control process.

Monitoring: Survey of Listed Buildings.

4.39 Where possible a listed building should be retained in the use for which it was designed. This will help the building to retain its historic identity. Where it is not possible to retain it in its original use, care will be needed to ensure an appropriate alternative use that does not affect the integrity of the listed building.

POLICY WHE7: CHANGE OF USE OF LISTED BUILDINGS

THE CHANGE OF USE OF A LISTED BUILDING WILL BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THERE WILL BE NO ADVERSE EFFECT ON THE FEATURES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST OF THE BUILDING, OR ITS SETTING.

Implementation: Through the development control process.

Monitoring: Survey of Listed Buildings.

4.40 Extensions and alterations to listed buildings need to be sensitively handled to avoid harming the original building. This policy advocates a comprehensive approach, and gives a number of criteria that need to be met to ensure an appropriate solution.

POLICY WHE8: EXTENSIONS/ALTERATIONS TO LISTED BUILDINGS

APPLICATIONS FOR EXTENSIONS AND ALTERATIONS TO LISTED BUILDINGS WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

A) EXTENSIONS SHOULD BE SUBSERVIENT TO THE LISTED BUILDING

B) EXTENSIONS AND ALTERATIONS SHOULD BE SYMPATHETIC TO THE BUILDING'S HISTORIC OR ARCHITECTURAL CHARACTER, INCLUDING IMPORTANT EXTENSIONS AND ALTERATIONS

planning permission conditional upon the removal of unused, ugly or derelict buildings in certain circumstances.

LOCATION OF EMPLOYMENT DEVELOPMENT IN RURAL AREAS

6.63 When seeking sites for new employment development in rural areas, applicants should follow the sequential approach set out in paragraph 1.1 and Policy WOS1. Consideration may also be given to either the re-use or adaptation of rural buildings or redevelopment of existing sites in the countryside. In considering re-use, adaptation or redevelopment outside settlements the key issues will be whether the proposal and the activities associated with them are appropriate in scale, form, siting, character and impact to their location.

FARM DIVERSIFICATION

6.64 In the light of recent changes in agricultural practice there is pressure from farmers to diversify in order to ensure the continued economic viability of their holdings. Farming enterprises in the urban fringe are especially subject to trespass and vandalism. The difficult farming conditions and the development and access pressures that arise from their proximity to urban areas can lead to fragmentation of holdings and a proliferation of buildings to serve the new uses. The diversification of an agricultural enterprise is acceptable in principle under Policy WCC1 of this plan. The District Council will consider each application for diversification on its merits. It will take into account amongst other things the impact of the proposal on the environment and the contribution it makes to the continued viability of the holding. If available, a farm business plan, which demonstrates the role of diversification proposals in securing the maintenance of the agricultural character and use of the unit as a whole, will be a material consideration in the assessment of a planning application. Proposals that create a significant environmental improvement, or improve public access will be seen as providing planning benefit.

6.65 Diversification proposals such as the use of ponds and reservoirs for fishing, or use of land for riding instruction, which involve change of use of land, will be considered against Policy WRE1 below, which applies within both the Metropolitan Green Belt and the wider countryside. Where proposals involve re-use of farm buildings for business, industrial, distribution, storage or other commercial enterprises they will need to be considered against Policy WRE2 or, in the case of farm shops and other retailing schemes, against Policies WRE4 or WGB7. If applicants are considering new buildings as part of any diversification proposals they should consider the requirements in Policy WCC4.

POLICY WRE1: FARM DIVERSIFICATION INVOLVING USE OF LAND FOR NON-AGRICULTURAL OR FORESTRY PRODUCTION PURPOSES

PROPOSALS FOR FARM DIVERSIFICATION WILL BE ACCEPTABLE, SUBJECT TO THE FOLLOWING CONSIDERATIONS:

A) THERE WOULD BE NO DETRIMENTAL IMPACT ON THE CHARACTER AND APPEARANCE OF THE SITE OR ITS SURROUNDINGS

B) THERE WOULD BE NO OVERRIDING AMENITY, ENVIRONMENTAL OR ROAD SAFETY OBJECTIONS

C) WHERE THE PROPOSAL WOULD GENERATE SIGNIFICANT ADDITIONAL VEHICLE MOVEMENTS, THERE WOULD BE GOOD ACCESSIBILITY BY MODES OF TRANSPORT OTHER THAN THE CAR

Implementation: Advice and discussion with farmers, and through the development control process in consultation with DEFRA

Monitoring: Planning applications determined.

Re-use of Rural Buildings for Commercial Uses

6.66 The re-use of rural buildings for new commercial, industrial and recreational uses can help to reduce the demand for new building and encourage a healthy rural economy. PPG7 favours re-use of buildings for business rather than residential purposes. Provided the proposal is in keeping with its surroundings, re-use of farm buildings or other rural buildings for non residential uses will be generally acceptable. However, it is acknowledged that not all proposals can be accommodated. There may be legitimate objections, based on local circumstances, that may override the advantages of re-use.

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

THE RE-USE AND ADAPTATION OF RURAL BUILDINGS WILL BE ACCEPTABLE IF ALL THE FOLLOWING CRITERIA ARE MET:

A) THE FORM, BULK AND GENERAL DESIGN OF THE BUILDING IS IN KEEPING WITH ITS SURROUNDINGS

B) THE BUILDING PROPOSED FOR RE-USE IS SUITABLE FOR THE PROPOSED USE WITHOUT MAJOR REBUILDING OR ALTERATION

C) THERE ARE NO OVER-RIDING HISTORICAL ENVIRONMENT, ENVIRONMENTAL, ROAD SAFETY, VISUAL OR RESIDENTIAL AMENITY OBJECTIONS, ARISING FROM THE SCALE, IMPACT, CHARACTER OR SITING OF THE RE-USE AND ITS ASSOCIATED WORKS AND ACTIVITIES

Implementation: Through the development control process

Monitoring: Annual employment monitoring.

6.67 Where there is concern that fragmentation of a holding will result from the change of use, a planning obligation under Section 106 of the Town and Country Planning Act 1990 will be considered to prevent separation of the building proposed for non agricultural use from the existing farm or forestry land.

6.68 The University has a number of farm units in the Plan area and these will be treated in the same way as any other agricultural holdings.

Redevelopment, Extension and Infilling at Existing Employment Sites Outside Settlement Boundaries

6.69 The principle of redevelopment, minor extension and infilling of existing sites in the countryside is allowed by Berkshire Structure Plan Policy C2 in order to assist the

EXPECTED TO BE OF A SIZE, SHAPE AND LOCATION SUITABLE FOR RECREATIONAL USE.

WHERE SITES CANNOT PHYSICALLY, OR APPROPRIATELY, ACCOMMODATE ALL THE CATEGORIES OF OPEN SPACE REQUIRED IN APPENDIX 6, THE OPEN SPACE THAT CAN BE PROVIDED ON-SITE WILL BE EXPECTED TO INCLUDE AMENITY SPACE AND CHILDREN'S PLAY SPACE. THE BALANCE OF THE OPEN SPACE REQUIREMENT WILL BE SOUGHT THROUGH FINANCIAL CONTRIBUTIONS TOWARDS THE FUTURE PROVISION OF NEW, OR THE ENHANCEMENT OF EXISTING, OFF-SITE FACILITIES.

Implementation: Through the development control process and, where necessary, contributions.

Monitoring: Planning applications determined.

Provision of Public Open Space and/or Recreational Facilities in New Commercial Development

8.21 There is also a need to provide open spaces within employment areas for the enjoyment and use of employees. Commercial development is likely to create the need for facilities where staff can take breaks both during and after the working day. Activity may range from team games to more individual activities. The Council will apply, where appropriate, planning obligations and conditions where development proposals are likely to contribute to demand in accordance with Policy WOS4. As a general guideline the provision of 1.5 hectares per 1,000 employees is considered to provide sufficient open space to accommodate the recreational requirements generated by employees within new employment areas. Provision of recreational facilities close to employment locations reduces the need to travel and the pressure on existing facilities.

POLICY WR8: PROVISION OF PUBLIC OPEN SPACE IN NEW COMMERCIAL DEVELOPMENT

PROVISION SHOULD BE MADE FOR THE LIKELY NEED FOR RECREATIONAL AND LEISURE FACILITIES, INCLUDING OPEN SPACE, IN ASSOCIATION WITH NEW COMMERCIAL DEVELOPMENTS.

WHERE A SITE CANNOT PHYSICALLY, OR APPROPRIATELY, ACCOMMODATE THE REQUIRED OPEN SPACE, THE BALANCE WILL BE SOUGHT THROUGH FINANCIAL CONTRIBUTIONS TOWARDS THE FUTURE PROVISION OF NEW, OR THE ENHANCEMENT OF EXISTING, OFF-SITE FACILITIES.

Implementation: Through the development control process and, where necessary, contributions.

Monitoring: Planning applications determined.

Provision of Indoor Sports and Recreational Facilities in New Residential Development

8.22 In addition to the provision of public open space in new residential development Sports Council research shows that a population of between 3,500 and 6,000 can support a small community/recreation centre. Therefore, where residential development takes place (either a single development or additions to existing

strategy, Policy OS1, with sustainability as a core concept. A key policy on transport is Policy LD5 which gives policy guidance on transport considerations in dealing with development proposals. The importance of the Integrated Transport Strategy is set out in Policy T1 and a number of proposed schemes are listed. There are also a number of policies for aspects of the transport strategy such as cycling and parking.

Resources

9.14 Resources for transport schemes are limited and bids through the Local Transport Plan process have been requested to be realistic. A block allocation of funds is granted with priority given to projects to, improve road safety and to encourage greater use of walking, cycling and public transport in order to meet the transport objectives.

9.15 One way to reduce the demand for transport is to implement policies on the location of development. Policy LD5 in the Berkshire Structure Plan gives guidance on the location of development in relation to the transport network. The policy requires major development to be well located in relation to public transport and cycle and pedestrian routes. In addition local and day to day facilities should be located near to their clients in local centres which are easily accessible by walking and cycling in order to reduce the need for longer journeys. Activities generating large numbers of trips should be located together so that a single trip can serve several purposes. Development that tends to attract journeys should be located where it is readily accessible by a choice of transport modes. Developments that are likely to be major generators of travel demand should not be located independently thereby attracting single purpose trips but be in mixed areas, such as the centres named in this plan and at public transport interchanges. In accordance with the PPG13, applications for larger developments will require transport assessments covering all modes of transport so as to assess the likely modal split of journeys to and from the site. Details of proposed measures to improve access by public transport, walking and cycling and to reduce the number of motorised journeys will be required.

9.16 This policy covers all development and is in addition to policies on pedestrian routes, cycling and public transport. In rural areas the location of development should be in local service centres which act as focal points for the community. Policy WCC1 of this plan highlights that there are certain uses which have to be located in rural areas or away from other uses and in these and other special circumstances it may be necessary, if justified, to relax the requirement of this policy.

LOCATION OF DEVELOPMENT AND GENERAL TRANSPORT ISSUES

Location of Development

POLICY WT1: LOCATION OF DEVELOPMENT

MAJOR DEVELOPMENT WILL BE LOCATED ON SITES THAT ARE CAPABLE OF BEING WELL SERVED BY PUBLIC TRANSPORT. DEVELOPMENT THAT IS LIKELY TO ATTRACT MANY JOURNEYS SHOULD BE LOCATED WHERE IT IS READILY ACCESSIBLE BY A CHOICE OF TRANSPORT MODES. MAJOR TRIP GENERATORS SHOULD NOT BE LOCATED INDEPENDENTLY THEREBY ATTRACTING SINGLE-PURPOSE TRIPS BUT BE IN TOWN CENTRES AND OTHER MIXED USE AREAS SO THAT A SINGLE TRIP WILL SERVE A NUMBER OF PURPOSES. EXISTING AND PROPOSED RESIDENTIAL AREAS SHOULD HAVE, IN REASONABLE PROXIMITY, ACTIVITIES THAT PEOPLE WISH TO USE FREQUENTLY, SUCH AS SHOPS SELLING CONVENIENCE GOODS, A PRIMARY

SCHOOL, SOME EMPLOYMENT OPPORTUNITIES, AND RECREATION AND COMMUNITY FACILITIES.

Implementation: Through development control having regard to information on the location of services and the availability of public transport.

Monitoring: Through the annual commitments exercise which gives details of the location of development.

Accessibility Profiles

9.17 Local authorities are told in PPG13 that they should establish 'accessibility profiles' for public transport in order to determine those sites that could meet its policy goals. These profiles should reflect the catchment area served and the likely quality of service. The likely availability and use of public transport is stated to be a very important ingredient in determining locational policies designed to reduce the need for travel by car. The Council will prepare an accessibility profile of the District, which will be increased in sophistication as resources permit. Initially it will concentrate on the availability of public transport and the location of services that people could walk or cycle to.

9.18 Whilst there is considerable emphasis in national and strategic guidance on the reduction in the use of cars, this must be applied in the context of already high car ownership and the limited availability of public transport services in some locations. At present in many parts of Wokingham District there is simply no practical alternative to the private car. The problems of the lack of a suitable alternative have been clearly made by many respondents to the consultation exercises. Non-car users are disadvantaged in comparison with car users.

Access to Development

9.19 It is important to ensure that all development is accessible both for all modes of transport and by all users irrespective of any handicap.

POLICY WT2: ACCESS TO DEVELOPMENT

ALL DEVELOPMENT MUST BE PROVIDED WITH A SATISFACTORY ACCESS INCLUDING FOR THOSE WHO ARE HANDICAPPED IN MOBILITY TERMS AND PROVISION FOR ACCESS BY FOOT AND BY CYCLE. IN LARGER DEVELOPMENTS THE PROVISION OF BUS ACCESS AND SUITABLY LOCATED BUS STOPS WITH SHELTERS WILL ALSO BE REQUIRED.

Implementation: Through the development control process.

Monitoring: Through the evaluation of development on site.

9.20 Accessibility to development in terms of the built environment is covered by Policy WBE3. Issues of general access are addressed in policy WOS3 and the supporting text thereto.

Alternatives to the Private Car

9.21 One of this plan's main targets, in accordance with government guidance, is to reduce the use of the private car and to increase the use of modes such as rail, bus, cycling and walking. The Road Traffic Reduction Act requires local Highway Authorities to

review existing and forecast levels of traffic on local roads in their areas. Targets are to be set through the Local Transport Plan with regard to reducing absolute levels of traffic or reducing the rate of growth in traffic levels.

9.22 This plan does not provide for unrestrained growth in the use of the private car and in particular new road construction to meet forecast growth in demand. It is implicit that the demand for movement by private cars at peak hours will not be met.

9.23 It will be difficult to achieve a reduction in the use of the private car in a manner that is acceptable to all. There will be some reduction in car use because of restraint measures in adjacent districts, particularly Reading. There will also be controls on access for environmental reasons, particularly as part of extending traffic-free areas for the pedestrian, ranging from full pedestrianisation to pavement widening. Measures to enhance public transport should also lead to a reduction in car movements.

9.24 There is scope for encouragement of other modes, particularly for trips to work and school. The use of alternative modes should be encouraged. In particular many trips made are short. Such trips are particularly suitable for being made on foot or by bicycle. A walking strategy is being developed which includes a safer routes to school programme and the Wokingham District walks initiative.

POLICY WT3: MODAL SPLIT

ALL TRAFFIC GENERATING DEVELOPMENT WILL NEED TO FACILITATE ALTERNATIVE MODES OF TRANSPORT IN ADDITION TO THE PRIVATE CAR, WHERE APPROPRIATE THIS WILL INCLUDE PROVIDING FACILITIES AND/OR CONTRIBUTIONS DESIGNED TO ENCOURAGE WALKING AND/OR CYCLING AND/OR USE OF PUBLIC TRANSPORT OR REDUCE THE NEED TO TRAVEL ALTOGETHER.

RESIDENTIAL, EMPLOYMENT AND EDUCATIONAL DEVELOPMENT MUST DEMONSTRATE HOW IT CAN ENCOURAGE THE REDUCTION IN THE DEMAND FOR PRIVATE CAR TRAVEL FOR JOURNEYS TO AND FROM WORK AND EDUCATIONAL ESTABLISHMENTS.

Implementation: By positive measures to provide and to encourage the use of modes other than the private car.

Monitoring: Through the Local Transport Plan and the Road Traffic Reduction Act, other transport statistics and surveys.

9.25 Although largely outside the direct control of this plan it is to be hoped that one of the effects of national policy will be to reduce the flows of traffic through the District.

9.26 Journeys to work have increased in time and distance with the growth in car ownership and expansion of the strategic road network. The journey to work is one of the main contributors to peak hour congestion in the district with 76% of those employed within the district travelling to work by car. A relatively slight decrease in the volume of peak hour commuting would have a significant effect in reducing congestion. The council is developing and encouraging the implementation of travel plans in order to meet objectives of promoting sustainable transport, increasing accessibility and supporting the economy as promoted through the transport white paper and PPG13.

9.27 Major developments consisting of jobs, shopping, leisure, services and smaller such developments that would otherwise result in a material traffic impact are likely to require travel plans. As stated in the structure plan major developments are defined as those involving 500 square metres or more of floorspace. The travel plans are to be made binding through either conditions attached to planning permission or through a related planning obligation.

9.28 Wokingham District Council supports and encourages existing business to develop travel plans in partnership with the authority. The objective is to raise employers awareness of the potential that a structured travel plan has to improve business efficiency and to help in an understanding of the contribution that can be made to resolving the area's traffic problems. Travel plans should take account of the existing movements in the area and the potential for further development

9.29 The council is also seeking to promote travel plans for schools and other educational establishments within the district.

POLICY WT4: TRAVEL PLANS

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR AND INCREASE THE USE OF PUBLIC TRANSPORT, CYCLING AND WALKING AS PART OF AN INTEGRATED TRANSPORT STRATEGY REFERRED TO IN STRUCTURE PLAN POLICY T1 AND TO ACHIEVE THE MODAL SHIFT GOALS, PRIOR TO CONSENT BEING GRANTED ON MAJOR DEVELOPMENTS AND DEVELOPMENTS THAT WOULD OTHERWISE RESULT IN A MATERIAL TRAFFIC IMPACT, THE DEVELOPER WILL NORMALLY BE REQUIRED TO PREPARE A TRAVEL PLAN.

Implementation: Through the Development Control process and the Five year Local Transport Plan

Monitoring: Through the Local Transport Plan process.

Environment

9.30 The council is working towards its local air quality management responsibilities in accordance with the Environment Act 1995. Through this process it has been found that traffic is the main contributor to air quality problems in the district. Traffic pollution reduction measures will be required to meet the standards in some areas of the district.

9.31 A key issue is how the demand for mobility can be accommodated in a safe manner without harm to the environment in all its aspects. There is widespread concern about the environmentally unacceptable consequences of increasingly heavy flows of traffic on roads through residential and other environmentally sensitive areas. In particular, during public consultation, the issue of the routing of heavy goods vehicles was raised on many occasions. This is a universal concern from town centres to rural lanes.

9.32 There are many areas suffering from the adverse effects of traffic. These include the centres of Wokingham and Twyford.

POLICY WT5: ENVIRONMENTAL ASPECTS OF TRAFFIC

THE COUNCIL WILL IDENTIFY AND PROMOTE THE AMELIORATION OF ENVIRONMENTAL PROBLEMS ASSOCIATED WITH THE MOVEMENT OF TRAFFIC, PARTICULARLY HEAVY GOODS VEHICLES, THROUGH RESIDENTIAL

AREAS, CONSERVATION AREAS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS BY TRAFFIC MANAGEMENT MEASURES AND ASSOCIATED ENVIRONMENTAL IMPROVEMENTS. NOISE ATTENUATION MEASURES WILL BE IMPLEMENTED WHERE NECESSARY TO IMPROVE THE CONDITIONS IN EXISTING DEVELOPMENT.

DEVELOPMENT WILL NOT BE PERMITTED WHERE THE PROPOSAL WOULD GENERATE TRAFFIC OF A TYPE OR QUANTITY DETRIMENTAL TO THE CHARACTER OF THE RURAL ROADS IN THE LOCALITY.

Implementation: Through the annual capital programme of traffic management and environmental improvement, the five year Local Transport Plan programme and through development control.

Monitoring: Through 'state of the environment' surveys and the Local Transport Plan.

9.33 Among the environmental problems covered by this policy will be:

a) pollution in all forms including noise and air
b) the problems caused by through traffic passing through principal shopping areas
c) severance of pedestrian movement and communities by traffic
d) nuisances which prevent the street being a pleasant place to meet, walk etc.
e) the lack of space available within the street reserved for the pedestrian
f) the visual intrusion of vehicles and their impact on the setting of buildings
g) the physical impact of highway improvements on the visual environment, and
h) the routing of lorries onto appropriate routes by signing, and where necessary, the imposition of restrictions.

Transport and Town Centres

9.34 Good access by all modes of transport is a vital ingredient in maintaining and enhancing the vitality and viability of town centres. There has been much concern that controls on car parking in order to secure restraint on the use of the car, could adversely affect the viability and vitality of town centres. Other policies and proposals in this plan to maintain and enhance the vitality and viability of existing shopping centres are unlikely to be successful unless there is good access by the private car. In an area with high car ownership good access for many is likely to be considered to be easy access by car both in terms of a congestion free journey and an available parking space at a minimal charge at the end of the journey.

9.35 The key to modal shift and reducing the use of the car is to ensure that alternatives to the car exist. Generally good access by public transport is seen as encouraging its use. Giving it better access to centres than the private car can make it more attractive than it otherwise would be. Therefore buses will, subject to other considerations, particularly pedestrian safety, be allowed access to areas where other traffic is banned or restricted including areas otherwise limited to pedestrians.

9.36 The current levels of overall accessibility to town centres particularly by environmentally friendly modes of transport, will be enhanced in order to support the local economy and to maintain the viability and vitality of the centres.

9.37 Pedestrian access plans will be developed for the centres of Wokingham, Woodley, Earley and Twyford.

Parking

8 The parking standards, set out at Appendix 8, take account of PPG3 (March 2000) and PPG13 (March 2001). The standards are maximum standards. The application of these standards will be based on the accessibility of the development site by public transport. For this purpose the District has been split into three zones based on an assessment of accessibility by public transport.

9 In making suitable provision for parking, the needs of disabled people are provided for in the standards.

0 The quality of car parking is as much a matter of concern as the quantity. If car parking is to be used and thus meet the purpose of the standard, the spaces must be appropriately located. Studies have shown that there is a lack of communal parking close to dwellings for visitors even when quantitative standards have been met. There is also an under use of garages and hardstandings due to poor layout and dwelling design. Garages are often used for storage rather than parking. Within residential areas as part of the overall provision consideration will be given to the needs of visitors..

1 As well as cars, it is essential that proper provision is made for cycles, motorcycles and lorries. Cycle parking facilities should be well related to cycle tracks. The provision of such facilities will prevent obstruction of footways and assist security. Such facilities should be provided in connection with all development.

POLICY WT6: PARKING PROVISION

WHERE ADDITIONAL DEVELOPMENT TAKES PLACE THE COUNCIL WILL SEEK THE PROVISION IN APPROPRIATE LOCATIONS WITHIN THE DEVELOPMENT OF CAR, CYCLE, MOTORCYCLE AND LORRY PARKING IN ACCORDANCE WITH THE COUNCIL'S STANDARDS.

Implementation: Through development control and the annual capital programme of transport investment and environmental improvement and the local transport plan programme.

Monitoring: Through the Local Transport Plan Process.

Safety

The Council considers it important to meet the government's targets in relation to safety and the reduction in accidents. The development control process gives the Council the opportunity to consider the road safety aspects of all new developments. All measures designed to improve safety must be carried out in an environmentally sensitive manner.

The control and design of proper vehicular access to the public highway can have an important effect on safety. The Council wishes to ensure that all new accesses are designed to a good standard incorporating adequate visibility for vehicles and pedestrians, pedestrian facilities and signing where appropriate. On primary, secondary and other busy routes it is important to ensure that accesses are designed to permit vehicles to turn round on site, thereby avoiding the need for reversing on to the highway, which is a particularly dangerous activity. In considering the location of accesses for new development, decisions will be taken having regard to the proximity

to other road junctions, traffic signals, pedestrian crossings, other highway features and the access arrangements for adjoining properties.

9.44 The formation of certain vehicular cross-overs requires planning consent. In determining applications for cross-overs, the Council will pay particular attention to their implications for the safe flow of traffic and pedestrian safety. All schemes will be expected to provide adequate visibility.

9.45 The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway as well as an attractive environment. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps.

POLICY WT7: ROAD SAFETY

IN ORDER TO PROMOTE ROAD SAFETY FOR ALL ROAD USERS, THE ROAD SAFETY IMPLICATIONS OF ALL PROPOSALS WILL BE EXAMINED AND SAFETY MEASURES IMPLEMENTED WHERE IT IS JUSTIFIED BY A NEW DEVELOPMENT PROPOSAL.

Implementation: Through development control.

Monitoring: Through road safety and accident monitoring and the Road Safety Plan.

Street Lighting

9.46 The provision of street lighting is an important aid to safety at night and promotes security and a feeling of well being. It is, however, an extremely sensitive issue in rural areas. There can be strong opposition to the introduction of street lighting into presently unlit rural areas. In considering whether to introduce street lighting it is important to consult the local community and its representatives.

9.47 Any lighting scheme must be well designed taking into account the character of the location. This is particularly necessary in areas of environmental quality and conservation areas. In a number of places street lighting is not continuous leading to problems for motorists arising from the alternation of lit and unlit areas.

ALTERNATIVES TO THE PRIVATE CAR

Pedestrians

9.48 Walking is the most sustainable mode of transport with most journeys starting or ending with a walk element. Walking is therefore the key to achieving integration between different modes of transport - bus/bus, bus/rail, car/rail etc. In addition, Central Government research, 'Personal Security Issues in Pedestrian Journeys' concluded that a walking journey is only as strong as its weakest link and that if any aspect is felt to be unsafe then that journey will not be undertaken in that way. It is therefore necessary to look both at 'whole routes' rather than a series of unconnected paths and to consider walking as part of a longer journey. The local centres study and the interchanges study address both these issues and the study outcomes will be developed into measures for inclusion in the local transport plan.

9.49 Particular problems are created when a road with a substantial volume of traffic creates a problem of severance. This can be rectified by providing facilities to make crossing the road more easy.

9.50 Over the years patterns of activity have changed. This has meant that either traffic flows have increased, making roads unsuitable to be shared by pedestrians and motor vehicles, or by a higher demand from pedestrians. In both cases there can be a need to provide a footpath where none exists at present.

9.51 In order to mitigate the effects of the increased traffic generated by new developments the Council will make every effort to secure the provision of footpaths along rural roads affected by such traffic.

9.52 An important aspect of making proper provision for pedestrians is to ensure that an adequate proportion of the 'public realm' is reserved for them. There are examples of successful pedestrianisation schemes in the District e.g. Woodley precinct, Wokingham Market Place. Where necessary, in order to make walking more attractive and to improve the environment by controlling motor vehicle use, the widening of pavements and even full pedestrianisation will be considered.

9.53 Wokingham district walks initiative is a joint sponsor of a community based research project aimed at promoting walking as opposed to the car. The main aims include the promotion of walking to school, commuting and to maintain and expand the 'its good to walk' scheme within the district. A comprehensive safer routes to school strategy which incorporates 70 schools has been established and is co-ordinated with the work on the health improvement programme. The types of measures being implemented and encouraged include toucan and puffin crossings, footway and cycleway improvements, school 'keep clear' markings and waiting restrictions to clear areas of parked vehicles and improve sight lines.

POLICY WT8: PEDESTRIAN ROUTES AND FOOTPATHS

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR AND ENCOURAGE WALKING, THE COUNCIL WILL SEEK TO SECURE CLEAR, DIRECT, PLEASANT, SAFE AND CONVENIENT ROUTES OF ADEQUATE WIDTH FOR PEDESTRIANS, WITH HIGH STANDARDS OF SIGNING, LIGHTING AND SURFACING WITHIN EXISTING DEVELOPMENT AND IN ADVANCE OF THE OCCUPATION OF NEW DEVELOPMENT.

A HIGH PRIORITY WILL BE GIVEN TO PROVIDING ASSISTANCE TO PEDESTRIANS TO CROSS ROADS INCLUDING PELICAN AND PUFFIN CROSSINGS, TRAFFIC ISLANDS AND PEDESTRIAN REFUGES WHERE JUSTIFIED BY HIGH FLOWS, BY PROBLEMS OF SEVERANCE OR BY LACK OF SAFETY, AS WELL AS THE PROVISION OF FOOTPATHS IN AREAS OF DEMAND WHERE THEY DO NOT CURRENTLY EXIST.

Implementation: Through development control, the annual capital programme of transport investment, environmental improvement and the Local Transport Plan Programme.

Monitoring: Through road safety and accident monitoring, the Road Safety Plan, as part of the Local Transport Plan process, other transport statistics and surveys.

Cycling

9.54 Cycling has an important role as part of the strategy of providing an alternative to the private car. In July 1996 the Government launched the National Cycling Strategy which sets targets for increasing cycle use. By 2002 the aim is to double the number of trips made by bicycle. It is the intention to raise the modal share of trips by cycle to 10% by 2012. The National Cycle Route crosses the north of the district from Reading to Wargrave on the A4 and A321 and continues on to Maidenhead.

9.55 Cycling is a potentially important, pollution free and healthy means of transport, which could be used for many short trips including journeys to school and work. Wokingham District is reasonably well suited to cycling since it is broadly flat with few steep inclines, especially in the well populated areas. Whilst ownership of cycles appears to be high, usage is low. This is because there is poor provision for cycling. The specific provision for cycling is very limited and some is of poor quality. It includes cycle routes and part of the Round Berkshire Cycle Route which mainly uses quiet routes. Increasing volumes of traffic have rendered many roads, especially at peak hours, unsuitable for cycling. Measures that reduce the volume of traffic will thereby make cycling more attractive. A number of cycle routes are included in the adopted local plans but implementation has generally been slow. In addition to the provision of a cycleway network, it is important to make the road network more attractive, less intimidating and safer for cyclists.

9.56 In June 2000 the Council published its cycling strategy (see para 9.10 above) which includes a cycle network for the District. The strategy acts as a guide to co-ordinate cycle provision in the District and contributes towards National Cycle Strategy targets. It forms an Integral part of the Local Transport Plan, whilst working as a stand-alone document. Development of the safer routes to school programme will link further routes to the network.

POLICY WT9: DEVELOPMENT OF A CYCLEWAY NETWORK

IN ORDER TO REDUCE THE USE OF THE PRIVATE CAR, A SAFE, WELL LIT, AND SIGNED COMPREHENSIVE NETWORK OF CYCLEWAYS OF ADEQUATE WIDTH WILL BE PROVIDED, LINKING ALL TOWNS AND MAJOR VILLAGES AND WITHIN URBAN AREAS. AS A PRIORITY CYCLEWAYS WILL BE PROVIDED IN AREAS OF NEED, ESPECIALLY WHERE IT WOULD RESULT IN AN INCREASE IN SAFETY.

Implementation: By contributions from developers to transport provision necessitated by their schemes, in agreement with landowners, through development control and the annual capital programme of transport investment and environmental improvement.

Monitoring: Through the transport and safety statistics and surveys.

Public Transport

9.57 One of the key ways of implementing policy WT3 modal split, and of providing sustainable travel choices is through improved public transport services. Securing this is mostly outside the scope of land use planning. The use of public transport can be encouraged by revenue support for improved services and bus priority measures, which speed up bus services and reduce the length of time taken on bus journeys compared to the private car. This not only makes public transport more attractive to

WATER AND SEWERAGE

Water Quality

10.39 The quality of water is an increasingly important area of concern. Deteriorating water quality can affect the supply of water for domestic, industrial and agricultural uses and general amenity. The Council should therefore restrict development that would threaten surface and ground water quality. The Environment Agency has published ground water vulnerability maps, which identify areas requiring protection from potentially polluting activities. These maps provide a basis for consultation with the Environment Agency. The Environment Agency has a lead role in providing advice on ground water vulnerability and on the impact of development upon ground and surface water quality. The Council will take the advice of Environment Agency on such matters.

POLICY WIC13: SURFACE AND GROUND WATER PROTECTION

THE COUNCIL WILL (FOLLOWING CONSULTATION WITH THE ENVIRONMENT AGENCY) RESIST DEVELOPMENT THAT COULD ADVERSELY AFFECT THE QUALITY OF SURFACE AND GROUND WATER AS A RESULT OF THE NATURE OF SURFACE OR WASTE WATER DISCHARGE, OR GIVE RISE TO POLLUTION PROBLEMS AS A RESULT OF DISTURBANCE TO CONTAMINATED LAND.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

Surface Water Run- Off

10.40 Unless carefully sited and designed, new development can increase run-off by the addition of impermeable surfaces such as roofs and paved areas. This can result in increased risk of flooding downstream and to surrounding areas, as well as damage to the water environment. The Council will encourage permeable surfaces, in parking areas for example.

Flood Plains

10.41 The Environment Agency has statutory responsibilities for water resources, pollution control, flood defence, fisheries, recreation, conservation and navigation. New development can cause flooding, pollution and erosion of areas located downstream. Accordingly development will be restricted in areas liable to flood and in locations that would result in an increased flood risk in surrounding areas and downstream. In preparing flood compensation schemes consideration should be given to the primary use of the land. Flood compensation schemes will not be acceptable within residential curtilages unless it can be demonstrated that the main use as a garden would not be affected.

10.42 Planning Policy Guidance 25: Development and Flood Risk (July 2001) sets out the importance to managing and reducing flood risk in the land-use planning process, to acting on a precautionary basis and to taking account of climate change. Susceptibility of land to flooding and flood risk is a material planning consideration. The Environment Agency has a lead role in providing advice on flood issues at a strategic level and in relation to planning applications.

10.43 The Proposals Map in this Plan shows the flood plain as at 2002. However, the flood plain maps will be used and updated over time and the Proposals Map should be used as only indicative. The developer must therefore check with the Council or the Environment Agency for the latest available version on the extent of flood risk in the District. These maps provide a basis for consultation with the Environment Agency and will not be used as the sole basis for decisions on where these planning policies apply. Developers will have regard to the risk based approach to proposals for development in or affecting flood–risk areas, as set out in paragraph 30, Table 1 of PPG25. Where development and/or residents may be at risk from flooding, or may increase flood risk to others, the developer will carry out an appropriate flood risk assessment related to the scale and nature of the development proposed. This will accompany the application. Guidance on flood risk assessments is contained in PPG25, Annex F. The Council will seek to apply the sequential test (in consultation with the Environment Agency) to assess the appropriateness of the development and to ensure that there are no reasonable options available in a lower risk category, consistent with other sustainable objectives. Where a risk from non-fluvial flooding sources has been identified as an issue by the Council, residents or statutory undertakers then the developer must undertake a flood risk assessment to investigate that risk.

10.44 It is essential to demonstrate that an assessment of the risk of groundwater flooding or local flooding due to run-off exceeding the capacity of drainage systems has been taken into account when formulating development proposals.

10.45 Similarly, the Council will require evidence of the use of sustainable drainage systems in the design of any planning proposal. Sustainable drainage systems involve moving away from traditional piped drainage systems to engineering solutions that mimic natural drainage processes. Sustainable drainage options can include:

a) Preventive measures e.g. Rain-water recycling;
b) Filter strips and swales e.g. Vegetated landscape features with a gentle downhill gradient to drain water evenly off impermeable surfaces, mimicking natural drainage systems;
c) Filter drains and permeable and porous pavements e.g. Allows rainwater and run-off to infiltrate into permeable material placed below ground to store water prior to discharge;
d) Infiltration devices e.g. below-ground or surface structures to drain water directly into the ground (soakaways, infiltration trenches, swales with infiltration and infiltration basins) at source or piped to an appropriate area; and
e) Basins and ponds e.g. structures designed to hold water when it rains. Basins are free from water in dry weather and ponds contain water at all times and are designed to hold more when it rains. This can include wetlands and reedbeds.

10.46 The Council consider the use of sustainable drainage systems make a significant contribution towards sustainable development by:

a) Managing environmental impacts at source, rather than downstream;
b) Managing water run-off rates, reducing erosion, and the impact of urbanisation on flooding;
c) Protecting or enhancing water quality;
d) Being sympathetic to the environmental setting and the needs of the local community;
e) Providing opportunities to improve biodiversity by creating habitats for wildlife in watercourses; and

f) Encouraging more natural groundwater recharge.

POLICY WIC14: DEVELOPMENT IN FLOOD PLAINS

IN AREAS LIABLE TO FLOOD, DEVELOPMENT WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT, BY ITSELF, OR CUMULATIVELY WITH OTHER DEVELOPMENT, IT WILL NOT:

A) IMPEDE THE FLOW OF FLOOD WATER; OR

B) REDUCE THE CAPACITY OF THE FLOOD PLAIN TO STORE WATER; OR

C) INCREASE THE NUMBER OF PEOPLE OR PROPERTIES AT RISK FROM FLOODING.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined within flood areas.

POLICY WIC15: SURFACE WATER RUN-OFF LIABLE TO CAUSE FLOODING

PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS IF SUCH DEVELOPMENT WOULD RESULT IN AN INCREASED FLOOD RISK IN SURROUNDING AREAS AND DOWNSTREAM DUE TO ADDITIONAL SURFACE WATER RUN-OFF. WHERE DEVELOPMENT IS PERMITTED, IT MUST INCLUDE APPROPRIATE ATTENUATION MEASURES DEFINED BY THE COUNCIL IN CONSULTATION WITH THE ENVIRONMENT AGENCY.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

POLICY WIC16: WORKS AFFECTING WATERCOURSES

THE COUNCIL WILL ENSURE THAT ALL WORKS IN, UNDER, OVER AND ADJACENT TO WATERCOURSES DO NOT ADVERSELY AFFECT THE WATERCOURSE.

Implementation: Through development control process and in consultation with the Environment Agency.

Monitoring: Planning applications determined.

10.47 The Environment Agency and the relevant water company or sewerage undertaker - Thames Water will be consulted on foul water and surface water drainage aspects of relevant developments so that they can satisfy themselves that adequate sewerage and treatment facilities are, or can be, made to serve the proposed development. Developers must also have regard to the potential impacts of foul and surface water drainage on ground and surface water quality in accordance with policy WIC13. Developers undertaking new development involving foul and surface water sewers

Application No:F/2002/7868 EXC

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACTS

Notification of Refusal of Permission

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

Application Number: F/2002/7868

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

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

Reasons

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

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

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

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

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

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

Informatives

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

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

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

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

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

T. G Watson

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

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

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: 2002/7867 & 2002/7868

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

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

These applications are being advertised in the Henley Standard newspaper on the 22/11/2002 for the following reason(s);

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

The applications 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 NUMBERS to the Case Officer Heidi Lynch P.O. Box 157 Council Offices, Shute End, Wokingham, Berkshire, RG40 1WR to arrive before **13/12/2002**. Written comments submitted will become available for public inspection.

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

Date: 22/11/2002

Displayed by A Odell.

19.11.02

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

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

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

SUMMARY

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

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

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

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

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

RECOMMENDATION

REFUSE PLANNING PERMISSION for the following reasons:

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

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

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

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

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

Informatives

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

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

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

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

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

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

BACKGROUND

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

CONSULTATION

Access and Movement – object to the proposal

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

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

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

Ecological Officer – the buildings should be surveyed for bats

Environmental Health Officer – no objection subject to conditions

Drainage Officer – "no comments".

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

Environment Agency – no objections, request an informative.

Thames Water – no objection.

Ramblers Association – "no comments"

Remenham Parish Council – comments attached

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

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

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

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

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

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

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

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

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

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

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

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

Local Members comments – none received

APPRAISAL

The principle of development

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

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

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

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

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

The impact on the character of the area

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

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

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

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

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

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

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

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

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

Impact on residential amenity

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

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

Access and Movement

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

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

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

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

Flooding

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

Ecological Issues

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

Service, Amenity and Infrastructure contributions

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

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

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

Comments made by Remenham Parish Council

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

Comments made by local residents

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

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

CONCLUSION

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



Remenham Parish Council

OBSERVATIONS OF REMENHAM PARISH COUNCIL
on

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

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

WOS1 SUSTAINABLE DEVELOPMENT

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

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

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

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

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

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

WOS3 DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

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

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

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

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

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

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

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

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

WT4 ENVIRONMENTAL ASPECTS OF TRAFFIC

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

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

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

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

WGB1 DEVELOPMENT IN THE METROPOLITAN GREEN BELT

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

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

Comment: see WGB4

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

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

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

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

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

GOVERNMENT POLICY PPG7

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

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

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

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

TRAFFIC - TRANSPORT ASSESSMENT

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

Introduction

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

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

Review of Trip Generation

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

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

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

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

Revised Impact of Development

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

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

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

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

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

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

Accessibility and Parking

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

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

Green Transport Plan

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

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

Conclusions

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

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

GENERAL

Historic

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

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

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

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

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

Services

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

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

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

Signage

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

Residential use

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

Francis Burley
Parish Clerk
Tuesday, 17 December 2002

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

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

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

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

Additional reason for refusal

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

Additional Informative

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

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

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

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

Dc
Carol H.

WOKINGHAM DISTRICT COUNCIL

MEETING OF THE DEVELOPMENT CONTROL COMMITTEE

ON

WEDNESDAY 12TH MAY 2004

AT

7.00 PM

AGENDA

Civic Offices
Shute End
Wokingham
Berkshire

Doug Patterson
Chief Executive

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Our Ref : SP/2002/006747-1/1
Your Ref : O/2002/7868

Date : 16 December 2002

ENVIRONMENT AGENCY

PLANNING SERVICES	HPT 64466
POL	TLS
DC HL	ENF
APP	
20 DEC 2002	
COPIES TO	

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

Dear Sir/Madam

OUTLINE: CHANGE OF USE FROM BARNS TO OFFICES AND STORAGE REMENHAM FARM, REMENHAM LANE, HENLEY ON THAMES

Thank you for your letter dated 8 November 2002, received on 12 November 2002. Please quote the following reference in any correspondence: SU78SE/22/6. The Environment Agency has the following comments:

The Environment Agency has no objection, in principle, to the proposed development and advises as follows:

PLANNING INFORMATIVES

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

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

ADVICE TO PLANNING AUTHORITY

Flooding

The site is not within any floodplain as indicated by Environment Agency maps.

ADVICE TO APPLICANT

Pollution prevention

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

Surface water from hard surfaced areas should discharge via deep seal trapped gullies incorporating a minimum water seal of 85mm or similar.

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

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

No soakaways shall be constructed in contaminated ground.

If you have any further queries please do not hesitate to contact me on 01276 454323, quoting the reference cited at the beginning of this letter.

Yours faithfully

SARAH PAXMAN
Development Planning Officer

CC: James Smith Associates

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

Our Ref. **15339**
Your Ref. O/2002/7868
Date. 04 December 2002

64099
HL
09 DEC 2002

FAO Heidi Lynch
Wokingham District Council
DX33506
WOKINGHAM

This matter is being dealt with by -
HPINDER

Dear Sir / Madam

TOWN AND COUNTRY PLANNING ACT 1990
Light Industrial Development

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

I refer to your consultation received in this office on 08/11/2002

SEWERAGE

Thames Water Utilities Ltd., has no objection to the above planning application.

WATER

With regard to water supply, Thames Water Utilities Ltd., are unaffected by this development, and therefore have no comments to make.

Yours faithfully,

Admin
(For Technical Information Manager

RWE GROUP

Heidi Lynch

From: Steven McMillan [smcmillan@parkman.co.uk]
Sent: 04 December 2002 11:14
To: remenham@aol.com
Cc: Heidi Lynch (E-mail); Keith. Rogers (E-mail)
Subject: Application No 0/2002/7867

Dear Francis
Remenham Farm
Application Number 0/2002/7867

Thank you for your query regarding the amount of parking proposed for the development at Manor Farm. Government guidance would indicate that the 36 spaces currently proposed is appropriate (1 space per 30m² for the offices and a further 9 or so for the storage element).

We do, however, share your concerns. The guidance presupposes that the development is in an area that is, at least to some extent, accessible by walking, cycling and public transport. That is clearly not the case at Remenham Farm.

If four of the parking spaces were set aside for visitors and servicing, only 32 spaces would be available for the (up to) 70 staff. Only 46% of the staff could therefore be car drivers and we will be needing more information from the applicant on how the remaining 54% are expected to get to work (and we will need to be convinced that the information is realistic).

I hope that this answers your query but please do not hesitate to contact me if you require any more information.

STEVE MCMILLAN
Parkman Ltd - Wokingham
Tel: 0118 936 7325 Fax: 0118 936 7340

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Heidi Lynch

From: Steven McMillan [smcmillan@parkman.co.uk]
Sent: 03 December 2002 15:44
To: Keith. Rogers (E-mail); heidi.lynch@wokingham.gov.uk
Subject: Remenham Farm



Remenham Farm; File Note 2; Re...

Keith / Heidi
Remenham Farm

Please find enclosed my File Note on the new application. There are concerns about the inadequacy of the car parking provision, the impact of the increase in traffic on residents, the safety of vulnerable road users and damage to verges.

I tried to phone Michael Dudley but he wasn't in - I left a message. Joan's looking for Mr West's number (which I've lost) - she'll phone me back when she finds it and I'll ring him too.

<<Remenham Farm; File Note 2; Revised Application.doc>>

Steve

STEVE MCMILLAN
Parkman Ltd - Wokingham
Tel: 0118 936 7325 Fax: 0118 936 7340

****
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Remenham Farm
File Note 2: Revised Application

Rev.	Author	Date	Amendments
A	SMcM	28.11.02	

1.0 Introduction

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

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

2.0 The New Application

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

3.0 The Transport Assessment (Faber Maunsell 17.05.02)

3.1 Walking

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

3.2 Cycling

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

3.3 Public Transport

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

3.4 Traffic Generation

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

3.5 Parking

On the basis that there could be 50-70 members of staff it is unlikely that the amount of parking (36 spaces) would be adequate. Allowing a minimum of four spaces for visitors and deliveries reduces the amount of parking available for staff to 32 spaces. This is indicating that only 46% of the staff could be car drivers in an area with little scope for walking, cycling or public transport modes. The 36 spaces does, however tie in reasonably well with PPG13 rates of 1 space/30m² for offices (27 spaces) plus a 10 space allowance for the storage area at the 1 space/25m² rate (without further details).

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

3.6 The Travel Plan

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

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

3.7 Passing Places

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

4.0 Conclusion

4.1 The applicant has produced a Travel Plan which outlines a series of good intentions and procedures that may or may not be implemented. The level of car and cycle parking indicates that more than 40% of the workforce will have to arrive by mini-bus, lift or car share.

The Transport Assessment suggests that the workforce will be so flexible as to make car sharing difficult. For that reason the mini-bus must be a firm

commitment which runs to some kind of schedule. It would also have to pick up those travelling by bus (at the junction of Remenham Lane with White Hill.

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

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

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

The Ramblers' Association
Working for walkers



12th November 2002

Berkshire Area
Groups: Berkshire Walkers
East Berks • Great Park
Loddon Valley • Mid Berks
Pang Valley • South East Berks
and West Berks

Your ref: Heidi Lynch
F/2002/7867 & 7868

Ms Heidi Lynch
Development Control Officer
WOKINGHAM UNITARY

70 Broad Hinton
TWYFORD
Berks RG10 OLP

Tel/Fax: 0118 9320285

Dear Ms Lynch

Application No: F/2002/7867 & 7868

Site Address: Remenham Farm, Remenham.

In response to your letters of 8th November, we have no comments to make concerning these particular applications but we thank you for giving us the opportunity of considering it.

Yours faithfully
DAVID BOUNDS
Footpath Secretary
Loddon Valley RA Group

Registered Charity Number 1066089

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

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

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

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

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

To:
Drainage
Fao Roger Johnson
Re: Major Development

From: Heidi Lynch

Date: 08 November 2002

Application Number: O/2002/7868

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

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

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

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

No Comments RJ 22/11/02

Date: 08 December 2003

To: Highways

We have received Revised Plans for the following planning application:

Application Number: O/2002/7867

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

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

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

Case Officer: Emy Circuit

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

Comments are required by 22/12/2003.

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

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

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Steve McMillan

MY REF: SMcM/

YOUR REF:

TO: Emy Circuit - Planning

DATE: 22/08/03

PLANNING APPLICATION NO.

REMENHAM FARM

Emy,

File Note 3 (attached) gives our response to a revised Transport Assessment (submitted on 20 December 2002). The contents of the File Note were communicated to Faber Maunsel (John Watson) in February 2003.

The file note recognises that the site is in an unsustainable location but acknowledges that the applicant has gone a long way towards producing a Travel Plan that would soften the impact. Since that note was written there have been discussions (with Conrad and Graham R in Policy and Plans) about how WDC should respond to applications for development in rural (unsustainable) areas. The outcome of the discussions were that this type of development is contrary to a number of Local Plan policies (WOS1, WOS3, WRE1 and CC4 were quoted) and should be refused on that basis.

The file note also indicates that the increased traffic would be to the detriment of road safety and that this could in turn lead to a reduction in the attractiveness of the route for walkers, cyclists and equestrians. It remains unclear whether there are measures that could improve the safety of vulnerable users without detriment to the character of the lane and, therefore, the application should also be refused on that (road safety) basis.

Regards,

Steve McMillan
(Highway Development Control)

Remenham Farm
File Note 3: Faber Maunsell Revisions

Rev.	Author	Date	Amendments
A	SMcM	04.02.03	

1.0 Introduction

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

2.0 Proposals

Their revisions can be summarised as follows;

2.1 Employees

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

2.2 Pedestrians

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

2.3 Cyclists

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

2.4 Public Transport

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

2.5 Traffic Generation

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

2.6 Parking

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

2.7 Travel Plan

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

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

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

2.8 Passing Places

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

2.9 Road Safety

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

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

3.0 **Comments**

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

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

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

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

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

Date: 16 February 2004

To: Highways

We have received Additional Plans for the following planning application:

Application Number: O/2002/7868

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

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

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

Case Officer: EMY CIRCUIT

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

Comments are required by 08/03/2004.

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

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

NB. Info filed for our records.

t

THE NATIONAL TRUST

for Places of Historic Interest or Natural Beauty

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

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

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

18 March 2004

Dear Ms Circuit

Remenham Farm, Remenham, Henley-on-Thames

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

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

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

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

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

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

THE NATIONAL TRUST

for Places of Historic Interest or Natural Beauty

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

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

6 April 2004

Dear Ms Circuit

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

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

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

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

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

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

Yours sincerely

Ruth Gibson

Ruth Gibson

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

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

Minute No. IM72/08'98/111.

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

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

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

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

POLICY AND PLANS CONSULTATION

Date: 22 nd December 2003
Case Officer: Emy Circuit
Application: F/2002/7868
Location: Remenham farm, Remenham Lane, Remenham, Henley-on-Thames
Applicant T A Copas Family settlement Trust c/o James Smith Associates

Background

The site is in the Metropolitan Green Belt. The application should be judged against the Wokingham District Local Plan as proposed to be further modified. Having been through inquiry and been subject to modifications arising from the Inspector's report, this has considerable weight. **N B some of the policies have changed since the last consultation on this application in December 2002.** Although still the adopted plan the Green Belt Plan has little weight, given its age. Also many of its policies are held not to be in conformity with the current Structure Plan.

It should also be remembered that the development plan (local plan and structure plan) should be read as a whole and any proposal has to be tested against each of the relevant policies in turn, together with Government guidance and any other material considerations, to assess its acceptability. In particular you should remember that general policies controlling development in the countryside apply within the Green Belt but in addition there is a presumption against allowing inappropriate development in the Green Belt.

The site comprises farm buildings in countryside, ASLI, Conservation Area and Green Belt. The site is highly visible in short views being adjacent to a public footpath, Remenham Church and the towpath along the River Thames

Sustainability

Policy WOS1 seeks that development is both sustainable and improves the quality of life. Although the proposal involves buildings that have previously been used (for agriculture), the site is located outside a settlement, in an area where development is likely to increase car use. It is therefore not sustainably located and development would be unlikely to meet the requirements of Policies WOS1 and WT1. You should use whatever opportunities there are available for improving the sustainability of the site if you consider the proposal otherwise acceptable.

Countryside and Employment

Issues of Principle

PPG 7 makes clear that the Government policy is that the countryside should be safeguarded for its own sake. As amended in March 2001 it seeks to "encourage rural enterprise". PPG 7 encourages business re-use of redundant buildings Paragraphs 3.14 to 3.17 and Annex G set out key issues to consider.

The new draft PPS7 (paras 18-20) takes a relaxed view to business uses when compared to PPG7 or the development plan. It is supportive of business use provided it does not undermine the sustainability of communities in rural

towns and villages by diverting uses from them. In a buoyant local economy such as this, developments on isolated farm buildings are unlikely to affect the viability of villages. Given the new policy guidance there would be no need to tie the proposed B1 and B8 use to the farm.

Policy WCC1 sets out the general policy approach to balancing preservation of the countryside as an asset and allowing some flexibility for development in the countryside. It indicates categories where development in the countryside would be allowable in principle. Reuse of buildings is one such. All proposals should be considered on their individual merits as regards matters of detail i.e. in respect of whether they would cause harm to countryside policy in general (precedent) or the undeveloped nature of the countryside (i.e. is it visually prominent) and countryside character (i.e. is it incongruous and inappropriate for its location).

Rural Employment Policy
You should consider whether the scheme complies with Policy WRE2 both in respect of the design of the proposal and the impact of the uses proposed on the buildings and their surroundings. Care should be taken to apply conditions preventing external storage. The parking area, adjacent to the access to Church Lane may be visually obtrusive, whether lit or not. Consider if limiting the amount of space in any one use may be necessary either because of the type of vehicles attracted or to limit further demand for car parking.

Green Belt
PPG 2 paragraph 3.1 makes clear that general policies controlling development in the countryside apply with equal force in Green Belts, but there is, in addition, a general presumption against inappropriate development within the Green Belt. You should check if the proposal does no harm to the purposes for including land in the Green Belt and because it maintains the openness of the Green Belt see PPG2 paras 1.5-1.7. Consider if the proposal meets the tests in paragraphs 3.7 to 3.10 of PPG2. If it does not the proposal will be inappropriate development in the Green Belt and should be refused.

The principle of reuse of the buildings is likely to accord with Policies WGB1 provided the development as a whole is appropriate in terms of scale, form, siting, design etc. The location of parking may cause a problem in terms of maintaining the openness of the Green Belt. If it does the application should be refused. A smaller scale proposal with the parking contained within the courtyard may be more likely to be acceptable. Policy WGB4 will be complied with if the new use has no greater impact on the openness of the Green Belt and the purposes for including land in the Green Belt than the existing farm development and the criteria in Policy WRE2

Landscape Character
This proposal should be tested to see if to have a detrimental effect on the special landscape characteristics of the banks of the Thames and the ASLI [Policy WLL4 especially criterion C (Thames) and WLL2 and para.s 2.65 and 2.66 and Policy C8 of BSP] i.e is there any loss of particular landscape features characteristic of the ASLI or any landscaping proposed that would

enhance the special landscape character. You should decide whether landscaping improvements can or should be sought through Policies WOS5 and WLL7 and BSP Policy C9. Seek advice from the Council's Landscape Architect. [NB PPS 7 (draft) discourages local landscape designations + accords them less weight the PPG 7.]

Flooding
The site is partly within the floodplain of the Thames. Policies WIC16 to WIC18 apply. Seek advice from the Environment Agency to see if amendment is needed by them to prevent any increase risk of flood or pollution of the water environment.

Built Environment and Amenity
The site proposals should be considered against Policy WHE4 for potential impact on the Conservation Area. The proposal may also affect the setting of listed buildings so should be assessed against Policy WHE11 especially criteria A and C. Seek the Advice of the Conservation Officer on this. As there are residential properties nearby consider against Policy WOS3 and WOS6 (lighting and other pollution) and WOS7 (noise). Disturbance issues may be addressed by conditions (for example on hours of use).

Highways
Consider against Policy WT3 and WT3A that encourages more sustainable travel, particularly to places of work. Seek advice concerning Highway Safety (Policy WT7) and Parking Provision (Policy WT6 and Appendix 7 -it would at first site appear to comply). Because this is in rural area with narrow lanes consider against Policy WT4. The B8 use may attract large vehicles. Does this proposal bring about an improvement to safety? Does this proposal require an access arrangement that adversely affects the countryside character of the area or the character of the Conservation Area? You may need to balance these aspects if they conflict.

Conclusion
The principle of reuse of farm buildings for a commercial use is generally accepted. Visual impact will be a main determining factor. Given the sensitive nature of this particular site and scale of the re-use, care will need to be taken, particularly in relation to maintaining the openness of the Green Belt and the impact on the Conservation area. There may need to a be a balancing of highway and parking requirements to get the most appropriate scheme for the location. Opportunities should be sought to improve the sustainability of the proposal and bring about environmental and landscape improvements if it is otherwise acceptable. If conditions cannot control any seriously adverse impacts that arise refuse.

Sean

Liz Gibbons
Senior Planner Economic Development - Policy and Plans

Relevant policies FMWDLP

WOS1 Sustainable development
WOS3 Development Control Principles
WOS5 Environmental Improvements
WOS6Environmental nuisance and Pollution Controls
WCC1 Development in the Countryside
WLL2 Areas of Special landscape Importance
WLL7 Landscape and New Development
WGB1 Development in the Metropolitan Green Belt
WGB4 Re-use and adaptation of existing buildings in the Metropolitan Green Belt
WRE2 Re-use and Adaptation of Rural Buildings for Commercial Uses
WT1 Location of Development
WT2 Access to Development
WT3 Modal Split
WT3A Travel Plans
WT4 Environmental Aspects of Traffic
WT6 Parking provision (and standards as set out in Appendix 7)
WT7 Road safety
WT9 Pedestrian Routes and Footpaths
WT10 Development of a cycleway network
WT11 Public Transport Provision and Improvement
WIC16 Development in Flood Plains
WIC17 Surface Water Run-Off liable to cause flooding
WIC18 Works Affecting Watercourses

TO: **DEVELOPMENT CONTROL**
Emy Circuit

FROM: Environmental Design

DATE: 1 March 2004

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

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

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

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

Catherine Brimble

Catherine Brimble
Landscape Architect

WYCOMBE DISTRICT COUNCIL

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

WYCOMBE DISTRICT COUNCIL

www.wycombe.gov.uk

63804

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CS	

29 NOV 2002

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APPLICATION NO : 02/07594/CONAA

Applicants Details :

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

Dear Sir/Madam

AT: Remenham Farm Remenham Lane Remenham Berks RG9 3DB
BY: Wokingham Unitary District Council

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

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

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

Dated: 26 November 2002

C.A. Swanwick

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

CMCONZ

BUILDING CONTROL SERVICES
DEVELOPMENT CONTROL SERVICE
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TRANSPORT, PROJECTS AND CONSERVATION SERVICE

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BUILDING CONTROL SERVICES

INVESTOR IN PEOPLE

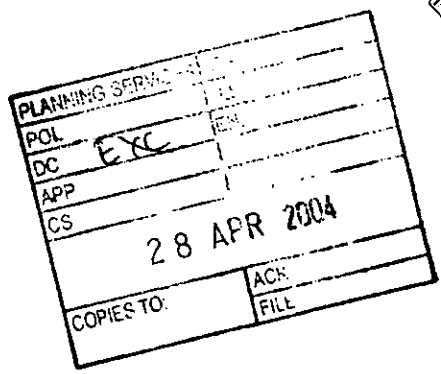
7868

☎ 0118 974 6379 (Direct Line)

27th April 2004

WOKINGHAM DISTRICT COUNCIL

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



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

Dear Sir/Madam,

please file

Planning Application No: F/2002/7868

Address: Remenham Farm, Remenham Lane, Remenham.

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

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

Comments:

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

POSITIVE ABOUT DISABLED PEOPLE
INVESTOR IN PEOPLE

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

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

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

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

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

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

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

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

Yours faithfully,

Henry Knight
Access Officer

CC: Emy Circuit - WDC Planning Dept.

Heidi Lynch

From: Andy Glencross
Sent: 15 November 2002 16:14
To: Heidi Lynch
Subject: PA O/2002/7868 Remenham Farm Remenham Lane Remenham

Hi Heidi

All buildings have potential to act as roost sites for bats which are legally protected species. This building is to be demolished and consequently I would advise that the developer submits a survey of the buildings by a trained and licensed bat worker with their application. **This application involves the demolition or conversion of a barn or outhouse then surveys and mitigation strategies cannot be attached as conditions of any planning permission granted.**

Cheers

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

Heidi Lynch

From: John Mullaney
Sent: 20 November 2002 08:26
To: Heidi Lynch
Subject: Remenham Farm, Remenham Lane O/2002/7867

I have no objections to the proposed change of use with the imposition of the following conditions:

(i) Deliveries and collections by commercial vehicles shall only be made to or from the site boundary between 0700 hours and 1900 hours Monday to Friday/Saturday and at no time on Sundays or bank or other public holidays without the prior agreement in writing of the Local Planning Authority.

(ii) All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142 1997, at a point 1 metre external to the nearest noise sensitive property, at any time.

John Mullaney
Senior Environmental Health Officer
Environmental Protection and Housing
Wokingham District Council
Tel. 0118 974 6766
Fax. 0118 974 6401
john.mullaney@wokingham.gov.uk
www.wokingham.gov.uk

Please see Part I for plans for both apps.

To:
Harold Sanders
Urban Design And Conservation Officer

From: Heidi Lynch

11 NOV 2002
09 NOV 2002

Date: 08 November 2002

Application Number: O/2002/7867

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

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

left message on 5/12/02 re structural survey

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

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

THIS SITE HAS A HISTORY OF APPLICATIONS AND DISCUSSIONS ON THE POSSIBLE USE OF THESE BARNS IN THE GREEN BELT

THE SITE IS WITHIN THE THAMES RIVER VALLEY WHICH IS ACKNOWLEDGED IN THE LOCAL PLAN WITH A POLICY IN ADDITION TO GREEN BELT & AREA OF SPECIAL IMPORTANCE STATUS.

THE UNIQUE SENSITIVITY OF THE AREA AROUND THE FARM AND CHURCH IS ALSO CONSIDERED WORTHY OF CONSERVATION AREA DESIGNATION.

THE AREA IS ALSO COVERED BY A NATIONAL TRUST COVENANT WHICH IS A CONSTRAINT IN ADDITION TO THE PLANNING ISSUES.

IT WOULD BE EXPEDIENT TO OBTAIN A CONDITION OR STRUCTURAL STATEMENT ON ALL THE BUILDINGS NOW TO ESTABLISH IF THE BUILDINGS ARE CAPABLE OF ACCOMMODATING THE PROPOSED CHANGE OF USE.

THE SENSITIVITY OF THIS RURAL LOCATION SUGGESTS THAT THE SITE IS NOT IN A SUSTAINABLE PART OF THE DISTRICT.

I HAVE NOT HAD THE BENEFIT OF SEEING THE REPORT ON THE TRANSPORT ISSUES AND POSSIBLE SOLUTIONS.

PARKING PROVISION ON THE SITE AND FACILITIES TO ACCOMMODATE ADDITIONAL VEHICLE MOVEMENTS THROUGH THE LANES WILL REQUIRE CONSIDERATION NOW TO DETERMINE THE OUTCOME OF THIS PROPOSED CHANGE OF USE.

FURTHER INFORMATION WILL BE REQUIRED TO SUPPORT THIS OUTLINE APPLICATION

Harold Sanders

25.11.02.

Please see Part I for plans for both apps.

To:
Neil Etherington
Senior Arboricultural Officer
Landscape
Re: A.S.L.I
Thames River Valley Policies

From: Heidi Lynch

11 NOV 2002

Date: 08 November 2002 09 NOV 2002

Application Number: O/2002/7867

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

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

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

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

NO IMPLICATION ON TREES IN THIS PART OF THE RIVER VALLEY.

VISUAL IMPACT ON COUNTRYSIDE IE LANES LINKING SITE TO MAIDENHEAD ROAD AND HENLEY COULD BE A MAJOR CONSTRAINT TO DEVELOPMENT.

HARD & SOFT LANDSCAPE PROPOSALS TO BE PROVIDED IF SCHEME ACCEPTABLE IN PLANNING TERMS.

THE SITE IS IN THE REMENHAM (PROPOSED) CONSERVATION AREA, THE GREEN BELT, AREA OF SPECIAL LANDSCAPE IMPORTANCE, AND COVERED BY THE THAMES RIVER VALLEY POLICIES.

THE IMPLICATIONS OF ANY HIGHWAYS PROPOSALS SHOULD BE EVALUATED IN THE CONTEXT OF THE ABOVE DESIGNATIONS

Hawk Sanders.

PLANNING SERVICES	HPT
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APP	
CS	

13 DEC 2002

COPIES TO	ACK:
	FILE:

Carol Hurst

From: Remenham@aol.com
Sent: 13 December 2002 10:04
To: Development.Control@wokingham.gov.uk
Subject: Applicatoin O/2002/7867 Remenham Farm

Attn Ms Heidi Lynch

Application O/2002/7867 Remenham Farm

The Council have considered this application and are strongly opposed to it; mainly on the grounds of the traffic it would generate in the rural lanes of its isolated location. The traffic report with the applicatoin is both flawed and somewhat misleading.
I will send you a full statement of objectoin next week when the council have reviewed the draft document that is now circulating for comments.

With Regards
Francis Burley
Clerk to Remenham Parish Council
[Views expressed in this e mail are not necessarily those of the Parish Council]

Remenham Parish Council

OBSERVATIONS OF REMENHAM PARISH COUNCIL
on

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

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

WOS1 SUSTAINABLE DEVELOPMENT

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

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

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

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

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

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

WOS3 DEVELOPMENT CONTROL PRINCIPLES

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

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

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

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

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

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

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

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

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

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

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

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

WT4 ENVIRONMENTAL ASPECTS OF TRAFFIC

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

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

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

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

WGB1 DEVELOPMENT IN THE METROPOLITAN GREEN BELT

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

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

Comment: see WGB4

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

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

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

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

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

GOVERNMENT POLICY PPG7

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

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

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

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

TRAFFIC - TRANSPORT ASSESSMENT

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

Introduction

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

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

Review of Trip Generation

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

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

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

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

Revised Impact of Development

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

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

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

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

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

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

Accessibility and Parking

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

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

Green Transport Plan

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

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

Conclusions

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

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

GENERAL

Historic

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

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

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

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

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

Services

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

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

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

Signage

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

Residential use

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

Francis Burley
Parish Clerk
Tuesday, 17 December 2002

Memo

To: Heidi Lynch

From: Conrad Moore

Date: 23/12/02

Re: **Policy Comments upon O/2002/7867**

Change of use of agricultural buildings to B1 use (Office) and B8 use (storage) at Remenham Farm, Remenham Lane, Remenham.

Background

This site has been the subject of extensive pre-application discussions in 1997/98. No application resulted from these discussions at that time. An application was received in 2000 that you may wish to research – reference F/2000/2670.

Overall Strategy Policies

The application may be subject to potential planning obligations contained in Policy WOS4. Please note the adopted guidance (reported to full cabinet on 7th January 02) regarding the adoption of new supplementary planning guidance on planning obligations. Appropriate contributions will be negotiated with all developers of sites of more than 500 square metres of employment/commercial space or on a site having an area of 1.0 hectare or more. Clearly this site falls within this threshold. For example the use of travel plans to minimise the use of the private car could be explored, maintenance of rights of way, or landscaping, if appropriate.

Countryside, Green Belt & Rural Economy Policy

PPG 7 makes clear that the Government policy is that the countryside should be safeguarded for its own sake and non-renewable and natural resources should be afforded protection. However PPG 7 was amended in March 2001 to "encourage rural enterprise". It sees a competitive and sustainable agricultural industry as vital to the economic, social and environmental well being of rural areas. PPG 7 encourages business re-use of redundant buildings rather than residential. Government has also placed greater emphasis on rural economy and farm diversification. The Government is seeking to assist farmers and their enterprises. The Council should reflect this, where there is no material conflict with other policies in the Plan. PPG 7 makes clear that the Government policy is that competitive and sustainable agricultural industry as vital to the economic, social and environmental well being of rural areas. Paragraphs 3.14 to 3.17 give advice as well as Annex G that sets out key issues to consider.

The site is within the countryside in the Green Belt (WGB1). The principle of re-use of agricultural buildings may be considered against:

Criteria (B) if the proposed diversification forms part of a wider land management strategy for the Copas Brothers Farming enterprises. There was a draft strategy produced in 1997. I would advise that an adopted version or a new one be sought to ensure the proposal still fits in with a wider land management strategy for the enterprise.

Criteria (F) the re-use and adaptation of existing buildings in accordance with Policy WGB4. Guidance in PPG7 encourages re-use and adaptation of existing buildings and this should not prejudice the openness of the Green Belt required by PPG2. Industrial and commercial re-use is preferred to residential. This application can be seen to assist the rural economy and would seem to be broadly supported in principle by the Governments Rural Whitepaper. In all cases development has to be appropriate in terms of scale, form, siting, design, materials, character etc. under Policy WGB1.

The *Wokingham District Local Plan (Deposit Draft, As Modified)* Policy WGB4 cross-refers the policy with Policies WCC5 and WRE2. Policy WCC5 demands that the applicant has made every attempt to secure business re-use of the premises or it forms part of a wider business diversification. This is being complied with. The second section of the policy has a requirement in criterion (i) to ensure that the building is capable of conversion.

Berkshire Structure Plan Policies would appear to broadly support these uses. *Wokingham District Local Plan (DD As Modified)* Policy WRE1 deals with farm diversification and the re-worded policy accords with PPG7 changes and the Rural White Paper. A change in intensity of use could result in urbanising effects such as vehicle movement and intensity of use, noise and lighting. This could be contrary to the replacement policy and it is advisable in interpreting the policy to take account of paragraph 7.159 to 7.162 of the Local Plan Report. Policy WRE2: Re-use and adaptation of rural buildings for commercial uses will apply and it is advisable in interpreting the policy to take account of paragraph 7.166 to 7.168 of the Local Plan Report.

The potential amenity and pollution issues are also dealt with under Policies WOS3, WOS6) and WOS7. These issues are also reflected in the *Berkshire Structure Plan* policies OS1, C2, LD1, LD3 and LD4.

River & Flooding Policies

Site is within the Thames River Valley and subject to Policy WLL4. This has been supported by the Local Plan Inspector and acknowledged as a national resource. Paragraph deals with potential landscape character impacts and criteria A and C need to be carefully considered in any decision. Structure Plan Policy EN10 should be taken into account.

The site is located partly within and on the edge of the Environment Agency 2001 floodplain. Policies WIC16 and WIC18 apply. It may be advisable through the use of an informative for the applicant to contact the Association of British Insurers. Their system of assessment of these matters is no longer tied to Environment Agency views on flood risk. They use much stricter criteria to assess and this proposal may affect potential property buyers through mortgage availability or existing mortgage terms and conditions.

The Environment Agency needs to fully assess this application. This must include a number of matters such as:

- whether there are any flood risk or safety issues;
- whether it has any significant impact on their policy of securing natural landscape of river corridors; and
- whether it affects the ecology of the river, such as destroying water vole habitat or the creation of formal landscape allowing maintenance products to enter the river more directly.

The Environment Agency through conditions and/or s.106 agreements may request mitigation measures.

Other Constraints

The Site is located within the National Trust covenanted land. Separate approval is required from them for development. At the time of pre-application discussions, there was no agreement with the National Trust on design matters, although the broad principle of re-use seemed to be accepted. Harold Sanders was involved with the design principles for potential re-use. I would advise the applicants by letter of our differing controls and considerations of any proposal to the National Trust (as set out in paragraphs 3.4 to 3.8 of the Modified Local Plan).

Nature Conservation

The site involves works to established group of converted agricultural buildings. However it will still be necessary to investigate whether any protected species are present, under the latest English Nature advice and detailed comments from Andy Glencross should be sought to assess this. If protected species such as bats/barn owls are present in roosts, then advice should also be sought from English Nature and the criteria and requirements in Policy WNC3 closely followed. Water Voles may also be present and they are a rare species protected under Wildlife & Countryside Act 1981 (as amended 1998). Two national surveys have shown a population crash by 88% in seven years from 1990. Threats are complex but principally involve habitat loss and degradation (due to river engineering and disturbance that may occur with this proposal). It will be necessary to investigate whether any are present and establish their location and extent under the latest English Nature and Wildlife Trust advice. Detailed comments from Andy Glencross should be sought to assess this.

Historic, Design & Building Context

Conservation Area Consent applications should accompany this and this is a material change to previous applications and advice. I do not believe that these barns are listed, but a view will have to be taken as to whether these are ancillary buildings within the curtilage of Remenham Farmhouse. You must explore these factors further. The views of Harold Sanders (Conservation Architect) should be sought to assess the barn quality and design in this sensitive location and uses that could affect the setting of a listed building under Policy WHE11. He can comment on materials, structural matters and appropriate historic barn design. The site is also within the Remenham Conservation Area confirmed on 4th December 2002, for which policies WHE4 and WHE5 will apply.

Highways

This development in the countryside will need to be considered against Policy WT3 that encourages more sustainable travel plans particularly to places of work. Whilst the Local Plan Inspector has recommended altering the wording of this policy, it does not affect consideration of this case. You will need to consider this against the Local Transport Plan. Consideration will also need to take account of the latest PPG13. The Highways Team will comment on these aspects, including Highway Safety (Policy WT7 - Whilst the Local Plan Inspector has recommended altering the wording of this policy, it does not affect consideration of this case) and Parking Provision (Policy WT6 - unaltered). These issues are also reflected in the Berkshire Structure Plan policies T1, T4, T7 and LD5.

Conclusions

PPG 7 makes clear that the Government policy is that competitive and sustainable agricultural industry as vital to the economic, social and environmental well being of rural areas. The re-use of agricultural buildings as part of a diversification proposal may be supported.

Subject to satisfactorily resolving conservation area issues, listed building issues, highway issues, amenity issues, wildlife and landscape aspects, I consider that this proposal could be supported. However in the light of listed building aspects and conservation area aspects I believe it is inappropriate to deal with this application in outline. The Council should have all the details to make a full and fair consideration of the matter.

Conrad Moore.

Senior Planner. Policy & Plans Team.

The Reach
Remenham Lane
Henley-on-Thames
Oxfordshire
RG9 3DD

Tel 01491 572964 Fax 01491 572967

26 November 2002

Ms Heidi Lynch
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Re: Application No O/2002/7867 & 7868 (Remenham Farm)

Dear Ms Lynch

Please register this letter as a formal objection on the grounds of the additional traffic generated. It is also an unnecessary development and the fact that there is currently over 60,000 sq ft of vacant office space in Henley supports this view.

1. The proposed application is a large scale development bringing unacceptable urbanisation to a rural hamlet which under the Wokingham District Plan will become a Conservation Area after the appropriate meeting on 4 December 2002.

2. Some of the existing buildings are already being used for warehousing purposes consequently I can support the recent regularisation of this fact. However I strongly oppose these applications which asks for 795 sq metres (8,557 sq feet) of B1 usage which will bring an unacceptable increase in traffic particularly to Remenham Lane.

3. The number of proposed car parking spaces envisages the large increase in vehicles which will arise directly from B1 usage and in spite of the proposed road changes to Remenham Church Lane and Remenham Lane the bulk of the additional traffic will travel along Remenham Lane (an unrestricted narrow country lane) on a regular daily basis as this is the shortest and most practical route between the proposed development and Henley town centre. In essence the basic road infrastructure of Remenham Lane is unchanged. It is simply not designed for this amount of traffic and even with changes cannot safely support such an increase arising directly from the change to B1 usage.

4. Remenham Lane is a very narrow road which is already used as a "rat run" for traffic trying to avoid the descent down Remenham Hill into Henley and any further increase in traffic is dangerous and should not be permitted. The lane is so narrow and twisty that vehicles can only pass each other by going onto the verges. This is further evidenced at Regatta time when it is necessary to operate a one way system!

5. As a further point of interest for a significant proportion of each winter Remenham Lane is impassable for cars due to the flooding from the nearby Thames.

6. Remenham is a rural hamlet approximately 1.5 miles from the centre of Henley with no urban facilities and no public transport whatsoever. There is no gas, mains water or mains drainage and no pub, shop or any other facility within reasonable walking distance. As a consequence the road between the development and Henley i.e. Remenham Lane and not Remenham Church Lane will have very extensive vehicle use, particularly at its' junction with Remenham Hill both in the mornings and evenings and again between mid-day and mid-afternoon when people have lunch, go shopping and carry out work-related activities such as banking and other commercial services in Henley.

7. In addition any B1 usage will by its' very "office oriented" nature generate considerable support traffic, such as courier and other private delivery services, who frequently drive with little or no consideration for themselves or others. It is inevitable that this will make it even more dangerous for all road users.

8. Whilst I accept the need for some form of economic regeneration of the farm buildings you should be fully aware that the buildings themselves and much of the surrounding areas of the site together with many acres of neighbouring land is in the ownership/control of the applicant. The entire enterprise is already benefiting from considerable non-agricultural use during the summer months under the existing statutory Class B 28 day temporary usage period. This is evidenced further by Drawing No 15 of the proposed plans (Regatta Bar).

9. In this period the buildings and surrounding land are generating a very significant non-agricultural income for the applicant and when combined with authorised B8 warehouse usage this income may well increase. Of particular note is the fact that during this period a very considerable number of vehicles enter the immediate area as a direct result of these non-agricultural activities (see para 8 above) causing further major traffic problems to Remenham Church Lane and Remenham Lane.

10. The previous application F/2000/2670 (which was withdrawn by the applicant some 48 hours before it was to be heard) was very similar to this application and your attention is drawn to the conclusions in the Officer's report to the Development Committee dated 21 March 2001 (pages 2754 to 2758 inclusive). # ENC.

11. The revised Traffic Impact Assessment which attempts to override the previous conclusions is fundamentally flawed as it has deliberately chosen as its' typical day a very high usage day (Thursday 28 June 2001) in the week immediately prior to Henley Royal Regatta when there is an abnormally large number of vehicles bringing tentage/equipment/boats/crews/provisions etc for the Regatta.

By no means can this particular day be considered a typical weekday and to base the whole analysis on 28 June 2001 is totally unrealistic.

In addition during the following week (first week in July) the roads are so overloaded that Wokingham Unitary Authority deem it necessary to enforce a one way system in Remenham Lane and Remenham Church Lane as the road system is so totally inadequate.

A truly representative analysis should base its' figures on a mid -week day in October or November which would produce a very different conclusion.

The TIA has also made other incorrect assumptions to support its' conclusions e.g.

a) Car sharing is laudable but totally impractical and unworkable for this inaccessible location where irregular hours and poor public transport will be the norm.

b) The infrequency of trains to/from Henley will ensure that very few people will use this form of transport.

c) Walking from Henley is impractical as the Thames Path is unlit and in the winter often flooded.

d) Cycling along the Thames Path is not a proper option as it has the legal status of a footpath. Whilst a dispensation exists to only allow rowing coaches/trainers to cycle alongside crews training on the Regatta course any attempt to make this footpath freely available to cyclists in general would be illegal and resisted by your Council and all walkers associations.

e) It does not take proper account of other vehicles visiting the site such as visitors, couriers and other daily delivery services.

f) It does not take proper account of the considerable additional traffic generated at lunchtime when workers visit supermarkets/shops/banks/Post Office/restaurants and pubs etc most of which would use Remenham Lane.

In essence the TIA is fundamentally flawed with conclusions that are extremely biased and unrealistic.

I would ask that the applications are rejected because it is an unnecessary urbanisation in this newly designated Conservation Area bringing an unacceptable increase in road traffic onto the already overloaded and inadequate narrow country lanes.

Any inspection of these roads by your Officers will fully support this statement.

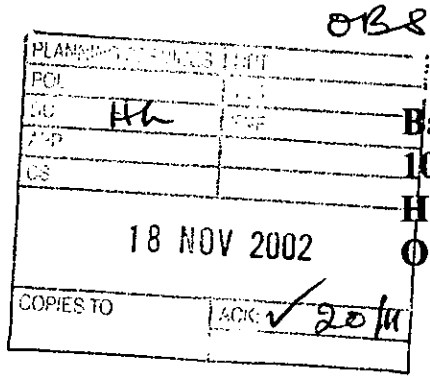
Yours sincerely

M.R. Dudley

Michael R Dudley

26 November 2002

0188



Barnside Cottage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

Wokingham Unitary
Planning Services
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

ATT. Heidi Lynch

14/11/2002

Dear Ms. Lynch,

Application 0/2002/7867 and F/2002/7868

Thank you for sending me details of the above applications. I have not yet seen the plans but will no doubt be writing to you once I have inspected them, in the meantime please be advised that I received two copies of your letter, one addressed to me by name at the above address and the other addressed to the owner occupier at 107-108 Remenham Lane. Please be advised that the correct address is as above since we combined the two cottages some 25 years ago.
No doubt you will amend your records accordingly.
Yours sincerely,

David D. Law

Phone/Fax 01491 574739 Email davidDlaw@msn.com

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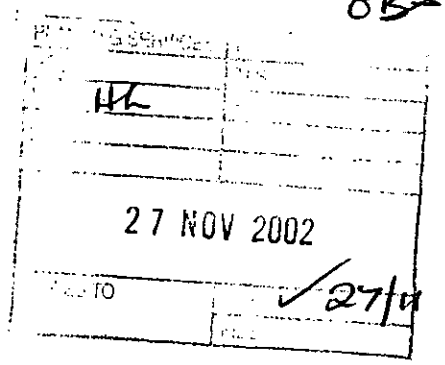

Barnside Cottage
107 Remenham Lane
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Oxon RG9 3DB

Wokingham Unitary
Planning services
P.O.Box 157
Shute End
Wokingham
Berks. RG40 1WR

Att. Ms. Heidi Lynch.

25th. November 2002

Dear Ms. Lynch, Ack 26/11

Duplicate applications O/2002/7867 and F/2002/7868

Thank you for your letter of the 8th. November advising me of these applications. I am writing to inform you that I object to the proposals on the following grounds; traffic implications and inappropriate development.

Traffic implications.

The traffic consultants were instructed, or chose, to base all their detailed calculations on a week partially covering Henley Royal Regatta, when Remenham Church Lane and Remenham Lane become the access routes for thousands of cars going to the regatta. As they acknowledged in their report this made the figures meaningless, so chose instead the 28th and 29th of June as typically average days to count traffic flow in Remenham Lane. These days are incredibly busy with cars, vans and lorries all using the lanes to deliver and set up all the boats, tents, bars, shops, restaurants etc., which are all a part of Henley Regatta and take weeks to set up and do not simply appear on the first day of the regatta. Further the Friday, 29th June 2001, which the traffic consultants take as a "typical day" was qualifying day when many of the hopeful competitors (and their friends and families) come down Church Lane and Remenham Lane to take part in the qualifying races and then depart. Thus two of the busiest days (outside of the actual regatta) have been taken as the basis of the traffic survey. I would submit that this makes all the conclusions from the report totally meaningless and would leave the planning committee to decide if the consultants are at best incompetent or at worst deliberately trying to mislead them.

As a non traffic expert, I also struggle to understand their tables showing arrivals and departures which do not tally, at these rates the car parks would soon be full as more cars seem to arrive than depart.

As the report states that they do not know who any prospective tenant might be, their worthy hope that most staff will be walkers, cyclists, car sharers, rail users or mini van travellers seems very optimistic but somewhat unrealistic. The plans show "no parking" areas along the church wall, will this be enforced by traffic wardens from Wokingham or will it, as I suspect, become the overflow parking area when all of the permitted parking places are full?

I know that the Remenham residents association (of which I am a member) have written to you opposing the application in the strongest possible terms and set out a detailed, accurate and well reasoned case against the huge increase in traffic chaos that this scheme would inevitably cause. Accordingly I will not repeat all the details but I fully agree with their letter as the thought that the existing difficult traffic situation, which I know the Wokingham authorities have been trying to address, could be made much worse by approval of this scheme is hard to contemplate.

Inappropriate development

I am sure that you are aware that part of Remenham village, including the buildings which are the subject of this application, are in the process of being designated as a conservation area (Wokingham Unitary reference JM/dm/236/12 letters from Julia Mountford)

In Ms. Mountfords letter, she notes the buildings that comprise Remenham village and states "They make a natural and complete group in terms of their architectural and historic importance, displaying a sense of unity and character that could be easily harmed by inappropriate development"

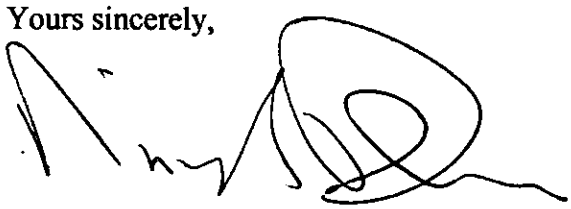
I would submit that sheets of plate glass as per this application or smaller panes as per the withdrawn application, allowing a view of computers, desks, office workers, light engineering or whatever was going on in the building, and visible for several hundreds of yards from the tow path and also visible approx. one mile from the river is an inappropriate development even if most of the staff were cyclists or walkers and no extra cars were parked on the roads around the proposed sight.

In these difficult times for farming it is hard to be unsympathetic to the genuine farming world and no doubt it has been argued that change is inevitable and without this development or something like it, the buildings will fall into disrepair etc., however I believe that this is not a normal farm building, in fact in the owners own words it is "The World Famous Barn Bar" and as such attracts huge crowds of customers during Henley regatta, Women's Regatta, Veterans regatta, Dragon Boat races and the other functions that are held during the summer. Clearly a substantial income is generated by the building which is of course in addition to the income generated by storage. It is many years since these buildings have been used for full time agricultural use.

For all the reasons stated above, I feel this application should be denied as it seems a singularly inappropriate place to site an office, even if there was a shortage of office space in the area which of course is not the case.

No doubt you will inform me of the outcome in due course.

Yours sincerely,



David D. Law

Telephone 01491 574739 **e-mail davidDlaw@msn.com**

082

REMENHAM RESIDENTS ASSOCIATION

AH Heidi Lynch

PLANNING SERVICES
POL
DC HH
APP
CS
28 NOV 2002
COPIES TO 4/5/12

Marsh Mills House
Wargarve Road
Henley-on-Thames
Oxon RG9 3HY

26th November 2002

With Reference to: Planning Applications P/2002/7867/8

Dear Sirs

Remenham Farm

We refer to the above applications and wish to express in the strongest possible terms our objection to these applications being granted.

Our objections are based on two grounds: **Traffic Implications** and **Inappropriate Development**. In that sense our position has not changed since our last letter to you opposing the original application from the Copas Partnership sent to Nicola Lake under the Application number F /2000/2670 .We trust you will be able to see from those comments the detailed arguments which we set out in that letter and which still apply today .The application was withdrawn before going to committee so it is perhaps helpful to view this current letter in conjunction with that application. In particular, because, although some of the detail has changed, the application remains substantially the same as do, therefore, our objections to it. We will therefore confine ourselves here to discussing the differences and emphasising our original points.

Traffic Implications: The traffic survey data enclosed with this application are wholly unrealistic and, indeed, having conducted the survey during the week of Henley Regatta, even the consultants agree on this point. However, the alternative days chosen of 28th / 29th June are equally unrealistic as these also are

extremely busy days involving heavy traffic travelling to the regatta area to set up equiment and marquees and, in addition, on the Friday, rowers and spectators travelling to the site for qualifying heats of the regatta.

As such, the implied effects of the additional traffic from the new development are unrealistically small. This diminished effect is compounded by equally unrealistic estimates for how employees will travel to this site. There is no bus service and experience suggests that people do not travel by cycle, on foot, or car-share to the extent implied in this application. There is also no allowance for delivery traffic, travel to the site of clients or from the site to visit clients.

You will be aware of the appalling state of repair, and the dangerously narrow and winding nature of the lanes leading to this site which has been compounded by rat run traffic using the lanes during rush hours. Adding to this demise would in our opinion be both irresponsible and dangerous. Exacerbation of the already chronic traffic situation that exists on Whitehill from this additional traffic attempting to gain access should also be considered carefully. You will be aware of the fatal accident that occurred there in the last month.

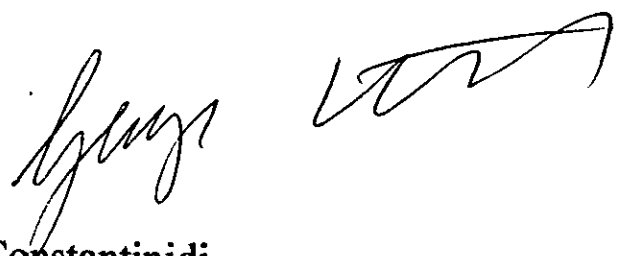
Finally, you may also wish to consider the significant cost to the Wokingham highways budget of maintaining these lanes in order to make them fit for these new levels of traffic.

Iappropriate Development: Our position remains the same. This site lies within a National Trust protected area and is we believe about to be considered by your council for designation as a Conservation Area. We do not believe that this development is consistent with either the spirit nor the rules that lie behind such designations This area is used extensively by walkers and families who come to enjoy this area for its natural beauty and tranquillity. Any form of industrial development is totally out of keeping with these activities. We would refer you

to your own definitions of why this area is being considered for conservation status.

For these reasons, and those expanded upon in the accompanying letter, we strongly recommend that this application be rejected particularly in view of the number of empty offices in Henley.

Yours sincerely



G.Constantinidi

Chairman, Remenham Residents Association

0B8

PLANNING SERVICES	HPT
FOL	TLS
DC	ENF
APP	
CS	

28 NOV 2002

COPIES TO

Telephone: 01491 571093

The Reeds
Remenham Lane
Henley-on-Thames
Oxon RG9 3DA

27th November 2002

Re Planning Application: 0/2002/7867&7868 (Remenham Farm)

For the attention of Ms Heidi Lynch

Dear Ms Lynch

I am writing to express strong objections to the above application on the grounds of Traffic Implications and Inappropriate Development.

Traffic Implications

The proposed scheme is not substantially different from the one submitted some time ago by the Copas Partnership which was subsequently withdrawn prior to going to the planning committee. The revised traffic survey which has been submitted with this application is totally without value as an objective assessment of typical traffic movements in this area and therefore the likely impact of this new development. The date chosen of June 28th involves significant volumes of traffic in the area as rowers and spectators arrive for qualifying heats for the regatta, and delivery vehicles arrive to set up facilities related to the forthcoming regatta. Indeed you may want to question why such an atypical period has been used in support of this application.

Also the basis for the estimates of traffic movements relating to this application are also wholly unrealistic. There is no public transport in this area and the willingness of employees to travel to work by foot, cycle or car sharing is not supported by experience. Indeed walking and the use of cycles could be dangerous given the total absence of street lighting on any of the access roads (there are also no footpaths on the access roads and the towpath is unlit and subject to frequent closure through flooding).

You will be aware that the single-track lanes leading to this site are in a very poor state of repair (frequently flooded given the proximity to the river, and subject to undermining by badgers, requiring recent repair work by Wokingham Council) and are dangerously narrow and winding in nature, with many blind spots. They are totally unsuitable for heavy traffic and can barely support existing levels. They are also very congested at rush hours (the very time when traffic leaving this new development would be using these lanes) as cars seek to avoid queuing down Whitehill and divert round Remenham Church Lane onto Remenham Lane. Adding further traffic to this situation would be both dangerous and irresponsible, both on the lanes themselves and given the consequent impact at the intersection of Whitehill and Remenham Lane, an already notoriously congested spot as it also converges with Wargrave Road. (You will be aware of the fatal traffic accident that occurred there in the last month).

As such, I believe that this application may be in contravention of planning guidelines WOS3 (d): WRE2 (d and e): WT4: WGB4 (d and e).

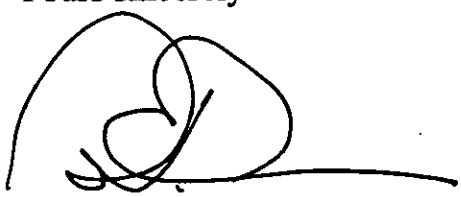
Inappropriate Development

As a small rural hamlet (whose recorded origins date back more than two thousand years, and is mentioned in the Domesday Book) which is set within a National Trust protected area, and one about to be considered by your council for Conservation Area status, this proposed development is in no sense in keeping either with the spirit or the practicalities that are inherent in such designations. This area already attracts significant numbers of walkers and visitors who come to enjoy the natural beauty and tranquility available so close to heavily populated areas. Any form of 'industrialisation' would, in this context, be reckless and may be in contravention of planning guidelines WOS1 (a, c and e): WOS3 (a): WRE2 (d): WGB1 (f): WGB4 (b).

Though sympathetic to the problems of modern farming this site has already, in effect, been converted to alternative use. The buildings in question are in constant use for storage purposes, and during regatta and other weeks in the summer create a considerable income through use as the Barn Bar with its related enclosure. There is therefore no reason to create permanent and irreversible damage to this area by allowing something which is so out of keeping with the natural setting.

For these reasons I strongly object to this application being approved.

Yours sincerely



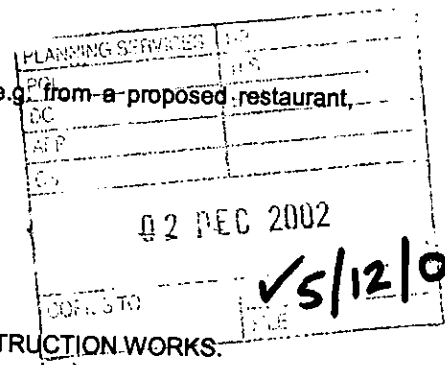
R.V.Emerson

PLANNING APPLICATION COMMENTS SHEET
FOR O/2002/7868. (Case Officer:Heidi Lynch)

PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

WOKINGHAM UNITARY
Aiming for Excellence

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
DESIGN, APPEARANCE AND LAYOUT.
HIGHWAY SAFETY.
RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
LOSS OF LIGHT.
OVERSHADOWING/OVERLOOKING (loss of privacy).
NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE (e.g. from a proposed restaurant, takeaway, public house or industrial unit).



THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
LOSS OF VIEW OVER OTHER LAND.
EFFECT ON PROPERTY VALUES.
POTENTIAL INCONVENIENCE, NOISE AND DISTURBANCE CAUSED BY CONSTRUCTION WORKS.
MATTERS COVERED BY OTHER LAWS (e.g. alcohol, betting, restaurant, music licensing).
MATTERS SUBJECT TO MARKET COMPETITION (we can't refuse an application on the basis that its approval would harm other commercial activity of a similar nature in the area).
THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
SUBSIDENCE TO NEIGHBOURING PROPERTIES.

COMMENTS CAN ALSO BE E-MAILED TO US AT: Development.Control@wokingham.gov.uk

---

COMMENTS ON APPLICATION: O/2002/7868

YOUR NAME: MR DAVID PARNWELL

YOUR ADDRESS: (if these details are incorrect please amend)
REMENHAM BARN REMENHAM LANE
REMENHAM
HENLEY-ON-THAMES
Oxfordshire
RG9 3DB

PLEASE RETURN YOUR COMPLETED FORM TO:

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

I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☑
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments: The original application by 'Cofas' Remenham Farm made in October 2000 was withdrawn after objections, I understand. This new application is similar; I note that car parking spaces are reduced from the first application but still indicate the expected increase of traffic on these inadequate, narrow lanes. I attach my letter of 25. Nov. 2000, in your files, and submit office development (B1) is out of keeping and not required in this beautiful rural area alongside the Royal Regatta Course, loved by so many.

Continue over the page if more room required

Copy to Heidi Lynch

REMENHAM BARN
REMENHAM
HENLEY-ON-THAMES
OXON, RG9 3DB
Telephone: 01491 572914
Fax: 01491 412230
~~Mobile: 0589 299706~~

Environmental Services Dept.
Planning Services
PO Box 157
Wokingham District Council

Ref: 0/2002/7867 28th November 2002
7868
25th November 2000

For the attention of the Planning Officer
Ref: Nicola Lake
Application **No. F/2000/2670**

Remenham Farm Proposals.

Remenham Barn (Grade II Listed Building) was purchased from Remenham Farm in 1980 for use as a separate private property and is situated adjacent to the Farm buildings. The lives of the owner and the occupants are closely affected by activities at the Farm and vice-versa.

The application by the owners of the Farm for planning permission to convert buildings to **B1** use is viewed with trepidation by the inhabitants of the bordering Barn.

Our overloaded **lanes** are already dangerous particularly for elderly and children. The proposed office and business development (B1) would considerably increase traffic movements through the village and approach lanes.

Pollution by noise : the numbers of vehicles arriving and departing would increase considerably, making the lives of those living at the Barn and in the locality, intolerable.

The change of use is out of keeping in a rural village.

We find little objection to the application **for B8** use (storage) with intermittent van and lorry movements..

We trust permission will not be granted to the application for B1 use in this rural area treasured by so many, alongside the Royal Regatta Course.

Yours faithfully,

David Parnwell

David Parnwell MA,
Remenham Barn
Remenham Lane
Henley-on-Thames, Oxon,
RG9 3DB

Environmental Services Dept.,
Planning Services,
PO Box 157,
Shute End,
Wokingham,
Berks RG40 1WR

Attention Ms. Heidi Lynch

28/11/02

Planning Application 0/2002/7868

We object to this planning application for the following reasons:-

1) These barns form part of the proposed Remenham Conservation Area, due to be confirmed on Dec 4th. Use of the premises for "R & D" or "Office" purposes together with the introduction of further high levels of traffic through the area are inconsistent with the concept of a conservation area.
2) The barns were an integral part of the farm and must be Grade II listed just as are our own outbuildings. We believe the proposed "R & D" development to be inconsistent with such Grade II listing.
3) You have advised that although the application refers to B1 "Office" use the applicants are actually applying for "R & D" use??!! This latter usage can cover a multitude of possible activities which could, amongst other things, generate noise and smell. As immediate, conjoined neighbours to these barns we object on the grounds of possible nuisance.
4) We note that the proposed site plan refers to a "Caretakers" house. There is not, nor never has been a Caretakers house on the site. We question the appearance of this on the plan.
5) The "new" Traffic Assessment contains a number of omissions, errors of fact, and assumptions which, in our view, render it totally misleading and flying in the face of reality.

    - Remenham Church Lane and Remenham Lane are country lanes serving this small rural community. The last 100yds.of Remenham Lane, from the Church Lych Gate to the proposed site entrance, is a cul-de-sac from which we obtain access to our house. ALL vehicles entering the proposed development, whether from N,S,E or W, MUST pass along this cul-de-sac which is not suitable for regular 2-way traffic. Contrary to the "Scheme Proposals – Site Plan" dated July 1998, the area adjacent to the Church Wall and running from the Lych Gate to a point opposite the site entrance is NOT a "NO PARKING" area. It is widely used throughout the year for car parking by people enjoying the unique beauty of this spot together with ramblers, dog walkers etc.

    - The day chosen for analysis of traffic trip generation was Thursday 28 June 28th 2001. – described as being representative of a "typical" weekday. This is clearly nonsense since this day fell between the Womens Regatta and the Royal Regatta and in a period when the

traffic in Remenham – and particularly in the cul-de-sac is always a nightmare! Heavy lorries and vans carrying supplies to and from Remenham Barn and the Corporate Hospitality tents in Remenham Meadows render even the "passing places" very difficult to negotiate. For the authors of the report to conclude in Clause 3.3 that Remenham Lane (no mention of Remenham Church Lane!!) is "very lightly trafficked" beggars belief – and bears no relation to reality.

- The study was carried out in mid-summer. A visit to the area over the past 6/8 weeks would have demonstrated the inapplicability of applying summer results, albeit erroneous, year round. In Autumn and Winter the state of the lanes (flooding, surface debris and developing potholes) render them difficult to negotiate and ,at times, dangerous. The very significant extra traffic proposed would exacerbate the situation.

- Sections 2.1 and 2.2 of the traffic study address traffic generation at the proposed development. There appears to be an analysis of expected trips in and out at peak hours. This site is remote and has no local amenities whatsoever. No account has been taken of the probable need for significant numbers of cars to travel to and from local amenities each day- e.g. to shops, suppliers, restaurants, customers etc. Nor has any mention been made of visitors to the site- e.g. suppliers, couriers, service companies, customers, salesmen etc. We believe that the conclusion of Clause 4.4 of the report is based on false assumptions and we object on grounds of safety, disturbance, noise and possible congestion in this proposed Conservation Area.

- Section 2.4 of the traffic report references "flexible working". Remenham has no street lighting and use of the cul-de-sac after dark requires extreme caution even under current circumstances, particularly given the various local activities that take place in the Village Hall directly opposite to the proposed site entrance. We would be concerned about significantly increased risk and of noise and nuisance relating to flexible working hours.

- The proposed plan envisages "50-70" employees and 36 car parking spaces. Given the conclusion of the traffic report that "the site is not well located" in terms of accessability, and even accepting that the Green Transport Plan could have marginal benefit, it is very possible that this number of employees will generate more than 36 cars. If so, where will they park?? –in the cul-de-sac?? – in Remenham Lane?? – or in Church Lane?? And where will the visitors park?? This rural hamlet and its lanes simply can't accommodate them!!

- Much emphasis is placed on the "Green Transport Plan"(GTP). It is a framework full of "objectives", "anticipations", "intentions", "encouragement", and "expectations". It also includes proposals that demonstrate its paucity of substance. For example, cycling along Remenham Lane in the winter months would be virtually impossible,

and the Thames Path is a pedestrian path on which rowing coaches have special dispensation to ride. Exit the Bike: enter the car!! We believe that the GTP describes unenforceable future employment practices that are frankly not relevant to the planning decision.

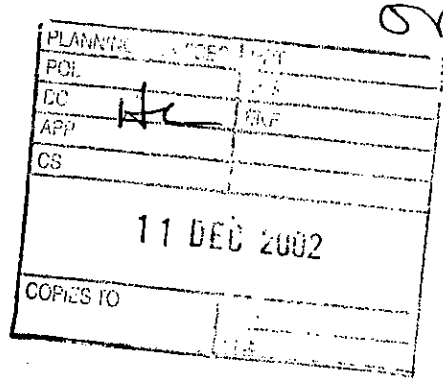
In summary, for many reasons we oppose the application. We do recognise, however the need of the applicant to generate income from the barns and are very happy to continue to support their use for Regatta related purposes for 28 days per year. We would also highlight the recent publicity given to the chronic over supply of office space in the Henley area.

Yours Sincerely

P.N & J.E. Gray

Cherwell
Remenham Lane
Henley on Thames
Berkshire RG9 3DB

ORS



Heidi

Heidi Lynch
Wokingham District Council
Environment Services department
Planning services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

9th December 2002

Dear Ms Lynch

REMENHAM FARM, REMENHAM LANE, REMENHAM

APPLICATIONS NUMBER O/2002/7867 &7868

I would like you to consider this letter as a formal objection to the abovementioned planning applications.

GENERAL COMMENTS

Remenham is a flood plain, which is used continuously by the River Authorities. Within a two-hour period, the river may have its banks broken and the flood plain is under water. Henley is then inaccessible by foot from Remenham by road or by the towpath. This will occur frequently during the six months of the winter and may occur during the summer. It is pure Fantasy to believe that (as is stated in the Application) that traffic will be alleviated by the use of train and walking. As I do not drive, I personally experience this.

By the time you receive this letter the area in which Remenham Farm is situated will be a Conservation area, it is difficult to understand that having made this step that any application which materially increases the traffic flow and materially under provides the necessary parking can be considered.

Telephone 01491 577077 Fax 01491 414767 Email cherwell@btinternet.com

WOS1 SUSTAINABLE DEVELOPMENT

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

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

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

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

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

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

WOS3 DEVELOPMENT CONTROL PRINCIPLES

"The council will require all development proposals...to ...be appropriate in scale of activity and character to the area in which they are located and be integrated into their local context without detriment to the amenities of adjoining land uses and occupiers"

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

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

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

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

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

Comment: The development will greatly increase traffic generation, in an area where the Parish Council is already asking the District Council to introduce measures to control the traffic, eg to impose speed limits on the lanes leading to the development site and to erect

'No Entry except for Access' signs in an endeavour to reduce the traffic flow on narrow country lanes. The lanes are already used as a 'rat run' for commuter traffic and the proposed development would only exacerbate the situation. The state of the roads during winter months make them totally unsuited to additional traffic, walking or cycling.

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

"The re-use and adaptation of rural buildings will be acceptable if all the following criteria are met: ...d There are no over-riding.....road safety, visual or residential amenity objections, arising from the scale, impact, character or siting of the re-use and its associated works and activities."

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

WT4 ENVIRONMENTAL ASPECTS OF TRAFFIC

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

Comment: The increased traffic movements would be greatly detrimental to the character of the rural roads.
The Application envisages 36 car parking spaces, whereas the Transport Assessment envisages between 50 and 70 employees. If one takes a figure of 60 employees and discounts the Green Transport Plan (see below), there is vast underprovision of parking spaces, with the inevitable result that parking would take place on the surrounding verges and lanes, to the detriment of the existing parking, for recreational uses.
In the immediate area of the development, there are 6 residences, which, at an average of 2 cars per residence, equates to 12 existing cars; the result of the development would be an unacceptable increase in the number of cars in the area.
Provision for 60 cars would suggest at least 240 additional car movements in a day, since there are no facilities for employees within walking distance of the development site. Additionally, there would be visitor traffic.
In addition to cars, there would, inevitably, be truck, lorry and motorcycle courier, traffic, both in connection with the B8 use and deliveries, etc., to the B1 use.
The access lanes to the development site could not cope with this measure of additional traffic, either in terms of volume or in the adequacy of the road surface, width and construction; these lanes were intended for light user residential traffic and the Parish Council has been in consultation with Wokingham District Council as to traffic calming measures.

WGB1 DEVELOPMENT IN THE METROPOLITAN GREEN BELT

".....Development will not be permitted for any purpose other than:...the re-use and adaptation of existing buildings in accordance with policy WGB4"

Comment: see WGB4

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

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

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

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

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

GOVERNMENT POLICY PPG7

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

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

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

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

TRAFFIC - TRANSPORT ASSESSMENT

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

Introduction

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

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

Review of Trip Generation

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

Comment: This is pure hypothesis and, even if true, probably means that the total number of employees will be considerably in excess of 60, since no employer will pay rent on accommodation which is not fully utilised.

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

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

Revised Impact of Development

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

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

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

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

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

Comment: This junction is already a major problem at peak hours and any further increase in traffic volume will exacerbate it. The car parking spaces at the southern end of Remenham Lane will cause problems for traffic passing in a northerly direction (towards the development site).

Accessibility and Parking

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

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

Green Transport Plan

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

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

Conclusions

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

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

GENERAL

Historic

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

Sale of 2 pairs of Farm Cottages and a Barn (converted to residential use)

Erection of a pair of new Farm Cottages.

Erection of 2 large new Barns, originally for agriculture, but now let for commercial storage.

Substantial engineering works to accommodate the Regatta and other commercial non farming activities

Additionally, the Applicant derives substantial income from occasional use of farm land and buildings over the Summer months, in particular over the Henley Royal Regatta period.

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

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

SERVICES

Drainage

Concern was expressed at the arrangements for foul sewage and as to whether the existing drainage arrangements (which are only used to any extent during the Henley Regatta period) would be adequate for the vastly increased occupation of the site.

Water

There is no mains water in this part of Remenham Parish

Gas

There is no gas service in this part of Remenham Parish

Signage

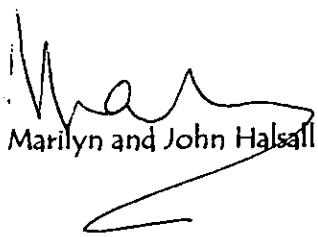
The existence of the volume of commercial activity on the site would lead to a proliferation of signs, which, in an essentially rural area, would be unsightly and unacceptable.

Residential use

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

Please do not hesitate to contact me should you require further explanation or assistance

Yours Sincerely



Marilyn and John Halsall

PLANNING APPLICATION COMMENTS SHEET
FOR O/2002/7867. (Case Officer:Heidi Lynch)

PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

WOKINGHAM UNITARY
Aiming for Excellence

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
DESIGN, APPEARANCE AND LAYOUT.
HIGHWAY SAFETY.
RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
LOSS OF LIGHT.
OVERSHADOWING/OVERLOOKING (loss of privacy).
NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE (e.g. from a proposed restaurant, takeaway, public house or industrial unit).

THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
LOSS OF VIEW OVER OTHER LAND.
EFFECT ON PROPERTY VALUES.
POTENTIAL INCONVENIENCE, NOISE AND DISTURBANCE CAUSED BY CONSTRUCTION WORKS.
MATTERS COVERED BY OTHER LAWS (e.g. alcohol, betting, restaurant, music licensing).
MATTERS SUBJECT TO MARKET COMPETITION (we can't refuse an application on the basis that its approval would harm other commercial activity of a similar nature in the area).
THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
SUBSIDENCE TO NEIGHBOURING PROPERTIES.

2002

COMMENTS CAN ALSO BE E-MAILED TO US AT: Development.Control@wokingham.gov.uk

---

COMMENTS ON APPLICATION: O/2002/7867 and 7868

YOUR NAME: MRS. SARAH WEST

YOUR ADDRESS: (if these details are incorrect please amend)
REMENHAM MANOR REMENHAM LANE
REMENHAM
HENLEY-ON-THAMES
Oxfordshire
RG9 3DD

PLEASE RETURN YOUR COMPLETED FORM TO:

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

I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☑
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments:
My main objection is that the proposed development would result in a large increase in traffic. The site is on a small cul-de-sac already used by many walkers by the river to park their cars, often with dogs & children. It leads off a narrow country lane already heavily over-used and quite unsuitable for any increase in traffic. It would cause endless jams and could be positively dangerous.

Continue over the page if more room required

P.T.O.

POSITIVE ABOUT DISABLED PEOPLE
INVESTOR IN PEOPLE

I also object as I feel it is entirely out of keeping to have an office development in a wholly residential area which is a conservation area on one of the most beautiful reaches of the Thames.

PLANNING APPLICATION COMMENTS SHEET FOR O/2002/7867. (Case Officer:Heidi Lynch)

PLEASE NOTE THAT **ALL** COMMENTS SUBMITTED ARE OPEN TO PUBLIC VIEW, **THIS INCLUDES THE APPLICANT.**

WOKINGHAM UNITARY
Aiming for Excellence

THINGS WE **CAN** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
DESIGN, APPEARANCE AND LAYOUT.
HIGHWAY SAFETY.
RESIDENTIAL AMENITY (loss of attractive features within the locality; e.g. parks or woodland).
LOSS OF LIGHT.
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THINGS WE **CAN'T** TAKE INTO CONSIDERATION WHEN DETERMINING A PLANNING APPLICATION;
PRIVATE PROPERTY ISSUES, FOR EXAMPLE BOUNDARY AND ACCESS DISPUTES.
LOSS OF VIEW OVER OTHER LAND.
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THE SPECULATIVE USE OF A DEVELOPMENT AFTER IT HAS BEEN BUILT.
RADIO OR TELEVISION INTERFERENCE CAUSED BY A DEVELOPMENT.
SUBSIDENCE TO NEIGHBOURING PROPERTIES.

Development Control Services Dept
POL
DC
MPF
CS
10 DEC 2002
13/12
Copies to

COMMENTS CAN ALSO BE E-MAILED TO US AT: Development.Control@wokingham.gov.uk

---

COMMENTS ON APPLICATION: O/2002/7867

YOUR NAME: MR & MRS D. DINNEY

YOUR ADDRESS: (if these details are incorrect please amend)
THE OLD SCHOOL HOUSE
REMENHAM
HENLEY-ON-THAMES
Oxfordshire
RG9 3DD

PLEASE RETURN YOUR COMPLETED FORM TO:

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

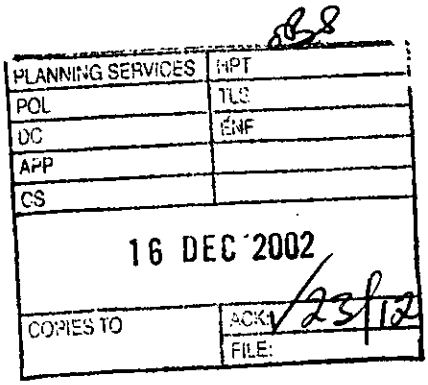
I WISH TO (tick relevant box); OBJECT TO THE APPLICATION ☑
SUPPORT THE APPLICATION ☐ COMMENT ON THE APPLICATION ☑

Comments:
THE VALIDITY OF THE RAISED APPLICATION IS UNDERPINNED BY THE TRAFFIC IMPACT ASSESSMENT. THIS DOCUMENT SHOWS A DISTINCT LACK OF BALANCE AND COMMON SENSE, AND THE CHOICE OF ONE OF THE BUSIEST DAYS OF THE YEAR TO MONITOR TRAFFIC MOVEMENT CASTS CONSIDERABLE DOUBT ON THE INDEPENDENCE AND INTEGRITY OF THE REPORT AND ITS AUTHORS.
THE RECENT DETERIORATION OF REMENHAM LANE HAS BEEN CAUSED BY INCREASED TRAFFIC MOVEMENTS RESULTING FROM ALTERED TRAFFIC FLOW IN HENLEY. FURTHER INCREASE IN TRAFFIC WILL AGGRAVATE THIS PROBLEM AND WILL

Continue over the page if more room required

BEFORE LONG BE THE CAUSE OF A SERIOUS ACCIDENT

HOLME FARM
ASTON
HENLEY-ON-THAMES
OXFORDSHIRE
Telephone HENLEY-ON-THAMES 574825



12 December 2002

Ms Heidi Lynch
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1BN

Dear Ms Lynch

Planning Application number 0/2002/7867 & 7868
Remenham Farm

I write to set out my objections to the above planning application for the conversion of the above farm buildings to B1 and B8 use.

- The proposed development is inappropriate for this rural location in that it is too large and will not integrate into the local context without being detrimental to its immediate environment and the amenities of local residents.

- The plan provides 36 parking spaces for the entire development which is unlikely to provide adequate parking for those working there let alone visitors, deliveries etc. This will almost certainly lead to people parking on verges and narrow lanes which will be extremely dangerous.

- This development will cause a great deal of traffic to drive through Remenham. The only access to this small hamlet is via narrow country lanes where two way traffic is on the whole virtually impossible and there are few passing places. The road surfaces are extremely poor mostly due to damage from badgers and the transport infrastructure is totally inadequate for the increased traffic that this development will generate .

- Remenham suffers as a "rat run" during both the morning and evening rush hours; a state of affairs which already causes a great deal of inconvenience and stress to local residents. The extra traffic that will be caused by change of use of this property will only exacerbate an already very difficult situation.

- There are regularly in excess of 35 cars queuing at the junction of Remenham Lane and the A4130 in the evening. Indeed on some occasions I have seen 65 vehicles waiting to turn out on the main road at this dangerous junction. This development would make this unsatisfactory situation even worse.

- The planning application makes many claims in respect of green credentials eg that those working in the proposed development will be encouraged to car share, use public transport, bicycle or walk to work. Whilst these are most admirable aspirations they are unlikely to happen as:

  Remenham is not served by any form of regular public transport;
  Henley station is 2 miles away and the train service is not good;
  Remenham Lane is often flooded and there is no street lighting making walking and cycling extremely dangerous and
  the footpath beside the river is unsuitable for bicycles, unlit and frequently under water again making pedestrian/bicycle access to the development unlikely.

- Remenham is a small rural hamlet with no shops, pub, post office or any other facilities. Tenants of the proposed development would therefore have to drive into Henley (the nearest town) to carry out any work related activities eg banking, shopping and eating at lunchtime. This would all lead to many more traffic movements during the day.

- Remenham is not served by main drains. The plans make no provision for the extra drainage needed for this development.

- Remenham enjoys full employment. This development would therefore not be of material benefit to any local residents. Furthermore, there is currently a great deal of office/commercial space unlet in Henley which indicates that there is no need for additional commercial units in Remenham.

- The Traffic Impact Assessment carried out by the Applicant is seriously flawed in that it was carried out in the week before Henley Royal Regatta giving a totally unrealistic view of the local traffic. It takes Friday 29 June as being representative of a typical working day. This was in fact the day of the Regatta qualifying races when several hundred people drive to Remenham to row or to watch.

In conclusion, I believe that this application should be refused on the grounds that it will increase traffic to unacceptable levels; that it is an inappropriate development for a rural setting 2 miles away from the nearest facilities; is on a site not served by any form of public transport and that there is no need for commercial development of this type in this location.

Yours sincerely

Charlotte Every

Charlotte Every

cc: Members of the Development Control Committee

OBR

PLANNING SERVICES
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16 DEC 2003
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TLS
16/12/03

REMENHAM MANOR
REMENHAM
HENLEY ON THAMES
OXON
RG9 3DD

☎Henley (01491) 574750

☎Henley (01491) 579514
(Fax and Answerphone)

15th December 2003

Ms Emy Circuit
Development Control Officer
Wokingham District Council
Environmental Services Department
Planning Services
P O Box 157
Shute End
Wokingham RG40 1WR

Dear Ms Circuit

Application Number: O/2002/7867
Site Address: Remenham Farm, Remenham Lane, Remenham, Henley-on-Thames

Thank you for your letter of 8th December.

The revision to the Application seems marginal, in terms of traffic generation and other environmental issues, so the contents, in my initial objection to this application, still hold good.

I, therefore, wish to continue to oppose the Application.

Yours truly

Sarah H. West

Mrs S H West

OBS

Barnside Cotttage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

Wokingham Unitary
Planning Services
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

EXC

30/12/03

Att. Emy Circuit

14th. December 2003

Dear Sir/Madam,

Application no 0/2002/7868 duplicate with F/2002/7867

Thank you for your letter of 8th. December regarding the above. I have inspected the revised plans and in my opinion the new proposals add no appreciable benefit to the scheme and make no difference to my objection to the scheme as outlined in my letter to Ms. Heidi Lynch on 25th. November 2002.
For your convenience, I enclose a copy of my letter where you can see I objected to the scheme on the grounds of the traffic implications and inappropriate development.
The only material differences between November 2002 and December 2003 is that the buildings in question are now part of a conversation area instead of standing in a **proposed** conservation area and there also seems to be an even bigger oversupply of office and storage space in the area.
No doubt you will inform me of the outcome in due course.
Yours sincerely,

David D. Law

ENC.

Tel. 01491 574739 Mob. 07940 85 5498 E-mail davidDlaw@msn.com

Barnside Cottage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

2ND
DL COPY

Wokingham Unitary
Planning services
P.O.Box 157
Shute End
Wokingham
Berks. RG40 1WR

Att. Ms. Heidi Lynch.

25th. November 2002

Dear Ms. Lynch,

Duplicate applications O/2002/7867 and F/2002/7868

Thank you for your letter of the 8th. November advising me of these applications. I am writing to inform you that I object to the proposals on the following grounds; traffic implications and inappropriate development.

Traffic implications.

The traffic consultants were instructed, or chose, to base all their detailed calculations on a week partially covering Henley Royal Regatta, when Remenham Church Lane and Remenham Lane become the access routes for thousands of cars going to the regatta. As they acknowledged in their report this made the figures meaningless, so chose instead the 28th and 29th of June as typically average days to count traffic flow in Remenham Lane. These days are incredibly busy with cars, vans and lorries all using the lanes to deliver and set up all the boats, tents, bars, shops, restaurants etc., which are all a part of Henley Regatta and take weeks to set up and do not simply appear on the first day of the regatta. Further the Friday, 29th June 2001, which the traffic consultants take as a "typical day" was qualifying day when many of the hopeful competitors (and their friends and families) come down Church Lane and Remenham Lane to take part in the qualifying races and then depart. Thus two of the busiest days (outside of the actual regatta) have been taken as the basis of the traffic survey. I would submit that this makes all the conclusions from the report totally meaningless and would leave the planning committee to decide if the consultants are at best incompetent or at worst deliberately trying to mislead them.

As a non traffic expert, I also struggle to understand their tables showing arrivals and departures which do not tally, at these rates the car parks would soon be full as more cars seem to arrive than depart.

As the report states that they do not know who any prospective tenant might be, their worthy hope that most staff will be walkers, cyclists, car sharers, rail users or mini van travellers seems very optimistic but somewhat unrealistic. The plans show "no parking" areas along the church wall, will this be enforced by traffic wardens from Wokingham or will it, as I suspect become the overflow parking area when all of the permitted parking places are full.

I know that the Remenham residents association (of which I am a member) have written to you opposing the application in the strongest possible terms and set out a detailed, accurate and well reasoned case against the huge increase in traffic chaos that this scheme would inevitably cause. Accordingly I will not repeat all the details but I fully agree with their letter as the thought that the existing difficult traffic situation, which I know the Wokingham authorities have been trying to address, could be made much worse by approval of this scheme is hard to contemplate.

Inappropriate development

I am sure that you are aware that part of Remenham village, including the buildings which are the subject of this application, are in the process of being designated as a conservation area (Wokingham Unitary reference JM/dm/236/12 letters from Julia Mountford)

In Ms. Mountfords letter, she notes the buildings that comprise Remenham village and states "They make a natural and complete group in terms of their architectural and historic importance, displaying a sense of unity and character that could be easily harmed by inappropriate development"

I would submit that sheets of plate glass as per this application or smaller panes as per the withdrawn application, allowing a view of computers, desks, office workers, light engineering or whatever was going on in the building, and visible for several hundreds of yards from the tow path and also visible approx. one mile from the river is an inappropriate development even if most of the staff were cyclists or walkers and no extra cars were parked on the roads around the proposed sight.

In these difficult times for farming it is hard to be unsympathetic to the genuine farming world and no doubt it has been argued that change is inevitable and without this development or something like it, the buildings will fall into disrepair etc., however I believe that this is not a normal farm building, in fact in the owners own words it is "The World Famous Barn Bar" and as such attracts huge crowds of customers during Henley regatta, Women's Regatta, Veterans regatta, Dragon Boat races and the other functions that are held during the summer. Clearly a substantial income is generated by the building which is of course in addition to the income generated by storage. It is many years since these buildings have been used for full time agricultural use.

For all the reasons stated above, I feel this application should be denied as it seems a singularly inappropriate place to site an office, even if there was a shortage of office space in the area which of course is not the case.

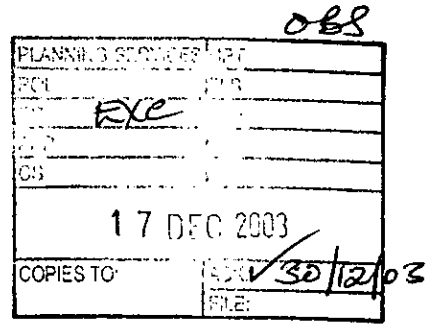
No doubt you will inform me of the outcome in due course.

Yours sincerely,

David D. Law

Telephone 01491 574739 **e-mail davidDlaw@msn.com**

OBS



HOLME FARM
ASTON
HENLEY-ON-THAMES
OXFORDSHIRE
Telephone HENLEY-ON-THAMES 574825

16 December 2003

Ms Emy Circuit
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1BN

Dear Ms Circuit

Planning Application number 0/2002/7867 & 7868
Remenham Farm

Thank your for your letters of 8 December regarding the revised plan notifications in respect of the above. The modifications to the plans are extremely slight and my objections to the application have not changed. I set out them as follows:

- The proposed development is inappropriate for this rural location in that it is too large and will not integrate into the local context without being detrimental to its immediate environment and the amenities of local residents.

- The plan provides insufficient parking spaces for the development. It is unlikely that the spaces planned will provide adequate parking for those working there, let alone visitors, deliveries etc. This will almost certainly lead to people parking on verges and narrow lanes which will be extremely dangerous.

- The 2002 Traffic Impact Assessment was carried out by the Applicant in the week before Henley Royal Regatta which gave a totally unrealistic view of the local traffic as it takes Friday 29 June as being representative of a typical working day. This was in fact the day of the Regatta qualifying races when several hundred people drive to Remenham to row or to watch. I consider that this original traffic assessment is seriously flawed and another, more representative, survey must be carried out in order to present a true picture.

- This development will cause a great deal of traffic to drive through Remenham. The only access to this small hamlet is via narrow country lanes where two way traffic is on the whole virtually impossible and there are few passing places. The road surfaces are extremely poor, mostly due to damage from badgers and the transport infrastructure is totally inadequate for the increased traffic that this development will generate.

- Despite the introduction of a 30mph speed limit in 2003, Remenham continues to suffer as a "rat run" during both the morning and evening rush hours causing a great deal of inconvenience and potential danger to local residents. The extra traffic that will be caused by change of use of this property will only aggravate an already very difficult situation.

- There are regularly in excess of 35 cars queuing at the junction of Remenham Lane and the A4130 in the evening. Indeed on some occasions I have seen 65 vehicles waiting to turn out on the main road at this dangerous junction. This development would make this unsatisfactory situation even worse.

- The planning application makes many claims in respect of green credentials eg that those working in the proposed development will be encouraged to car share, use public transport, bicycle, or walk to work. Whilst these are most admirable aspirations they are unlikely to happen as:

  - Remenham is not served by any form of regular public transport;
  - Henley station is 2 miles away and the train service is not good;
  - Remenham Lane is often flooded and there is no street lighting making walking and cycling not only extremely dangerous but impossible on occasions and
  - the footpath beside the river is unsuitable for bicycles, unlit and frequently under water again making pedestrian/bicycle access to the development unlikely.

- Remenham is a small rural hamlet with no shops, pub, post office or any other facilities. Tenants of the proposed development would therefore have to drive into Henley (the nearest town) to carry out any work related activities eg banking, shopping and eating at lunchtime. This would all lead to many more traffic movements during the day.

- Remenham is not served by main drains. The plans make no provision for the extra drainage needed for this development.

- Remenham enjoys full employment. This development would therefore not be of material benefit to any local residents. Furthermore, there is currently a great deal of office/commercial space unlet in Henley which indicates that there is no need for additional commercial units in Remenham. In addition, there are already two large commercial units at the top of Remenham Church Lane, formerly barns, belonging to the applicant which have been on the letting market for over a year without attracting a tenant.

In conclusion, I believe that this application should be refused on the grounds that it will increase traffic to unacceptable levels; that it is an inappropriate development for a rural setting 2 miles away from the nearest facilities; is on a site not served by any form of public transport and that there is no need for commercial development of this type in this location.

Yours sincerely

Charlotte Every

Charlotte Every

cc: Members of the Development Control Committee

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REMENHAM RESIDENTS ASSOCIATION

Ref Emy Grant
0/2002/7867/8

Marsh Mills House
Wargrave Road

Henley on Thames
OXON RG93HY

Application Nos 0/2002/7867 and 0/2002/7868

Remenham Farm

11 Dec 2003

Dear Sirs
With reference to the Amended Application we reiterate what we wrote on26th November 2002 and in case that letter has not come to your attention I enclose a copy. There is really very little difference in the current application to the Last one except for the removal of some of the buildings so all my objections hold
Yours faithfully

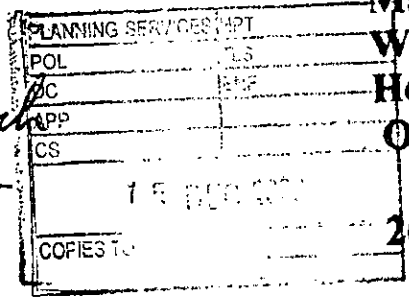
G X Constantinidi
Chairman

Wokingham - DC
Environment Services

REMENHAM RESIDENTS ASSOCIATION

Marsh Mills House
Wargarve Road
Henley-on-Thames
Oxon RG9 3HY

AH Heidi Lynch



26th November 2002

With Reference to: Planning Applications 0/2002/7867/8

Dear Sirs

Remenham Farm

We refer to the above applications and wish to express in the strongest possible terms our objection to these applications being granted.

Our objections are based on two grounds: **Traffic Implications** and **Inappropriate Development**. In that sense our position has not changed since our last letter to you opposing the original application from the Copas Partnership sent to Nicola Lake under the Application number F /2000/2670 .We trust you will be able to see from those comments the detailed arguments which we set out in that letter and which still apply today .The application was withdrawn before going to committee so it is perhaps helpful to view this current letter in conjunction with that application. In particular, because, although some of the detail has changed, the application remains substantially the same as do, therefore, our objections to it. We will therefore confine ourselves here to discussing the differences and emphasising our original points.

Traffic Implications: The traffic survey data enclosed with this application are wholly unrealistic and, indeed, having conducted the survey during the week of Henley Regatta, even the consultants agree on this point. However, the alternative days chosen of 28th / 29th June are equally unrealistic as these also are

extremely busy days involving heavy traffic travelling to the regatta area to set up equiment and marquees and, in addition, on the Friday, rowers and spectators travelling to the site for qualifying heats of the regatta.

As such, the implied effects of the additional traffic from the new development are unrealistically small. This diminished effect is compounded by equally unrealistic estimates for how employees will travel to this site. There is no bus service and experience suggests that people do not travel by cycle, on foot, or car-share to the extent implied in this application. There is also no allowance for delivery traffic, travel to the site of clients or from the site to visit clients.

You will be aware of the appalling state of repair, and the dangerously narrow and winding nature of the lanes leading to this site which has been compounded by rat run traffic using the lanes during rush hours. Adding to this demise would in our opinion be both irresponsible and dangerous. Exacerbation of the already chronic traffic situation that exists on Whitehill from this additional traffic attempting to gain access should also be considered carefully. You will be aware of the fatal accident that occurred there in the last month.

Finally, you may also wish to consider the significant cost to the Wokingham highways budget of maintaining these lanes in order to make them fit for these new levels of traffic.

Iappropriate Development: Our position remains the same. This site lies within a National Trust protected area and is we believe about to be considered by your council for designation as a Conservation Area. We do not believe that this development is consistent with either the spirit nor the rules that lie behind such designations This area is used extensively by walkers and families who come to enjoy this area for its natural beauty and tranquillity. Any form of industrial development is totally out of keeping with these activities. We would refer you

to your own definitions of why this area is being considered for conservation status.

For these reasons, and those expanded upon in the accompanying letter, we strongly recommend that this application be rejected particularly in view of the number of empty offices in Henley.

Yours sincerely

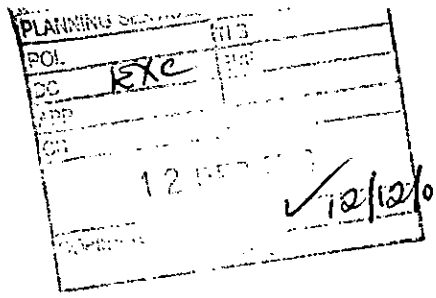
G.Constantinidi

Chairman, Remenham Residents Association

OBS

REMENHAM FARMHOUSE
REMENHAM LANE
HENLEY-ON-THAMES
OXON RG9 3DB

DECEMBER 10, 2003



.. Emery Circuit
Wealden District Council
Planning Services Dept.

Dear Ms. Circuit

Application Number 0/2002/7867
Duplicate Application with 0/2002/7868
Revised Additional Plans

Thank you for your letter of December 8th in respect of revised Plans for the above Applications.

We have noted the reduction in site area but contend that ~~the~~ ~~letter~~ no change of material effect to the plans as originally submitted.

We draw your attention to our letters of late November 2002 stating our objections to the original Applications. A copy of each of these is enclosed for your reference. Our objections stand in all respects except in relation to clause 4 (characteristics) in each letter. We understand that in the revised plans reference to a 'Cartefurnis House' has been withdrawn.

Yours Faithfully

Peter & Joyce E Gray

P.N. & J.E. GRAY.

Environmental Services Dept.,
Planning Services,
PO Box 157,
Shute End,
Wokingham,
Berks RG40 1WR

Nov 2002
Rec'd 15/12/03

Attention Ms. Heidi Lynch

Planning Application 0/2002/7868

We object to this planning application for the following reasons:-

1) These barns form part of the proposed Remenham Conservation Area, due to be confirmed on Dec 4th. Use of the premises for "R & D" or "Office" purposes together with the introduction of further high levels of traffic through the area are inconsistent with the concept of a conservation area.
2) The barns were an integral part of the farm and must be Grade II listed just as are our own outbuildings. We believe the proposed "R & D" development to be inconsistent with such Grade II listing.
3) You have advised that although the application refers to B1 "Office" use the applicants are actually applying for "R & D" use??!! This latter usage can cover a multitude of possible activities which could, amongst other things, generate noise and smell. As immediate, conjoined neighbours to these barns we object on the grounds of possible nuisance.
4) We note that the proposed site plan refers to a "Caretakers" house. There is not, nor never has been a Caretakers house on the site. We question the appearance of this on the plan.

Withdrawn * 19/1/03

5) The "new" Traffic Assessment contains a number of omissions, errors of fact, and assumptions which, in our view, render it totally misleading and flying in the face of reality.

   - Remenham Church Lane and Remenham Lane are country lanes serving this small rural community. The last 100yds.of Remenham Lane, from the Church Lych Gate to the proposed site entrance, is a cul-de-sac from which we obtain access to our house. ALL vehicles entering the proposed development, whether from N,S,E or W, MUST pass along this cul-de-sac which is not suitable for regular 2-way traffic. Contrary to the "Scheme Proposals – Site Plan" dated July 1998, the area adjacent to the Church Wall and running from the Lych Gate to a point opposite the site entrance is NOT a "NO PARKING" area. It is widely used throughout the year for car parking by people enjoying the unique beauty of this spot together with ramblers, dog walkers etc.

   - The day chosen for analysis of traffic trip generation was Thursday 28 June 28th 2001. – described as being representative of a "typical" weekday. This is clearly nonsense since this day fell between the Womens Regatta and the Royal Regatta and in a period when the

traffic in Remenham – and particularly in the cul-de-sac is always a nightmare! Heavy lorries and vans carrying supplies to and from Remenham Barn and the Corporate Hospitality tents in Remenham Meadows render even the "passing places" very difficult to negotiate. For the authors of the report to conclude in Clause 3.3 that Remenham Lane (no mention of Remenham Church Lane!!) is "very lightly trafficked" beggars belief – and bears no relation to reality.

- The study was carried out in mid-summer. A visit to the area over the past 6/8 weeks would have demonstrated the inapplicability of applying summer results, albeit erroneous, year round. In Autumn and Winter the state of the lanes (flooding, surface debris and developing potholes) render them difficult to negotiate and ,at times, dangerous. The very significant extra traffic proposed would exacerbate the situation.

- Sections 2.1 and 2.2 of the traffic study address traffic generation at the proposed development. There appears to be an analysis of expected trips in and out at peak hours. This site is remote and has no local amenities whatsoever. No account has been taken of the probable need for significant numbers of cars to travel to and from local amenities each day- e.g. to shops, suppliers, restaurants, customers etc. Nor has any mention been made of visitors to the site- e.g. suppliers, couriers, service companies, customers, salesmen etc. We believe that the conclusion of Clause 4.4 of the report is based on false assumptions and we object on grounds of safety, disturbance, noise and possible congestion in this proposed Conservation Area.

- Section 2.4 of the traffic report references "flexible working". Remenham has no street lighting and use of the cul-de-sac after dark requires extreme caution even under current circumstances, particularly given the various local activities that take place in the Village Hall directly opposite to the proposed site entrance. We would be concerned about significantly increased risk and of noise and nuisance relating to flexible working hours.

- The proposed plan envisages "50-70" employees and 36 car parking spaces. Given the conclusion of the traffic report that "the site is not well located" in terms of accessability, and even accepting that the Green Transport Plan could have marginal benefit, it is very possible that this number of employees will generate more than 36 cars. If so, where will they park?? –in the cul-de-sac?? – in Remenham Lane?? – or in Church Lane?? And where will the visitors park?? This rural hamlet and its lanes simply can't accommodate them!!

- Much emphasis is placed on the "Green Transport Plan"(GTP). It is a framework full of "objectives", "anticipations", "intentions", "encouragement", and "expectations". It also includes proposals that demonstrate its paucity of substance. For example, cycling along Remenham Lane in the winter months would be virtually impossible,

and the Thames Path is a pedestrian path on which rowing coaches have special dispensation to ride. Exit the Bike: enter the car!! We believe that the GTP describes unenforceable future employment practices that are frankly not relevant to the planning decision.

In summary, for many reasons we oppose the application. We do recognise, however the need of the applicant to generate income from the barns and are very happy to continue to support their use for Regatta related purposes for 28 days per year. We would also highlight the recent publicity given to the chronic over supply of office space in the Henley area.

Yours Sincerely

P.N & J.E. Gray

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The Reach
Remenham Lane
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Tel 01491 572964 Fax 01491 572965

Ms Emy Circuit
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

10 December 2003

Re: Application Nos O/2002/7867 & O/2002/7868 - Remenham Farm

Dear Ms Circuit

Thank you for your letters of 8 December 2003.

Whilst I can readily understand why these areas have now been excluded from the application I can see no reason at all to change the opinions set out in my letter to your Ms Heidi Lynch dated 26 November 2002 (copy attached).

My fundamental objection remains that the applications should be refused on the grounds of the additional traffic that will be generated and I would like to draw your attention once again to paras 10 and 11 on pages 2 and 3 of my aforesaid letter.

Yours sincerely

M.R. Dudley

Michael R Dudley

The Reach
Remenham Lane
Henley-on-Thames
Oxfordshire
RG9 3DD

Tel 01491 572964 Fax 01491 572967

26 November 2002

Ms Heidi Lynch
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Re: Application No O/2002/7867 & 7868 (Remenham Farm)

Dear Ms Lynch

Please register this letter as a formal objection on the grounds of the additional traffic generated. It is also an unnecessary development and the fact that there is currently over 60,000 sq ft of vacant office space in Henley supports this view.

1. The proposed application is a large scale development bringing unacceptable urbanisation to a rural hamlet which under the Wokingham District Plan will become a Conservation Area after the appropriate meeting on 4 December 2002.

2. Some of the existing buildings are already being used for warehousing purposes consequently I can support the recent regularisation of this fact. However I strongly oppose these applications which asks for 795 sq metres (8,557 sq feet) of B1 usage which will bring an unacceptable increase in traffic particularly to Remenham Lane.

3. The number of proposed car parking spaces envisages the large increase in vehicles which will arise directly from B1 usage and in spite of the proposed road changes to Remenham Church Lane and Remenham Lane the bulk of the additional traffic will travel along Remenham Lane (an unrestricted narrow country lane) on a regular daily basis as this is the shortest and most practical route between the proposed development and Henley town centre. In essence the basic road infrastructure of Remenham Lane is unchanged. It is simply not designed for this amount of traffic and even with changes cannot safely support such an increase arising directly from the change to B1 usage.

4. Remenham Lane is a very narrow road which is already used as a "rat run" for traffic trying to avoid the descent down Remenham Hill into Henley and any further increase in traffic is dangerous and should not be permitted. The lane is so narrow and twisty that vehicles can only pass each other by going onto the verges. This is further evidenced at Regatta time when it is necessary to operate a one way system!

5. As a further point of interest for a significant proportion of each winter Remenham Lane is impassable for cars due to the flooding from the nearby Thames.

6. Remenham is a rural hamlet approximately 1.5 miles from the centre of Henley with no urban facilities and no public transport whatsoever. There is no gas, mains water or mains drainage and no pub, shop or any other facility within reasonable walking distance. As a consequence the road between the development and Henley i.e. Remenham Lane and not Remenham Church Lane will have very extensive vehicle use, particularly at its' junction with Remenham Hill both in the mornings and evenings and again between mid-day and mid-afternoon when people have lunch, go shopping and carry out work-related activities such as banking and other commercial services in Henley.

7. In addition any B1 usage will by its' very "office oriented" nature generate considerable support traffic, such as courier and other private delivery services, who frequently drive with little or no consideration for themselves or others. It is inevitable that this will make it even more dangerous for all road users.

8. Whilst I accept the need for some form of economic regeneration of the farm buildings you should be fully aware that the buildings themselves and much of the surrounding areas of the site together with many acres of neighbouring land is in the ownership/control of the applicant. The entire enterprise is already benefiting from considerable non-agricultural use during the summer months under the existing statutory Class B 28 day temporary usage period. This is evidenced further by Drawing No 15 of the proposed plans (Regatta Bar).

9. In this period the buildings and surrounding land are generating a very significant non-agricultural income for the applicant and when combined with authorised B8 warehouse usage this income may well increase. Of particular note is the fact that during this period a very considerable number of vehicles enter the immediate area as a direct result of these non-agricultural activities (see para 8 above) causing further major traffic problems to Remenham Church Lane and Remenham Lane.

10. The previous application F/2000/2670 (which was withdrawn by the applicant some 48 hours before it was to be heard) was very similar to this application and your attention is drawn to the conclusions in the Officer's report to the Development Committee dated 21 March 2001 (pages 2754 to 2758 inclusive).

11. The revised Traffic Impact Assessment which attempts to override the previous conclusions is fundamentally flawed as it has deliberately chosen as its' typical day a very high usage day (Thursday 28 June 2001) in the week immediately prior to Henley Royal Regatta when there is an abnormally large number of vehicles bringing tentage/equipment/boats/crews/provisions etc for the Regatta.

By no means can this particular day be considered a typical weekday and to base the whole analysis on 28 June 2001 is totally unrealistic.

In addition during the following week (first week in July) the roads are so overloaded that Wokingham Unitary Authority deem it necessary to enforce a one way system in Remenham Lane and Remenham Church Lane as the road system is so totally inadequate.

A truly representative analysis should base its' figures on a mid -week day in October or November which would produce a very different conclusion.

The TIA has also made other incorrect assumptions to support its' conclusions e.g.

a) Car sharing is laudable but totally impractical and unworkable for this inaccessible location where irregular hours and poor public transport will be the norm.

b) The infrequency of trains to/from Henley will ensure that very few people will use this form of transport.

c) Walking from Henley is impractical as the Thames Path is unlit and in the winter often flooded.

d) Cycling along the Thames Path is not a proper option as it has the legal status of a footpath. Whilst a dispensation exists to only allow rowing coaches/trainers to cycle alongside crews training on the Regatta course any attempt to make this footpath freely available to cyclists in general would be illegal and resisted by your Council and all walkers associations.

e) It does not take proper account of other vehicles visiting the site such as visitors, couriers and other daily delivery services.

f) It does not take proper account of the considerable additional traffic generated at lunchtime when workers visit supermarkets/shops/banks/Post Office/restaurants and pubs etc most of which would use Remenham Lane.

In essence the TIA is fundamentally flawed with conclusions that are extremely biased and unrealistic.

I would ask that the applications are rejected because it is an unnecessary urbanisation in this newly designated Conservation Area bringing an unacceptable increase in road traffic onto the already overloaded and inadequate narrow country lanes.

Any inspection of these roads by your Officers will fully support this statement.

Yours sincerely

M R Dudley

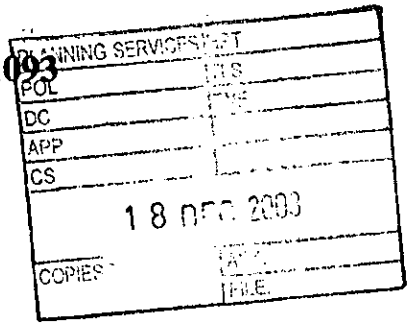
Michael R Dudley

26 November 2002

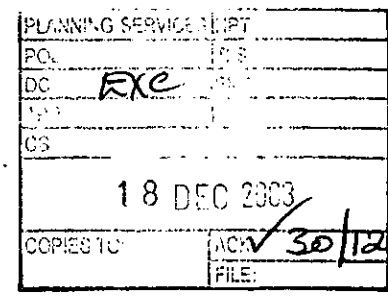
0852

Telephone: 01491 571093

The Reeds
Remenham Lane
Henley-on-Thames
Oxon RG9 3DA



16th December 2003



REVISED PLANS NOTIFICATION: 0/2002/7867/8

Dear Ms Circuit

I refer to your letter of 8th December 2003 regarding the above planning applications.

My response to this application is that it does not in any way change the fundamental objections I have raised in the past regarding the serious traffic implications of this request for a change of use, nor those raised by the Remenham Residents Association.

Indeed these changes simply acknowledge errors in the previous applications regarding what were erroneous assumptions concerning the original use of these properties i.e. that they had ever been used for residential purposes.

I would hope that the council will reject these applications on environmental grounds given the serious nature of the traffic consequences and the significant dangers that they represent.

Yours sincerely

R.V.Emerson

REMENHAM BARN
REMENHAM
HENLEY-ON-THAMES
OXON, RG9 3DB
Telephone: 01491 572914
Fax: 01491 412230
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15 Dec 2003

Your ref: Emy Circuit
0/20002/7868
My ref: David Parnwell
Remenham Barn

REVISED PLANS APPLICATION

Dear Emy Circuit,

Application Number: 0/20002/7868
Site: Remenham Farm, Remenham Lane
Proposal: Change of use from agricultural barns to B1 office and B8 storage use

Thank you for writing concerning the revised plans you have received.

I note the reduction of the site area to exclude buildings as indicated on drawing no: CRF 15C.

This change does not affect the objection that remains strongly felt over the considerable increase in traffic volume, consequent danger in the lanes and pollution by noise and dust.

As you will see with reference to my previous letters in your files, Remenham is a sensitive area and is now a Designated Conservation Area where large numbers of people, walkers, sportsmen and women, and church-goers, visit during a year. The land is adjacent to the River Thames and the Royal Regatta Course and we all feel it our duty to preserve the environment for this and future generations.

Yours faithfully,

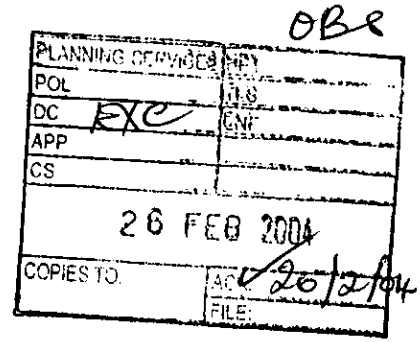
David Parnwell

David Parnwell
Remenham Barn,
Remenham Lane,

OBE

The Reach
Remenham Lane
Henley-on-Thames
Oxfordshire
RG9 3DD

Tel 01491 572964 Fax 01491 572965



Ms Emy Circuit
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

24 February 2004

Re: Application Nos O/2002/7867 & O/2002/7868 - Remenham Farm

Dear Ms Circuit

Thank you for your letters of 16 February 2004.

Having looked at the changes I can see no significant reason to alter the opinions set out in my letter to your Ms Heidi Lynch dated 26 November 2002.

My fundamental objections remain unchanged and I request that the applications are refused on the grounds of the additional traffic that will be generated.

I would like to draw your attention once again to paras 10 and 11 on pages 2 and 3 of my aforesaid letter of 26 November 2002 (copy attached).

Yours sincerely

M.R. Dudley

Michael R Dudley

The TIA has also made other incorrect assumptions to support its' conclusions e.g.

a) Car sharing is laudable but totally impractical and unworkable for this inaccessible location where irregular hours and poor public transport will be the norm.

b) The infrequency of trains to/from Henley will ensure that very few people will use this form of transport.

c) Walking from Henley is impractical as the Thames Path is unlit and in the winter often flooded.

d) Cycling along the Thames Path is not a proper option as it has the legal status of a footpath. Whilst a dispensation exists to only allow rowing coaches/trainers to cycle alongside crews training on the Regatta course any attempt to make this footpath freely available to cyclists in general would be illegal and resisted by your Council and all walkers associations.

e) It does not take proper account of other vehicles visiting the site such as visitors, couriers and other daily delivery services.

f) It does not take proper account of the considerable additional traffic generated at lunchtime when workers visit supermarkets/shops/banks/Post Office/restaurants and pubs etc most of which would use Remenham Lane.

In essence the TIA is fundamentally flawed with conclusions that are extremely biased and unrealistic.

I would ask that the applications are rejected because it is an unnecessary urbanisation in this newly designated Conservation Area bringing an unacceptable increase in road traffic onto the already overloaded and inadequate narrow country lanes.

Any inspection of these roads by your Officers will fully support this statement.

Yours sincerely

M.R Dudley.

Michael R Dudley

26 November 2002

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REMENHAM RESIDENTS ASSOCIATION

Wokingham Unitary Authority
Planning services

Marsh Mills House
Wargrave Road
Henley on Thames
Oxon RG9 3HY

26th Feb 2004

Dear Sirs Application nos 0/2oo2/7867 and o/2002/7868
Remenham Farm

We refer to the Revised Application and the comments on the Traffic Plan and have the following comments

1.We do not consider the Consultants have understood what goes on in the real world.In practice all those employees who own cars will use them and because of flexible hours will travel singly so the proposed car parking space will not be sufficient and the lane will become very congested in the rush hour causing problems with cars avoiding White Hill and speeding down Remenham Lane .

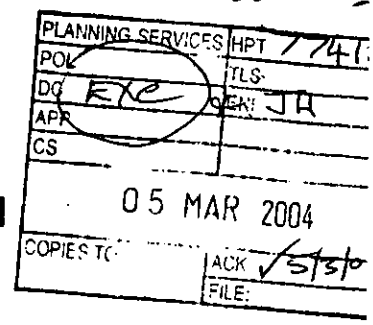
2 There is no doubt that the most sensible Development would be Residential especially as it could be difficult letting the premises when one looks at the empty spaces in the neighbourhood

We reiterate all our previous comments and would ask for a rejection of the Applications

Yours sincerely

G X Constantinidi
Chairman

OH? → case officer



REMENHAM RESIDENTS ASSOCIATION

Marsh Mills House
Wargrave Road
Henley-on-Thames
Oxon RG9 7HY

3rd March 2004

For the attention of the Enforcement Officer: Wokingham DC

Dear Sirs

I write with regard to the two planning applications 0/2002/7867/8 to which you refer in your letter of 16th February 2004.

The position of the Remenham Residents Association has not changed from those stated in earlier communications with your office. We believe that any development of these barns on the basis that is being proposed represents a significant danger from increased traffic. The lanes leading to this site, especially Remenham Lane, which will be the most affected, are inherently dangerous. They are totally unsuited to the kind of activity that would result from these changes, even with the recent modifications. Apart from the blind bends and uneven road surface, they are subject to subsidence and regular flooding. There have been many 'near misses' in recent times, not helped by the increasing level of traffic that has resulted from the continued and significant expansion of the Upper Thames Rowing Club, a project which we understand you support.

As such, we believe this application should be rejected.

Yours sincerely

R.V. EMERSON, Committee member, for and on behalf of

G. Constantinidi
Chairman, Remenham Residents Association

Barnside Cotttage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

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Wokingham District Council
Planning Services
PO Box 157
Shute End, Wokingham
Berks RG40 1WR

Att. Ms. Emy Circuit

2nd March 2004

Dear Ms Circuit,

Application 0/2002/7867 and 0/2002/7868

Thank you for your letter of 16th February 2004 regarding the above.
I have examined the revised documents and would comment as follows;
A good deal of work has been done by the Highway engineer to calculate new lower figures for traffic to and from the proposed sight without altering the original flaw in their calculations, namely that the traffic flows were monitored on the busiest day in the year for Remenham Lane outside the actual Henley Regatta.
The proposed plan does not alter my original opinion that this is an inappropriate development with unresolved traffic implications.
For your convenience I attach copies of my previous correspondence.
No doubt you will advise me of any outcome.
Yours sincerely,

David D. Law

Tel. 01491 574739 Mob. 07940 85 5498 E-mail davidDlaw@msn.com

Barnside Cotttage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

Wokingham Unitary
Planning Services
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

Att. Emy Circuit

14th. December 2003

Dear Sir/Madam,

Application no 0/2002/7868 duplicate with F/2002/7867

Thank you for your letter of 8th. December regarding the above. I have inspected the revised plans and in my opinion the new proposals add no appreciable benefit to the scheme and make no difference to my objection to the scheme as outlined in my letter to Ms. Heidi Lynch on 25th. November 2002.
For your convenience, I enclose a copy of my letter where you can see I objected to the scheme on the grounds of the traffic implications and inappropriate development.
The only material differences between November 2002 and December 2003 is that the buildings in question are now part of a conversation area instead of standing in a **proposed** conservation area and there also seems to be an even bigger oversupply of office and storage space in the area.
No doubt you will inform me of the outcome in due course.
Yours sincerely,

David D. Law

Tel. 01491 574739 Mob. 07940 85 5498 E-mail davidDlaw@msn.com

Barnside Cottage
107 Remenham Lane
Henley on Thames
Oxon RG9 3DB

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Wokingham Unitary
Planning services
P.O.Box 157
Shute End
Wokingham
Berks. RG40 1WR

Att. Ms. Heidi Lynch.

25th. November 2002

Dear Ms. Lynch,

Duplicate applications 0/2002/7867 and F/2002/7868

Thank you for your letter of the 8th. November advising me of these applications. I am writing to inform you that I object to the proposals on the following grounds; traffic implications and inappropriate development.

Traffic implications.

The traffic consultants were instructed, or chose, to base all their detailed calculations on a week partially covering Henley Royal Regatta, when Remenham Church Lane and Remenham Lane become the access routes for thousands of cars going to the regatta. As they acknowledged in their report this made the figures meaningless, so chose instead the 28th and 29th of June as typically average days to count traffic flow in Remenham Lane. These days are incredibly busy with cars, vans and lorries all using the lanes to deliver and set up all the boats, tents, bars, shops, restaurants etc., which are all a part of Henley Regatta and take weeks to set up and do not simply appear on the first day of the regatta. Further the Friday, 29th June 2001, which the traffic consultants take as a "typical day" was qualifying day when many of the hopeful competitors (and their friends and families) come down Church Lane and Remenham Lane to take part in the qualifying races and then depart. Thus two of the busiest days (outside of the actual regatta) have been taken as the basis of the traffic survey. I would submit that this makes all the conclusions from the report totally meaningless and would leave the planning committee to decide if the consultants are at best incompetent or at worst deliberately trying to mislead them.

As a non traffic expert, I also struggle to understand their tables showing arrivals and departures which do not tally, at these rates the car parks would soon be full as more cars seem to arrive than depart.

As the report states that they do not know who any prospective tenant might be, their worthy hope that most staff will be walkers, cyclists, car sharers, rail users or mini van travellers seems very optimistic but somewhat unrealistic. The plans show "no parking" areas along the church wall, will this be enforced by traffic wardens from Wokingham or will it, as I suspect become the overflow parking area when all of the permitted parking places are full.

I know that the Remenham residents association (of which I am a member) have written to you opposing the application in the strongest possible terms and set out a detailed, accurate and well reasoned case against the huge increase in traffic chaos that this scheme would inevitably cause. Accordingly I will not repeat all the details but I fully agree with their letter as the thought that the existing difficult traffic situation, which I know the Wokingham authorities have been trying to address, could be made much worse by approval of this scheme is hard to contemplate.

Inappropriate development

I am sure that you are aware that part of Remenham village, including the buildings which are the subject of this application, are in the process of being designated as a conservation area (Wokingham Unitary reference JM/dm/236/12 letters from Julia Mountford)

In Ms. Mountfords letter, she notes the buildings that comprise Remenham village and states "They make a natural and complete group in terms of their architectural and historic importance, displaying a sense of unity and character that could be easily harmed by inappropriate development"

I would submit that sheets of plate glass as per this application or smaller panes as per the withdrawn application, allowing a view of computers, desks, office workers, light engineering or whatever was going on in the building, and visible for several hundreds of yards from the tow path and also visible approx. one mile from the river is an inappropriate development even if most of the staff were cyclists or walkers and no extra cars were parked on the roads around the proposed sight.

In these difficult times for farming it is hard to be unsympathetic to the genuine farming world and no doubt it has been argued that change is inevitable and without this development or something like it, the buildings will fall into disrepair etc., however I believe that this is not a normal farm building, in fact in the owners own words it is "The World Famous Barn Bar" and as such attracts huge crowds of customers during Henley regatta. Women's Regatta, Veterans regatta. Dragon Boat races and the other functions that are held during the summer. Clearly a substantial income is generated by the building which is of course in addition to the income generated by storage. It is many years since these buildings have been used for full time agricultural use.

For all the reasons stated above, I feel this application should be denied as it seems a singularly inappropriate place to site an office, even if there was a shortage of office space in the area which of course is not the case.

No doubt you will inform me of the outcome in due course.

Yours sincerely,

David D. Law

Telephone 01491 574739 e-mail davidDlaw{g)msn.com

088

REMENHAM MANOR
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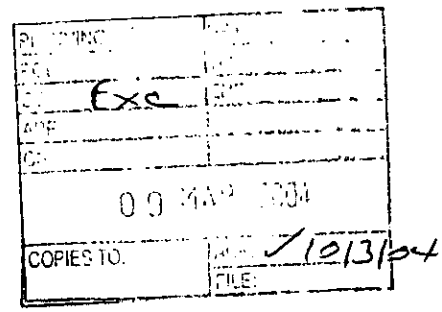
e-mail jahwest@aol.com



2 March 2004

The Development Control Officer
Wokingham DC
Planning Services
PO Box 157
Shute End
Wokingham
RG40- 1WR

Ref: Emy Circuit
O/2002/7867
O/2002/7868

Dear Madam

Remenham Farm

I refer to your letter of 16 February

The Response, to File Note 2, by Faber Maunsell, dated 20 December 2002 (nearly 15 months ago), does not seem to give any further comfort to the local residents as to the vastly increased traffic flow which will occur, should either of these Applications be granted.

Accordingly, I repeat my initial objection, as well as that contained in my letter of 15th December 2003, and continue to oppose the Applications.

Will you please let me know when the Applications will be considered by the relevant Planning Committee.

Yours truly,

Sarah H. West.

Mrs SH West

The Reach
Remenham Lane
Henley-on-Thames
Oxfordshire
RG9 3DD

Tel 01491 572964 Fax 01491 572967

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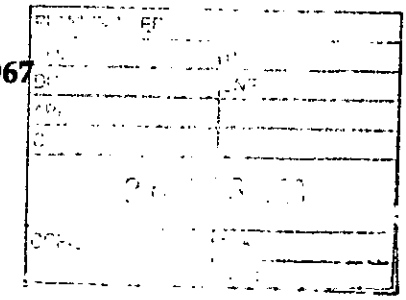

26 November 2002

Ms Heidi Lynch
Planning Services
Wokingham District Council
PO Box 157
Shute End
Wokingham
RG40 1WR

Re: Application No O/2002/7867 & 7868 (Remenham Farm)

Dear Ms Lynch

Please register this letter as a formal objection on the grounds of the additional traffic generated. It is also an unnecessary development and the fact that there is currently over 60,000 sq ft of vacant office space in Henley supports this view.

1. The proposed application is a large scale development bringing unacceptable urbanisation to a rural hamlet which under the Wokingham District Plan will become a Conservation Area after the appropriate meeting on 4 December 2002.

2. Some of the existing buildings are already being used for warehousing purposes consequently I can support the recent regularisation of this fact. However I strongly oppose these applications which asks for 795 sq metres (8,557 sq feet) of B1 usage which will bring an unacceptable increase in traffic particularly to Remenham Lane.

3. The number of proposed car parking spaces envisages the large increase in vehicles which will arise directly from B1 usage and in spite of the proposed road changes to Remenham Church Lane and Remenham Lane the bulk of the additional traffic will travel along Remenham Lane (an unrestricted narrow country lane) on a regular daily basis as this is the shortest and most practical route between the proposed development and Henley town centre. In essence the basic road infrastructure of Remenham Lane is unchanged. It is simply not designed for this amount of traffic and even with changes cannot safely support such an increase arising directly from the change to B1 usage.

4. Remenham Lane is a very narrow road which is already used as a "rat run" for traffic trying to avoid the descent down Remenham Hill into Henley and any further increase in traffic is dangerous and should not be permitted. The lane is so narrow and twisty that vehicles can only pass each other by going onto the verges. This is further evidenced at Regatta time when it is necessary to operate a one way system!

5. As a further point of interest for a significant proportion of each winter Remenham Lane is impassable for cars due to the flooding from the nearby Thames.

6. Remenham is a rural hamlet approximately 1.5 miles from the centre of Henley with no urban facilities and no public transport whatsoever. There is no gas, mains water or mains drainage and no pub, shop or any other facility within reasonable walking distance. As a consequence the road between the development and Henley i.e. Remenham Lane and not Remenham Church Lane will have very extensive vehicle use, particularly at its' junction with Remenham Hill both in the mornings and evenings and again between mid-day and mid-afternoon when people have lunch, go shopping and carry out work-related activities such as banking and other commercial services in Henley.

7. In addition any B1 usage will by its' very "office oriented" nature generate considerable support traffic, such as courier and other private delivery services, who frequently drive with little or no consideration for themselves or others. It is inevitable that this will make it even more dangerous for all road users.

8. Whilst I accept the need for some form of economic regeneration of the farm buildings you should be fully aware that the buildings themselves and much of the surrounding areas of the site together with many acres of neighbouring land is in the ownership/control of the applicant. The entire enterprise is already benefiting from considerable non-agricultural use during the summer months under the existing statutory Class B 28 day temporary usage period. This is evidenced further by Drawing No 15 of the proposed plans (Regatta Bar).

9. In this period the buildings and surrounding land are generating a very significant non-agricultural income for the applicant and when combined with authorised B8 warehouse usage this income may well increase. Of particular note is the fact that during this period a very considerable number of vehicles enter the immediate area as a direct result of these non-agricultural activities (see para 8 above) causing further major traffic problems to Remenham Church Lane and Remenham Lane.

10. The previous application F/2000/2670 (which was withdrawn by the applicant some 48 hours before it was to be heard) was very similar to this application and your attention is drawn to the conclusions in the Officer's report to the Development Committee dated 21 March 2001 (pages 2754 to 2758 inclusive).

11. The revised Traffic Impact Assessment which attempts to override the previous conclusions is fundamentally flawed as it has deliberately chosen as its' typical day a very high usage day (Thursday 28 June 2001) in the week immediately prior to Henley Royal Regatta when there is an abnormally large number of vehicles bringing tentage/equipment/boats/crews/provisions etc for the Regatta.

By no means can this particular day be considered a typical weekday and to base the whole analysis on 28 June 2001 is totally unrealistic.

In addition during the following week (first week in July) the roads are so overloaded that Wokingham Unitary Authority deem it necessary to enforce a one way system in Remenham Lane and Remenham Church Lane as the road system is so totally inadequate.

A truly representative analysis should base its' figures on a mid -week day in October or November which would produce a very different conclusion.

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05 MAR 2004

R. V. EMERSON

Telephone: 01491 571093

The Reeds
Remenham Lane
Henley-on-Thames
Oxon RG9 3DA

3rd March 2004

For the attention of Emy Circuit, Development Control Officer

Dear Ms Circuit

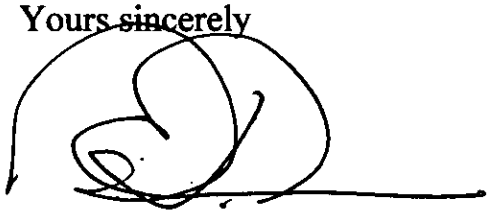
I am writing with regard to the planning applications 0/2002/7867/8 for Remenham Barns.

I wish to object to these applications on the same grounds that have been stated in previous correspondence which I have had with your office. Whereas I understand there has been some reduction in the proposed activity with the revised application, this remains an inherently unsafe environment in which to increase traffic volumes further. We are already experiencing significant increases due to rat-run traffic and the increasing activity at the Upper Thames Rowing Club (which I understand you are supporting), not to mention the somewhat chaotic environment that surrounds regatta events which have also increased in recent years e.g. Women's Regatta increased from one to three days, Veterans' Regatta increased from one to two, possibly three days, expansion of the Henley Festival etc. The connecting roads are entirely unsuitable (several blind bends, dark and bright spots due to significant vegetation that affects visibility, erosion and subsidence) even for these existing volumes and to approve any further increase would in my opinion be irresponsible.

I would also remind you of your obligations in having designated this area as a Conservation Zone and ask if any approval of this application would be in keeping, either with the letter or the spirit of this designation.

You should also be aware that my house is set down into the lane along which this traffic will flow and I am concerned that further vibration from increased traffic could damage the fabric of the house. Should this occur and a connection with your actions is established, I will of course seek compensation.

Yours sincerely



R.V.Emerson

0138

Cherwell
Remenham Lane
Henley on Thames
Berkshire RG9 3DB

Emy Circuit
Wokingham Unitary Authority
Environment Services department
Planning services
PO Box 157
Shute End
Wokingham
Berkshire
RG40 1WR

3rd March 2004

Dear Ms Circuit

REMENHAM FARM, REMENHAM LANE, REMENHAM

APPLICATIONS NUMBER O/2002/7867 &7868

I would like you to consider this letter as a formal objection to the abovementioned planning applications.

The information provided in the traffic responses does little to allay any fears of increased traffic movements. These responses are based on unrealistic assumptions of predicted employees using green methods of transport (ie bicycles, car sharing, buses and walking) in order to justify as sufficient the provision of car parking spaces available. The current movements in peak times were taken in a summer "regatta" period, which is hardly representative and assumes that the employees will leave and arrive at different times and work from home.

Given the size of development and its predicted class as professional or "high-tech", it is more than likely that every employee will own a car, that they will all visit the office every day and make more than one trip to the office every day and have visitors. On the basis of the evidence provided it is likely that the under provision of parking is more than half and that the journeys are underestimated by several times. It is likely that the majority of employees will not come from Remenham or Henley and they are very unlikely to use trains.

Vague promises for buses, encouraging green transport, walking and buses are not realistic and unenforceable. Current attempts at road widening in anticipation of this application

Telephone 01491

are unsightly and have already altered the character of the land so [illegible] Conservation Area.

GENERAL COMMENTS

Remenham is a flood plain, which is used continuously by the River Authorities. Within a two-hour period, the river may have its banks broken and the flood plain is under water. Henley is then inaccessible by foot from Remenham by road or by the towpath. This will occur frequently during the six months of the winter and may occur during the summer. It is pure Fantasy to believe that (as is stated in the Application) that traffic will be alleviated by the use of train and walking. As I do not drive, I personally experience this.

Remenham Farm is situated in a Conservation area. The Planning Authority is required to consider the effect on the essential character of the buildings and area. (Planning (Listed Buildings and Conservation Areas) Act 1990 72.—(1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.) A commercial development is likely to create more traffic movements than our lanes can cope with and change the essential character and appearance of our lanes and more than likely to change the essential character of the buildings and area. It is difficult to understand that having declared this area a Conservation Area that any application, which materially increases the traffic flow and materially under provides the necessary parking, can be considered.

WOS1 SUSTAINABLE DEVELOPMENT

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

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

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

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

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

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



WOKINGHAM DISTRICT COUNCIL

WOS3 DEVELOPMENT CONTROL PRINCIPLES

"The council will require all development proposals...to ...appropriate in scale of activity and character to the area in which they are located and be integrated into their local context without detriment to the amenities of adjoining land uses and occupiers"

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

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

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

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

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

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

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

"The re-use and adaptation of rural buildings will be acceptable if all the following criteria are met: ...d There are no over-riding.....road safety, visual or residential amenity objections, arising from the scale, impact, character or siting of the re-use and its associated works and activities."

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

WT4 ENVIRONMENTAL ASPECTS OF TRAFFIC

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

Comment: The increased traffic movements would be greatly detrimental to the character of the rural roads.

The Application envisages 36 car parking spaces, whereas the Transport Statement envisages between 50 and 70 employees. If one takes a figure of 60 employees and discounts the Green Transport Plan (see below), there is vast underprovision of parking spaces, with the inevitable result that parking would take place on the surrounding verges and lanes, to the detriment of the existing parking, for recreational uses.

In the immediate area of the development, there are 6 residences, which, at an average of 2 cars per residence, equates to 12 existing cars; the result of the development would be an unacceptable increase in the number of cars in the area.

Provision for 60 cars would suggest at least 240 additional car movements in a day, since there are no facilities for employees within walking distance of the development site. Additionally, there would be visitor traffic.

In addition to cars, there would, inevitably, be truck, lorry and motorcycle courier, traffic, both in connection with the B8 use and deliveries, etc., to the B1 use.

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

WGB1 DEVELOPMENT IN THE METROPOLITAN GREEN BE

".....Development will not be permitted for any purpose other than:...the re-use and adaptation of existing buildings in accordance with policy WGB4"

Comment: see WGB4

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

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

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

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

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

GOVERNMENT POLICY PPG7

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

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

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

Comment: In the particular circumstances of the development site, residential development of the redundant farm buildings might be considered appropriate.

WOKINGHAM DISTRICT COUNCIL

TRAFFIC - TRANSPORT ASSESSMENT

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

Introduction

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

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

Review of Trip Generation

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

Comment: This is pure hypothesis and, even if true, probably means that the total number of employees will be considerably in excess of 60, since no employer will pay rent on accommodation which is not fully utilised.

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

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

Revised Impact of Development

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

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

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

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

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

Comment: This junction is already a major problem at peak [illegible] any increase in traffic volume will exacerbate it. The car parking spaces at the southern end of Remenham Lane will cause problems for traffic passing in a northerly direction [illegible] the development site).

Accessibility and Parking

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

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

Green Transport Plan

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

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

Conclusions

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

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

GENERAL

Historic

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

Sale of 2 pairs of Farm Cottages and a Barn (converted to residential use)

Erection of a pair of new Farm Cottages.

Erection of 2 large new Barns, originally for agriculture, but now for [illegible] storage.

Substantial engineering works to accommodate the Regatta and other commercial non farming activities

Additionally, the Applicant derives substantial income from occasional use of farm land and buildings over the Summer months, in particular over the Henley Royal Regatta period.

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

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

SERVICES

Drainage

Concern was expressed at the arrangements for foul sewage and as to whether the existing drainage arrangements (which are only used to any extent during the Henley Regatta period) would be adequate for the vastly increased occupation of the site.

Water

There is no mains water in this part of Remenham Parish

Gas

There is no gas service in this part of Remenham Parish

Signage

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

Residential use

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

The Planning Inspectorate

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

FOR OFFICIAL USE ONLY (Date received)

PLANNING APPEAL FORM

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

Please use a separate form for each appeal.

Your appeal and essential supporting documents must reach the Inspectorate within 3 months of the date shown on the Local Planning Authority's decision notice or, for 'failure' appeals, within 3 months of the date by which they should have decided the application (or within 6 months in the case of applications made before 5 September 2003).
Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 3 month period, the appeal will not be accepted.

Please print clearly in capitals using black ink.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must appear as an applicant on the planning application form.

Name	T A Copas Family Settlement		
Address	C/O Agent	Daytime phone no.	
		Fax no	
Postcode		E-mail address	

B. AGENT DETAILS FOR THE APPEAL (if any)

Name	Evans Planning and Development Consultancy		
Address	18 Webb Court	Your reference	
	Wokingham	Daytime phone no.	01189 892968
	Berkshire	Fax no	
Postcode	RG40 5YR	E-mail address	EvansPlanningUK@Yahoo.com

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA	Wokingham District Council
LPA's application reference no.	F/2002/7868
Date of the planning application	14.10.2002
Date of the LPA's decision (if issued)	28.4.2004

D. APPEAL SITE ADDRESS

D

Address Remenham Farm

Remenham Church Lane

Remenham

Postcode RG9 3DB

Note: Failure to provide the full postcode may delay the processing of your appeal.

Is the appeal site within a Green Belt? YES ☒ NO ☐

E. DESCRIPTION OF THE DEVELOPMENT

Size of the whole appeal site (in hectares)	Area of floor space of proposed development (in square metres)
0.31	1042

Has the description of the development changed from that stated on the application form? YES ☐ NO ☒

If YES, please state below the revised wording, and enclose a copy of the LPA's agreement to the change.

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:-

Please tick **one** box only ✓

1	Refuse planning permission for the development described on the application form or in Section E.	☒
2	Grant planning permission for the development subject to conditions to which you object.	☐
3	Refuse approval of the matters reserved under an outline planning permission.	☐
4	Grant approval of the matters reserved under an outline planning permission subject to conditions to which you object.	☐
5	Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above).	☐
	or	
6	The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) on an application for permission or approval.	☐

G. CHOICE OF PROCEDURE

G

Choose **ONE** procedure only.

You should start by reading our booklet 'Making your planning appeal' which explains the different procedures used to determine planning appeals. In short, there are 3 possible methods:- written representations, hearings and inquiries. You should consider carefully which method suits your circumstances.

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

Please tick 4

1. WRITTEN REPRESENTATIONS ☐

This is normally the simplest, quickest and most straightforward way of making an appeal. Three out of every four people making an appeal choose this method. The written procedure is particularly suited to small-scale developments (e.g. extensions to buildings, individual houses or small groups of houses, appeals against conditions and changes of use). It is also very popular with people making their own appeal without professional help. The process involves the submission of written 'grounds of appeal' followed by a written statement and any supporting documents. It also provides an opportunity to comment in writing on the Local Planning Authority's reasons for refusing permission (or failing to determine the application). An Inspector will study all of the documents before visiting the appeal site/area and issuing a written decision.

Note: The Inspector will visit the site unaccompanied by either party unless the relevant part of the site cannot be seen from a road or other public land, or it is essential for the Inspector to enter the site to check measurements or other relevant facts.

a). If the written procedure is agreed, can the relevant part of the appeal site be seen from a road or other public land?

YES ☐

NO ☐

b). Is it essential for the Inspector to enter the site to check measurements or other relevant facts?

YES ☐

NO ☐

If the answer to 1b is 'YES' please explain:

2.(a) HEARINGS ☒

This process is likely to be suited to slightly more complicated cases which require detailed discussion about the merits of a proposal. Like the written procedure, the process starts with the submission of 'written grounds of appeal' followed by a full written statement of case and an opportunity to comment in writing on the Local Planning Authority's reasons for refusing permission (or failing to determine the application). The Planning Inspectorate will then arrange a hearing at which the Local Planning Authority and the appellant(s) will be represented. Members of the public, interested bodies (e.g. Parish/Town Councils) and the press may also attend. At the hearing the Inspector will lead a discussion on the matters already presented in the written statements and supporting documents. The Inspector will visit the site/area and issue a written decision in the same way as the written procedure.

Although you may prefer a hearing the Inspectorate must consider your appeal suitable for this procedure.

(b) INQUIRIES ☐

This is the most formal of procedures. Although it is not a court of law the proceedings will often seem to be quite similar as the parties to the appeal will usually be legally represented and expert witnesses will be called to give evidence. Members of the public and press may also attend. In general, inquiries are suggested for appeals that:

- are complex and unduly controversial;
- have caused a lot of local interest;
- involve the need to question evidence through formal cross-examination.

H. GROUNDS OF APPEAL H

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

If you have requested a hearing or an inquiry, you do not have to provide your full grounds of appeal. You can provide only a brief outline of your grounds, but it must be sufficiently detailed and comprehensive enough to enable the LPA to prepare their case.

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

Please continue on a separate sheet if necessary.

The Council has not alleged in its reason for refusal that the proposal is inappropriate development in the Green Belt under the terms of PPG2.

Parking associated with the proposed uses would not be prominent as much would be underneath the existing buildings. The remainder would be well screened. In any event these areas could already be used for parking. The proposal would not harm the rural character of the area or the amenity or openness of the Green Belt.

Evidence will be submitted with the appeal to demonstrate that the buildings can be converted without complete or major reconstruction as required by PPG2.

The Council asserts that the site is in an unsustainable location. It is unreasonable to reject the proposal on this basis as Government and local policies permit the re-use of existitng buildings in rural locations. The site is not in a remote countryside location but close to the town of Henley. The site is not so isolated as to justify the refusal of planning permission on this basis.

The proposal complies with Government policy regarding the re-use of exisitng buildings in PPS7 and PPG2.

The buildings make an important contribution to the character of the Remenham Conservation Area.. As a consequence their long term retention is important and requires a positive use. Use for employment purposes is the use favoured by both Government and local policies.

Given a number of factors, such as the relatively low levels of vehicular and pedestrian activity in Remenham Lane, there would be no demonstrable harm to highway safety.

The Council also has a reason for refusal concerning infrastructure contributions. The committee report explains that part of this would be for drainage works and footpath improvements. This would not satisfy Government policy regarding the justification for such works.

The Council asserts that the design of the elevation facing the Thames would be unaccepptable but does not clearly state why. It is contended that the proposed design is entirely appropriate and would not be harmful.

Reference may be made to other planning permissions in the District and local or Government policies in PPGs and PPSs.

H. GROUNDS OF APPEAL (continued)

H

I. APPEAL SITE OWNERSHIP DETAILS

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

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

CERTIFICATE A

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

OR

CERTIFICATE B

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

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

CERTIFICATES C & D

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

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

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

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

OR

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

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

J. ESSENTIAL SUPPORTING DOCUMENTS J

The documents listed in 1-6 below, must be sent with your appeal form; 7-11 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 3 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

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

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

7	**Additional plans, drawings or documents** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here:	☐
8	Any relevant **correspondence** with the LPA.	☒
9	If the appeal is against the LPA's refusal or failure to approve the matters reserved under an outline permission, please enclose:	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission.	☐
10	If the appeal is against the LPA's refusal or failure to decide an application which relates to a **condition**, we must have a copy of the original permission with the condition attached.	☐
11	A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA).	☐
12	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.	☐

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

K. PLEASE SIGN BELOW

(Signed forms together with all supporting documents must be received by us within the 3 month time limit)

1 I confirm that I have sent a copy of this appeal form and relevant documents to the *LPA (if you do not, your appeal will not normally be accepted).*

2 I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature _____ (on behalf of) T A Copas Family Settlement

Name (in capitals) MICHAEL EVANS Date 27th September 2004

The gathering and subsequent processing of the personal data supplied by you in this form, is in accordance with the terms of our registration under the Data Protection Act 1998. Further information about our Data Protection policy can be found on our website under "Privacy Statement" and in the booklet accompanying this appeal form.

NOW SEND

● 1 COPY to us at:

The Planning Inspectorate
Customer Support Unit
Room 3/15 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

● 1 COPY to the LPA

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

● 1 COPY for you to keep

When we receive your appeal form, we will:

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

YOU MUST KEEP TO THE TIMETABLE
If information or representations are sent late we may disregard them. They will not be seen by the Inspector but will sent back to you.

4) Tell you about the arrangements for the site visit, hearing or inquiry.

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

Please do not hesitate to contact me should you require further information or assistance

Yours Sincerely

Marilyn and John Halsall

WOKINGHAM
DISTRICT COUNCIL

OBS

PLANNING SERVICES	HPT
POL	TLS
DC RXC	ENF
APP	
CS	
05 MAR 2004	
COPIES TO:	ACK: 5/3/04
	FILE:

Remenham Farmhouse
Remenham Lane
Henley-on-Thames
Oxon. RG9 3DB

Ms. Emy Circuit
Wokingham District Council
Planning Services Department

March 4th 2004

Dear Ms. Circuit,

Your References O/2002/7867 and 7868
Revised Plans Notification

Thank you for your letters of 16th February regarding Revised/Additional Plans in relation to the Application for change of use of the Remenham Farm barns.

We once again draw your attention to our letters of late November 2002 and our letter of December 10 2003 listing our objections to the original applications. The revision to the applications does not alter our opinions.

As an additional comment we would point out that the area in which the barns are sited is now confirmed as a Conservation area. We understand that this mandates that the essential character of the area including land and buildings must be preserved. This proposed development with its associated traffic implications would, in our view, significantly change the character of the area.

Yours Faithfully

P.N. & J.E. Gray

JH advised not Enforcement matter.
Post System adjusted to EXC.

JH? → copy after Full

PLANNING SERVICES HPT
POL VLS
DC EXC
APP
CS
05 MAR 2004
COPIES TO
ACK
FILE:

REMENHAM RESIDENTS ASSOCIATION

Marsh Mills House
Wargrave Road
Henley-on-Thames
Oxon RG9 3HY

3rd March 2004

For the attention of the Enforcement Officer: Wokingham DC

Dear Sirs

I write with regard to the two planning applications 0/2002/7867/8 to which you refer in your letter of 16th February 2004.

The position of the Remenham Residents Association has not changed from those stated in earlier communications with your office. We believe that any development of these barns on the basis that is being proposed represents a significant danger from increased traffic. The lanes leading to this site, especially Remenham Lane, which will be the most affected, are inherently dangerous. They are totally unsuited to the kind of activity that would result from these changes, even with the recent modifications. Apart from the blind bends and uneven road surface, they are subject to subsidence and regular flooding. There have been many 'near misses' in recent times, not helped by the increasing level of traffic that has resulted from the continued and significant expansion of the Upper Thames Rowing Club, a project which we understand you support.

As such, we believe this application should be rejected.

Yours sincerely

R.V. EMERSON, Committee member.
for and on behalf of

G. Constantinidi
Chairman, Remenham Residents Association

R 12.4.04

Date: 25 March 2004 30 MAR 2004

To: Harold Sanders – Urban Design & Conservation Officer

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

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

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

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

Case Officer: EMY CIRCUIT

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

Remenham Farm is in a particularly visually sensitive location on the edge of the River Thames adjoining St Nicholas Church and Remenham Farmhouse both Grade II listed buildings.

The sensitivity of the site in landscape and planning policy terms has been outlined by others.

The structural survey of the buildings will greatly influence the development proposals and changes to the extent of the original agricultural buildings. How much can be retained and repaired is at present unclear. The proposed scheme does not adequately illustrate the internal arrangement necessary to comply with current building Regulations and

the Health and Safety at Work Act. ie toilet + kitchen provision.

My main concern is the proposed treatment of the principal elevation fronting the river. It is proposed to fully glaze the existing openings now temporarily boarded up.

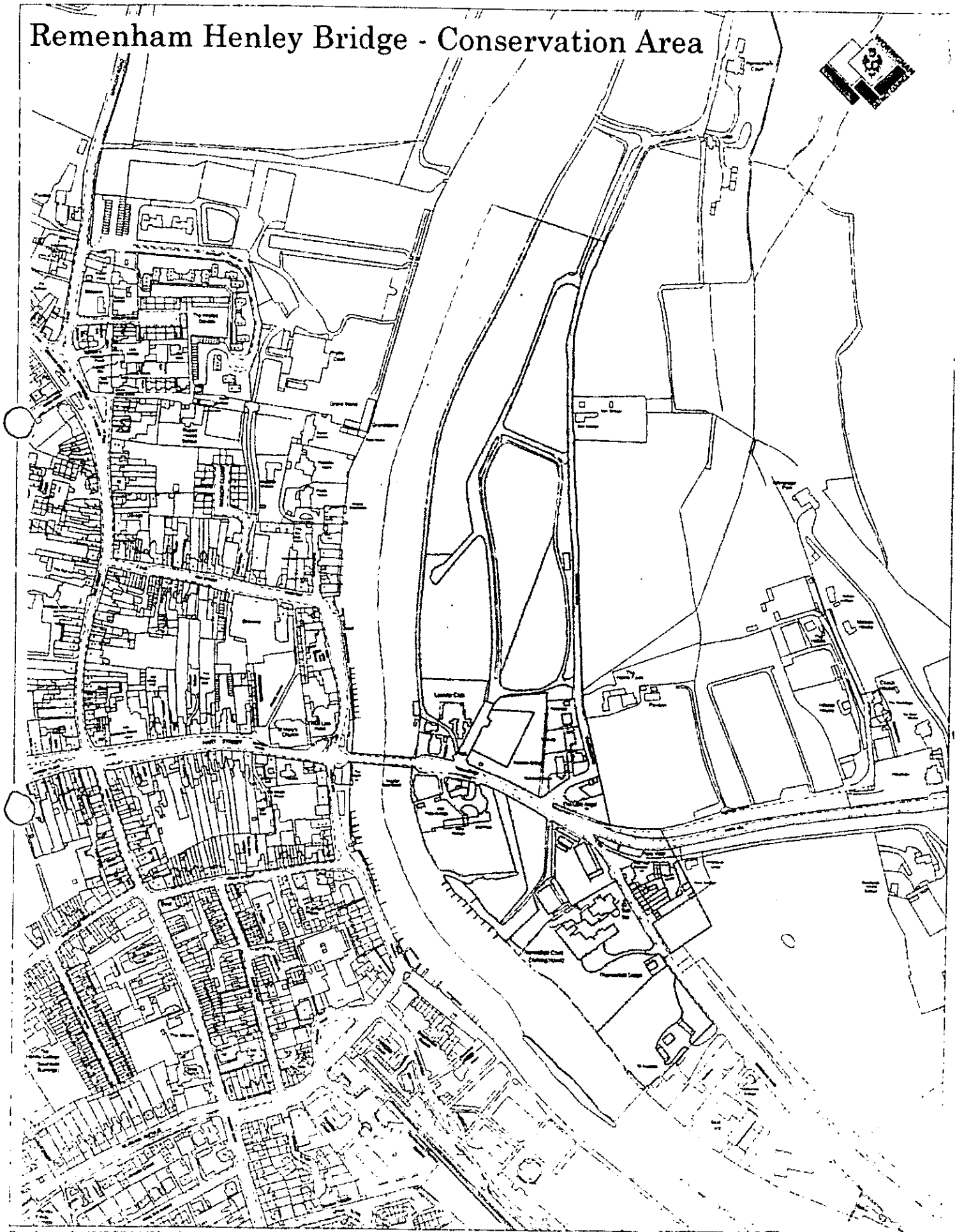
I consider this would adversely change the character of the agricultural building which still appear as a group of farm buildings.

An arrangement which retains the boarded elevation, with shutters to screen a more modest glazed area should be considered.

I could not support the proposal as submitted.

Harold Sanders
19.04.04

Remenham Henley Bridge - Conservation Area



Based upon the 1997 OS 1:1250 and 1:2500 mapping with the permission of the controller of HMSO. Crown Copyright. Licence LA086134

GIS Section, Planning Department, Wokingham District Council.

17 June 1998

scale: 1 : 5000

Emy Circuit
From: Peter Bourne
Sent: 01 November 2004 15:53
To: Emy Circuit
Subject: RE: F/2004/2616 Upper Culham Farm

I confirm that no SAI contributions are sought for highways

-----Original Message-----
From: **Emy Circuit**
Sent: 22 October 2004 14:23
To: Peter Bourne; Reg Leach; Marc Sartorio
Cc: Adam Coggins; Steve Auton
Subject: F/2004/2616 Upper Culham Farm

I have just been looking at the SAI minutes for 6 September 2004 and realise that the report on this one may not have been entirely clear. As background, the report mentioned a resolution to approve a previous application for B1 use of buildings on the same site but did not make it clear that these were not the same buildings – the two applications are both at Upper Culham farm and the applicant is the same but they relate to different buildings/application site boundaries. Hence, the issue is whether any contributions are justified on the basis of this proposal rather than whether there would be any changes to the contributions sought on the previous application. As the proposed buildings are for private use by the applicants family and only one person would be employed it seems unlikely that any contributions would be justified but it would be helpful if you could confirm this.

The report will be going to Development Control Committee on 10 November so it would be helpful if you could respond by the end of next week. Sorry for any confusion caused

Emy

Emy Circuit
Senior Planning Officer – Northern Area Team
Development Control
Wokingham District Council
PO Box 157 Shute End
Wokingham
RG40 1WR

Tel: (0118) 974 6479
Fax: (0118) 974 6484

emy.circuit@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Peter Bourne
Sent: 24 September 2004 11:28
To: Emy Circuit
Subject: FW: Former Scaffolding Building F/2003/0348

Sorry – should have copied you in on this

-----Original Message-----
From: **Peter Bourne**
Sent: 24 September 2004 11:27
To: Mary Severin
Subject: RE: Former Scaffolding Building F/2003/0348

The following is an extract from my notes of the committee on 20th July which sets out more info. Note it was the members who resolved the wording

***S106**: Recommendation was for £20,000 for acquisition of land and construction of foot way link to Railway Station through Springfield Park **(with 10 year time limit).** Will require careful design to circumnavigate lake and will require consultation with local groups including fishing club.*
***Because of uncertainty of whether this can be secured, S106 amended to be £20,000 for improvements to pedestrian access to the site.** PDB suggested there were various works that could be undertaken between the Rail Station and the site - including some drainage improvements near ped crossings at Crossroads in Twyford.*

-----Original Message-----
From: **Mary Severin**
Sent: 23 September 2004 15:15
To: Emy Circuit
Cc: Peter Bourne; Reg Leach
Subject: Former Scaffolding Building F/2003/0348

Emy,

I have drafted this s106 agreement so that the two contributions are to be spent as follows:

Highways: "The Council shall apply the Highway Contribution [ie £20,000] towards pedestrian links within the vicinity of the Application Site..."
And
Off-Site Leisure: "The Council shall apply the Off-Site Leisure Contribution [ie £2000] to improvements at King George's Field...."

The developer's solicitors have asked for a 'more fuller description of the works which are proposed'. Do you have any more details you can give me, presumably from the SAI minutes for this item? To be honest I have made the wording as vague as possible so that we do have some flexibility, but we could probably introduce a bit more detail, if you have it.

I look forward to hearing from you. Many thanks.

Mary

Mary Severin

Solicitor
Legal Services,
Wokingham District Council
Shute End
Wokingham
Berkshire RG40 1BN
Mary.severin@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Mary Severin
Sent: 23 September 2004 15:15
To: Emy Circuit
Cc: Peter Bourne; Reg Leach
Subject: Former Scaffolding Building F/2003/0348

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I look forward to hearing from you. Many thanks.

Mary

Mary Severin
Solicitor
Legal Services,
Wokingham District Council
Shute End
Wokingham
Berkshire RG40 1BN
Mary.severin@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Harold Sanders
Sent: 21 July 2004 11:27
To: Emy Circuit
Subject: RE: building materials/surfacing samples for F/2002/8243 Endalls Farm

Hi Emy Brick + coloured boarding acceptable to me
Harold

-----Original Message-----
From: Emy Circuit
Sent: Tuesday, July 20, 2004 12:49 PM
To: Harold Sanders; Catherine Brimble
Subject: building materials/surfacing samples for F/2002/8243 Endalls Farm

I've received some samples for the above site which you might like to have a look at - if I'm not around, they are under my desk - an Ibstock Brick and blue folder

Emy

Emy Circuit
Senior Planning Officer - Northern Area Team
Development Control
Wokingham District Council
PO Box 157 Shute End
Wokingham
RG40 1WR

Tel: (0118) 974 6479
Fax: (0118) 974 6484

emy.circuit@wokingham.gov.uk
www.wokingham.gov.uk

Emy Circuit
From: Adam Coggins
Sent: 10 August 2004 10:07
To: Emy Circuit
Cc: Jodi Comerford; Peter Bourne
Subject: Travel Plan - Woods Warehouse, Ruscombe Lane (F/2003/9870)

Emy,

I have received the following comments from Jodi Comerford on the Travel Plan:

Under the TARGETS section it states:

'The main target for this Green Travel Plan is to reduce the percentage of employees travelling to and from work by 5% in 3 years'

This should be changed to: *'The main target for this Green Travel Plan is to reduce the percentage of employees travelling alone by car to and from work by 5% in 3 years'*

Additionally, as the site has not yet been established neither has any travel patterns to/from the site. Therefore, the occupants will need to promote sustainable travelling on first occupation of the site which will then give a reasonable modal split for the travel coordinator to start from - ie. 5% from this figure. Otherwise 5% in 3 years is not very ambitious. This needs to be incorporated into the Travel Plan.

Under the REVIEW section:

Amendments required: *'....employee travel habits should be submitted to the Council's Travel Plan Coordinator for assessment on the 2nd and 5th anniversary of the first occupation of the offices'*

If you have any questions please contact Jodi on extension 6488.

Regards,

Adam Coggins
Highway Development Control
Wokingham District Council
Shute End
Wokingham
RG40 1WL
Tel: 0118 9746323
Fax: 0118 9746313

WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
M E M O R A N D U M

From: Mike Thorp - Principal Development Control Officer

To: **ALL DEVELOPMENT CONTROL STAFF**

Date: 17 July 2000

Re: REVISIONS TO PLANNING APPLICATIONS AND PERMISSIONS

As we are now consulting neighbours by letter, we are able to take a more flexible attitude to revisions to **current undetermined applications**, and this practice note is being re-issued accordingly, to take effect immediately.

Please note that there is no change to what constitutes a minor amendment to a determined application (i.e. existing planning permissions).

Please also note that different rules apply to undetermined applications than to existing planning permissions. This is in order to provide scope for amending undetermined applications, and reflects the fact that a revised undetermined application can be subjected to public consultation, whereas revisions to an existing planning permission cannot.

1) CHANGES TO EXISTING PLANNING PERMISSIONS

Only the relatively minor changes described below will be accepted as **a 'Minor Amendment'** to existing planning permissions. Anything more extensive will require a further planning permission. A **'Minor Amendment'** is a change of such insignificance, that no neighbouring property is adversely effected, nor the appearance of the proposal significantly changed. Examples include:

- moving the position of doors and windows, provided that no overlooking would occur, nor the design of development be adversely effected
- insertion of additional doors and windows, provided that no overlooking would occur, **and** they would constitute 'permitted development' if carried out after the approved development had been completed
- minor reductions in the height, width or depth of the proposal **(but with no corresponding increase in any other dimension)**
- changing from a gable roof to hipped roof **(but not the contrary)** if hipped roofs are appropriate to the property and location

PLANNING PERMISSION WOULD BE REQUIRED IF ANY BUILDING IS BEING RE-SITED, OR INCREASED IN SIZE IN ANY WAY.

If the proposed changes would fall within the above definition of a **'Minor Amendment'**, then no further public consultations should be carried out

2) CHANGES TO UNDETERMINED APPLICATIONS

a) A completely **NEW APPLICATION**, with new application forms, fee (subject to exemptions) and application number is always required if one or more of the following should apply:

- **additional land** (other than blue land) is included within the application site
- if **any buildings would be placed on any former blue land** which has become red land
- any **new uses are introduced**
- the **number of residential units** or **total floorspace is increased**
- the **floor area allocated to any particular use is significantly increased**

Re-consultation would be carried out on the new application as normal.

b) If the proposed changes would fall within the definition of a **'Minor Amendment'** (as set out in paragraph 1 above) if permission had already been granted, then **no** further public consultations should be carried out.

c) Where there is any **increase** in the **height, width or depth** of any building or it is **re-located** within the site - reconsult as per the original application including new site notice allowing 21 days for response. The re-consultations must make clear the nature of the changes (e.g. "bringing the building closer to the boundary with No.7 and further away from No.11").

d) In all other cases, re-consultation **must be carried out** as follows:

I) **Minor Applications** (i.e. all those which do not automatically need to go to committee for decision because of their size).

- send letter allowing 10 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town Councils

II) **Major Applications** (i.e. all those which automatically need to go to committee for decision because of their size).

- **if minor change** - send letter allowing 10 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town Councils
- **if major change** - send letter allowing 21 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town, **and display new 21 day site notice.**

Mike Ross

WOKINGHAM DISTRICT COUNCIL
PLANNING DEPARTMENT
M E M O R A N D U M

From: Mike Thorp - Principal Development Control Officer

To: **ALL DEVELOPMENT CONTROL STAFF**

Date: 17 July 2000

Re: REVISIONS TO PLANNING APPLICATIONS AND PERMISSIONS

As we are now consulting neighbours by letter, we are able to take a more flexible attitude to revisions to **current undetermined applications**, and this practice note is being re-issued accordingly, to take effect immediately.

Please note that there is no change to what constitutes a minor amendment to a determined application (i.e. existing planning permissions).

Please also note that different rules apply to undetermined applications than to existing planning permissions. This is in order to provide scope for amending undetermined applications, and reflects the fact that a revised undetermined application can be subjected to public consultation, whereas revisions to an existing planning permission cannot.

1) CHANGES TO EXISTING PLANNING PERMISSIONS

Only the relatively minor changes described below will be accepted as **a 'Minor Amendment'** to existing planning permissions. Anything more extensive will require a further planning permission. A **'Minor Amendment'** is a change of such insignificance, that no neighbouring property is adversely effected, nor the appearance of the proposal significantly changed. Examples include:

- moving the position of doors and windows, provided that no overlooking would occur, nor the design of development be adversely effected
- insertion of additional doors and windows, provided that no overlooking would occur, **and** they would constitute 'permitted development' if carried out after the approved development had been completed
- minor reductions in the height, width or depth of the proposal **(but with no corresponding increase in any other dimension)**
- changing from a gable roof to hipped roof **(but not the contrary)** if hipped roofs are appropriate to the property and location

PLANNING PERMISSION WOULD BE REQUIRED IF ANY BUILDING IS BEING RE-SITED, OR INCREASED IN SIZE IN ANY WAY.

If the proposed changes would fall within the above definition of a **'Minor Amendment'**, then no further public consultations should be carried out

2) CHANGES TO UNDETERMINED APPLICATIONS

a) A completely **NEW APPLICATION**, with new application forms, fee (subject to exemptions) and application number is always required if one or more of the following should apply:

- **additional land** (other than blue land) is included within the application site
- if **any buildings would be placed on any former blue land** which has become red land
- any **new uses are introduced**
- the **number of residential units** or **total floorspace is increased**
- the **floor area allocated to any particular use is significantly increased**

Re-consultation would be carried out on the new application as normal.

b) If the proposed changes would fall within the definition of a **'Minor Amendment'** (as set out in paragraph 1 above) if permission had already been granted, then **no** further public consultations should be carried out.

c) Where there is any **increase** in the **height, width or depth** of any building or it is **re-located** within the site - reconsult as per the original application including new site notice allowing 21 days for response. The re-consultations must make clear the nature of the changes (e.g. "bringing the building closer to the boundary with No.7 and further away from No.11").

d) In all other cases, re-consultation **must be carried out** as follows:

I) **Minor Applications** (i.e. all those which do not automatically need to go to committee for decision because of their size).

- send letter allowing 10 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town Councils

II) **Major Applications** (i.e. all those which automatically need to go to committee for decision because of their size).

- **if minor change** - send letter allowing 10 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town Councils
- **if major change** - send letter allowing 21 days for response to all who have already written in, all properties adjoining where the changes are occurring and to Parish/Town, **and display new 21 day site notice.**

Mike Ross

Joint Strategic Planning Committee for Berkshire

Berkshire Structure Plan 2001-2016

Deposit Draft Incorporating Proposed Modifications

March 2004

Bracknell Forest Borough Council
Reading Borough Council
Slough Borough Council
West Berkshire Council
The Royal Borough of Windsor and Maidenhead
Wokingham District Council

~~Belts), including the way in which settlements and major developed sites included within it are to be treated.~~

Modification 4/4

Policy DP4: Provision of Infrastructure, Services and Amenities

1. Before proposals for development are permitted, the local planning authorities will require to be satisfied that infrastructure, services and amenities made necessary by the development are provided, or will be provided at the appropriate time, so as to ensure the proper planning of an area.

2. To this end, local planning authorities may seek contributions to be made by landowners or developers to provide additional infrastructure, services or facilities where they are:

(i) needed to enable development to take place;

(ii) directly related to the proposed development; and

(iii) fairly and reasonably related in scale and kind to the proposed development.

Reason for the Policy

~~4.084~~.19 To ensure that development does not impose unwarranted costs upon public services, or alternatively result in an unsatisfactory form of development.

How it will be carried out

~~4.094~~.20 Local Plans and Supplementary Planning Guidance will set out the detailed requirements for infrastructure, services and amenities to be provided in association with development. However ~~will give more detailed guidance with regard to major sites or particular classes of development, as appropriate. Other cases will be dealt with through the development control process. T~~the specific case of transport infrastructure is also addressed in Policy T~~5~~4 that of water supply in Policy EN7 and that of provision of facilities for waste management in Policy W4. Sewerage is covered by this Policy.

Modification 4/5

Policy DP5: Quality of Urban and Suburban Areas

1. Urban and suburban areas, especially town, district and local centres and their surroundings, should include a variety of land uses in close proximity. These should include employment opportunities, services and amenities for the needs of the population that lives or works locally and a substantial element of housing, including a wide variety of housing types including affordable housing.

2. The development of urban and suburban areas should produce a relationship between buildings and open spaces which provides an attractive sense of place and ample safe public space for walking, recreation and other leisure or civic activity.

Modification 9/3

Policy T3: Facilitating the development of the strategic transport network
1. The Councils will safeguard existing facilities which contribute to the operation or development of the strategic transport network.
2. The councils will safeguard land where required for the development of the strategic transport network, including the following proposals:

1). M4/A34 Junction Chieveley improvement
2). Reading Station Redevelopment
3). Great Western Main Line Upgrade
4). Airtrack
5). Western connection to Heathrow Airport
6). Crossrail
7). Southampton-West Midlands Rail Upgrade
8). M25 Juntion 12-15 widening
9). M4 Junction 11 improvement
10). Thames Valley Park Station
11). Green Park Station
12). Thames Valley Mass Transit
13). Additional capacity for crossing the River Thames in the Reading area

Reason for the policy

9.22 The necessary investment for the development of the strategic transport network will take place over a long period. In some cases the schemes required have already been identified in the Regional Transport Strategy or through the preparation of this structure plan by the Unitary Councils, and it is important that the land required for these schemes is not developed for some other purpose in the meantime. In addition, through the period of this Structure Plan, further schemes which enhance the network may be proposed. This policy would enable land to be reserved for such schemes, provided they have reached a sufficiently firm stage in design and funding so as to avoid unnecessary blighting of properties. It is also important that existing transport facilities which currently contribute to the operation of the network, and which could potentially play a greater role in future, are not prejudiced when development takes place.

How it will be carried out

Through development control and local plans.

Modification 9/4

Policy T54: Travel Impacts
All development will take appropriate measures to offset any adverse effects it has for the transport network. Development which generates a significant number of trips should include the promotion of sustainable alternative modes of travel to the private car, and should take other steps if required to minimise the pressure on the transport network.

~~*Development must be (or must be made) compatible with the transport infrastructure in the area. Proposals which generate a significant number of trips should include the establishment of, or improvements to, walking routes, cycle routes and public transport services*~~

Reason for the Policy

~~9.359~~.23 It is the policy of the Councils to locate new development where the need to travel will be minimised, and where the maximum numbers can choose sustainable means of travel, such as walking, cycling and public transport. Where the development involves substantial numbers of trips, these sustainable means will usually require improvement (or even establishment). This is important in ensuring that sustainable choices are made.

How it will be carried out

~~9.369~~.24 All developments will be assessed for their impact upon the transport network. It will be a condition of planning permission that appropriate measures are in place to secure any remedial transport measures required. With major development (see paragraph 4.06), and where necessary with other development, the Councils will require a transport assessment of the scheme, which measures the impacts both of the development proposal and of any remedial measures proposed by the developer to address those impacts. Once a satisfactory package of remedial measures has been negotiated, the Councils may seek contributions from developers (Section 106 agreements) to secure their delivery. These will include a wider use of undertakings from developers and occupiers as appropriate to provide green travel plans. This will be done within Government guidelines, for example in Circular 1/97. This policy does not go into detail about the measures to be employed, since these may vary from scheme to scheme, and innovative solutions will be encouraged. Travel plans should include robust measures to ensure that the proposals in them are implemented, monitored and reviewed as necessary.~~The Councils will seek contributions from developers (Section 106 agreements) for the provision of measures to accommodate travel impact. These will include undertakings to draw up, adhere to and monitor green travel plans~~.

Modification 9/5

Policy T~~6~~5: Car Parking

1. Car parking will be planned so as to bring about a decrease in the rate of growth of car travel and, particularly in urban areas, achieve a decrease in the proportion of trips undertaken by car. The Councils will set m~~Maximum parking standards ~~should be set~~ which:

(i) avoid the diversion of development from one area to another, by ensuring compatibility of policy between the Berkshire authorities and adjoining areas, including Greater London;

(ii) avoid creating incentives to peripheral development;

(iii) reflect the accessibility of the location by means other than the private car, including any known future changes in accessibility.

CHAPTER 5

ENVIRONMENT

Context

Modification 5/0

5.01 Berkshire is a relatively small county and, by the standards of the south-east, one of the most intensively developed and economically buoyant. At the same time, it contains large areas of landscape of national importance such as the North Wessex Downs AONB, and a wealth of fauna and flora, for example the Wraysbury Gravel Pits designated under the European Birds Directive, and Windsor Forest and the Great Park proposed as 'Special Areas for Conservation'. ~~, as well as a wide variety of fauna and flora.~~ These sites merit protection in their own right. In addition, the area has a rich historic ~~built~~ heritage, ranging from places of international ~~world~~ importance, such as Windsor Castle, down to more locally important monuments and landmarks. ~~buildings of historic and architectural interest.~~

5.02 The balance between maintaining a thriving economy and meeting the housing and other needs of local people on the one hand, and protecting the area's heritage and natural resources on the other, is particularly difficult to manage in an area of development pressure such as Berkshire. But the two should not necessarily be seen as being in conflict. Maintaining and enhancing the diversity and attractiveness of the natural environment is ~~also~~ an important factor in retaining business investment and long-term economic prosperity, and also adds to the quality of life for residents and visitors in less tangible ways.

5.03 It does, however, mean that development needs to be accommodated in a way which is different to that of the past. It means strict control of the use of greenfield land and making the most of previously-developed land; care in the choice of locations for development and steps to minimise people's need to travel. With regard to the form of development itself, it will require measures for waste prevention and minimisation; pollution control; management of surface water drainage and water efficiency measures; energy efficiency and the use of renewable energy; and the use of renewable and recycled materials. This chapter sets the context for the more detailed application of these policies in local plans and other strategies.

Modification 5/1

Policy EN1: Landscape

1. Landscape Character

The distinctiveness of county- and district-level Landscape Character Types and Areas will be maintained in line with the strategy option developed for each area.

2. Areas of Outstanding Natural Beauty

Within the North Wessex Downs Area of Outstanding Natural Beauty the primary aim of conservation of the natural beauty of the landscape will be given priority over other considerations. Development which affects the AONB will only be permitted where it would support the conservation or enhancement

of the AONB or would foster the economic and social well being of the area, provided also that such development is compatible with ~~its conservation.~~ the primary aim of the AONB. Major Development ~~inconsistent with these aims~~ will only be permitted where it has been clearly demonstrated that:

(i) there is a proven national interest; and
(ii) there are no alternative sites available or the need cannot be met in any other way; and
(iii) appropriate provision can be made to minimise harm to the environment

~~(i)if it has been demonstrated to be of national importance; and~~
~~(ii)a clear need has been demonstrated that outweighs the need to protect the area for its landscape value; and~~
~~(iii)(iv)there is no alternative site.~~

~~3. If development is permitted in these circumstances, it will be designed and to a scale that will have the minimum possible impact on the environment of the AONB.~~

Reason for the Policy

5.04 The Berkshire landscape contains a wide variety of natural and man-made landscapes. Much of the west of the County is designated as part of the North Wessex Downs AONB. In conserving the AONB and its setting it is important to consider the impact of development, both inside and adjacent to it. Although the AONB is of nationally recognised landscape importance and commands the highest status of protection in relation to landscape and scenic beauty, it is important that the qualities of the whole of the County's landscape are recognised, so that all the features that give it its historical or local character can be identified, protected or enhanced. In addition to the North Wessex Downs AONB, Berkshire has other well-known landscapes of regional or national significance. These include the river valleys of the Thames, Kennet, Lambourn, Loddon and Pang, the Colne Valley Regional Park, Windsor Great Park and the lowland sandy heaths along the borders with Hampshire and Surrey.

5.05 Under the Countryside and Rights of Way Act 2000 it is a statutory requirement that a Management Plan is prepared, by local authorities, for each AONB in England. A Management Plan has been prepared for the North Wessex Downs AONB by the Council of Partners (the advisory partnership body whose primary purpose is to enhance and protect the natural beauty of the North Wessex Downs AONB) on behalf of the constituent local authorities. It is a strategic document which provides an integrated and objective led approach to guide future decisions affecting the AONB. The objectives and policies contained in the Plan will be used to guide and inform planning policies for the next 20 years and was adopted by West Berkshire Council in March 2004.

How it will be carried out

~~5.05~~5.06 ~~At a strategic level a Landscape Character Assessment is being carried out. It will highlight different character areas and identify general strategy options for each area.~~ A Berkshire-wide Landscape Character Assessment has been carried out which highlights geographical Character Types, their component Character Areas,

Modification 5/4

Policy EN4: Historic Environment

1. Historic features and areas of historic importance and their settings will be conserved and where appropriate enhanced. The Councils will only allow development if it has no adverse impact on features or areas of historic importance.

2. Proposals will be expected to have regard to the wider historic environment and will only be permitted when they would conserve or enhance the character or setting of Berkshire's historic landscape and built environment.

Reason for the Policy

~~5.13~~5.15 Although Berkshire has experienced a large amount of economic growth and development, it still contains a wide variety of historic buildings and landmarks. It is important that these are conserved, as they provide an insight into the County's past and ensure that it retains its individual identity and sense of place. The features of historic importance covered by this Policy include ancient monuments, ~~listed~~ historic buildings, conservation areas, historic parks and gardens, archaeological remains, battlefields and the historic landscape including field patterns ~~and~~ , hedgerows and green lanes. It is not only the features of historic heritage themselves, but the wider historic environment which is of significance. Insensitive development that intrudes on the setting of important sites and buildings can compromise their value.

How it will be carried out

~~5.14~~5.16 In line with PPG15, new development should not damage buildings or structures of historic importance or their settings, whether they are listed or not. Where features of historic parks and gardens exist in isolation from their original context, the features themselves and their settings should be preserved. Development affecting landscapes listed in the 'Register of Parks and Gardens of Special Historic Interest in England' will only be permitted where a registered landscape or its setting is unharmed.

~~5.15~~5.17 In accordance with PPG16 ~~W~~where development is proposed in areas of archaeological potential, developers may be required to commission an independent assessment ~~evaluation~~ of the site (in consultation with the local planning authority) prior to the application being determined. This will assist the authorities in deciding whether development is appropriate. Where development is permitted, the Councils will need to be satisfied that appropriate arrangements have been made for assessment, excavating and recording on the site. Where possible archaeological remains should be preserved in situ and should be protected from unnecessary disturbance by new development through sympathetic design. The Berkshire authorities maintain a Sites and Monuments Register, which will assist in the identification of the areas where archaeological investigation is most likely to be needed.

~~5.16~~5.18 At an early stage in the local plan process local planning authorities will, where appropriate, assess the wider historic landscape within their areas. These

assessments will be used to guide the local plan process and development control, by helping to steer development to areas, and managing its form, in order to ensure that it will not adversely affect the historic environment.

~~5.175.~~19 Exceptions to this Policy will only be allowed where it has been clearly demonstrated that the need for the proposal outweighs the need to protect the heritage and that no alternative is possible.

Modification 5/5

Policy EN5: Air Pollution and Nuisance ~~Noise~~
Development should not give rise, either by itself or cumulatively with other developments, to unacceptable levels of noise, smell, dust, light or noxious emissions affecting areas beyond the site boundary, or to unacceptable levels of air ~~quality or water~~ pollution. In addition, existing and future levels of environmental nuisance should be taken into account when the location of uses sensitive to disturbance such as new houses, schools and hospitals, is planned ~~should not be located in areas already subject to unacceptable levels of environmental nuisance.~~

Reason for the Policy

~~5.185.~~20 The activities of modern society, in particular industrial processes and transport, can easily pollute the natural environment and cause disturbance to people. This policy aims to avoid such harm to people's quality of life and to natural habitats. It also contributes to meeting the UK's international obligations. ~~The Policy aims to ensure a satisfactory environment within which people can live and work.~~

How it will be carried out

~~5.195.~~21 ~~It will be carried out t~~Through local plans and development control, in consultation with the Environment Agency. Local plans will have regard to PPG24 in respect of noise pollution, and (in line with PPG23) will include criteria against which applications for potentially polluting development may be determined. In addition to implementing this policy, and as a consequence of their other responsibilities the Councils will investigate the need to identify Air Quality Management Areas. Where these are deemed necessary the Councils will draw up and monitor Air Quality Management Plans ~~and through the preparation of Air Quality Action Plans~~.

Modification 5/6

Policy EN6: Prevention of Flooding
1. Development proposals will avoid adding to flood risk, either within the development site or elsewhere. Measures to employ sustainable drainage solutions will be encouraged.

2 Local planning authorities and developers will carry out a flood risk ~~risk-based~~ assessment ~~and~~ based on a sequential ~~test~~approach when identifying new development sites, or assessing development proposals ~~within and adjacent to areas of flood risk, and will employ sustainable drainage solutions~~

Royal County of BERKSHIRE



BERKSHIRE STRUCTURE PLAN 1991-2006

Incorporating Alterations adopted in August 1997





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Public Services Division

3 STRATEGY FOR BERKSHIRE

OVERALL APPROACH

3.1 The overriding aim of the Structure Plan is to ensure that development is 'sustainable' in terms of the capacity of the County to accommodate further growth and change. This means protecting and, where possible, enhancing the overall quality of Berkshire's environment, and within this framework seeking to meet the County's social and economic needs and aspirations.

3.2 Protecting and improving Berkshire's environment for the benefit of existing and future generations is not only desirable in its own right, but is fundamental in ensuring a prosperous County with a high quality of life for those who live and work in or visit the area. At a time of growing concern about maintaining and enhancing the quality of both the global and local environment, there is increasing interest in the contribution which land-use planning can make to these objectives.

3.3 The Government's strategy for sustainable development[1] emphasises the key role that the land-use planning system can play in delivering a sustainable future. This role is also emphasised in recent Planning Policy Guidance Notes, which stress the need for sustainable development, the conservation of non-renewable natural resources, the protection of the countryside for its own sake and making the environment more attractive, cleaner and safer, for example by limiting CO_2 emissions.

3.4 Increasing environmental concerns are also reflected in the Regional Planning Guidance for the South East[2] which makes sustainable development and environmental improvement one of its key objectives. It states that, "All development should be planned in ways which work towards securing the objectives of sustainable development". To help achieve this objective Regional Guidance seeks a shift in the balance of development between the west and east of the region.

3.5 Whilst it is recognised that land-use planning policies can have only a limited impact, the Structure Plan can nevertheless provide a practical and effective means of helping to deal with wider environmental concerns such as pollution, the depletion of non-renewable resources, global warming and habitat and species destruction, as well as tackling local environmental issues.

3.6 At the same time, the County Council recognises that a positive response is needed to pressures for growth and change in Berkshire. Some development is required to help provide homes for local people, to contribute towards maintaining the prosperity of the local economy and to assist in meeting demands for movement, shopping, recreation, tourism and mineral extraction in the County.

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1 *'Sustainable Development : The UK Strategy' - HMSO, 1994. CM2426*

2 *'Regional Planning Guidance for the South East : RPG9' - Department of the Environment, March 1994*

3.7 Sustainable levels, forms and locations for development are therefore sought which contribute towards meeting the needs and aspirations of today's society for homes, jobs and services, without compromising the ability of future generations to meet their own needs. This implies a greater reliance on the use of renewable resources at an acceptable level, coupled with the conservation of non-renewable resources and the reduction of land, water and air pollution. In addition, growth during the Plan period needs to be kept down to levels which can be accommodated within the environmental and other limits described in Chapter 2.

3.8 This approach is considered appropriate in view of :

- the limited capacity of the County to absorb further development;
- the need to husband land so that there is scope for development beyond 2006;
- the cumulative impact of development on existing communities, on the transport network and on pollution;
- the extent of existing commitments;
- uncertainties as to the timing and extent of recovery from the recent recession;
- changing economic factors which may affect people's aspirations and ability to form new households in separate accommodation;
- emphasis in the Regional Guidance on sustainable development, respecting environmental constraints and reducing rates of development in the west of the region.

3.9 Wthin this framework it is intended that scope and flexibility should be provided for helping to meet local housing needs, to secure and maintain a balanced local economy and to allow the provision of a wide range of job opportunities.

The Overall Strategy

Policy OS1 **The overall strategy of the Plan is to seek sustainable development and improvement to the quality of life in Berkshire by pursuing the following objectives :**

(i) to restrain development to levels that respect the limits set by environmental, infrastructure and other constraints upon the development of land;

(ii) to give priority within (i) to meeting Berkshire's economic and social needs, including the provision of low-cost housing and wider employment opportunities;

(iii) to protect and enhance the character and quality of Berkshire's landscape, environment and heritage;

(iv) to steer development to locations which minimise the need for travel and can be well served by public transport;

(v) **to conserve natural resources;**

(vi) **to minimise pollution;**

(vii) **to seek improvements to infrastructure, services and amenities;**

(viii) **to promote an appropriate balance between all forms of transport by continuing to develop an integrated transport strategy.**

MAIN THEMES OF THE STRATEGY

3.10 The main themes of the Structure Plan strategy are outlined below and developed in more detail in subsequent chapters. Environmental concerns are reflected in policies in all sections of the Plan. References to policies in the Plan of particular relevance are listed under each sub-heading.

Restraining Levels of Growth

3.11 The Plan seeks to keep growth down to levels which can be accommodated within the limits set by environmental, infrastructure and other considerations (Policies OS1; LD1, LD3, LD6, LD7; H1, H2; BU1; TC1; R1; M1, M3).

3.12 A restrained level of growth will generally take less open land for development, generate less traffic and waste and help towards reducing pollution, energy consumption, the depletion of water resources and the demand for minerals and aggregates. It will also allow more scope for catching up in the provision of social and physical infrastructure (subject to the environmental acceptability of proposals and availability of the necessary resources).

3.13 This approach is in line with key objectives in the regional planning guidance for the South East, in which it is suggested that levels of development should respect the region's valuable environmental features and avoid the wasteful use of land and other natural resources. The regional guidance also states that a reducing rate of growth is appropriate in the west of the region to enable infrastructure and services to catch up with rapid rates of development in the recent past.

3.14 The overall housing provision for the period 1991-2006 was increased by the County Council from 37,000 to 40,000 dwellings in response to a direction issued by the Secretary of State for the Environment on 29 June 1995. While the Council has welcomed the fact that the Secretary of State has not pressed it to accept the total of 48,000 dwellings recommended by the Panel which conducted the Examination in Public in 1993, it remains concerned that increasing the provision above 37,000 dwellings could have serious environmental consequences contrary to the overall objectives of the Structure Plan.

LIMITING THE IMPACT OF DEVELOPMENT

4.1 The previous chapter emphasised the overriding importance of securing sustainable development, improving the quality of life in all parts of Berkshire and protecting (and where possible, enhancing) the environment in its widest sense.

4.2 To reinforce the overall strategy, policies set out in this chapter provide the starting point for considering all development proposals.

SUSTAINING BERKSHIRE'S ENVIRONMENT

4.3 Planning policies in Berkshire have a contribution to make to the conservation of natural resources and this theme underlies a number of policies in the Plan. While it is appreciated that many issues can only be partly addressed through the planning system, there are a number of measures that may be taken by which the impact of development on both the local and global environments can be reduced.

4.4 New development offers an important opportunity to secure the conservation of energy and natural resources, by means ranging from broad-scale decisions about location; through more specific decisions about the orientation of buildings and siting of shelter belts; to consideration of design, materials and the recycling of waste.

Sustainable Development

Policy LD1 **In formulating policies in local plans and in considering development proposals, account will be taken of the extent to which development is sustainable in its location and form; helps to conserve natural resources, including land, water and fossil fuels; and minimises the risk of pollution.**

4.5 The principles of sustainable development are explicitly recognised in recent Planning Policy Guidance Notes, in particular, PPG's 1, 12 and 13 and MPG6 on Provision of Aggregates. Policy LD1 is aimed at sustaining Berkshire's environment and helping to address wider environmental concerns through the formulation of policies in local plans and the consideration of development proposals. In seeking to achieve the aims expressed in Policy LD1, development will be sought which accords with the following principles. (Cross references to other policies in the Plan of particular relevance are listed after each sub-section).

(i) making the best use of land resources, for example, by protecting the open countryside and by maximising the use for development of urban land especially where vacant or derelict (where this is compatible with conserving and enhancing the quality of the urban environment) (OS1, C2, C4, C6, C10, EN1, H5, BU1, S4, R7, M2, W3) ;

(ii) helping to conserve energy and water by means of layout, design, orientation and landscaping of buildings. Regard to these considerations can allow for the implementation of schemes benefiting from passive solar gain and/or combined heat and power/district heating systems (EN1);

(iii) using renewable rather than non-renewable materials, and materials requiring a low energy input for their production (W2);

(iv) minimising the risk of harm to human health and to the environment from noise, vibration, effluent, fumes and other pollution including gas arising from landfill sites. In accordance with advice in PPG23 'Planning and Pollution Control', local planning authorities will need to consult the appropriate pollution control authority (EN2, EN3, W1, W3, W5);

(v) minimising waste generation through re-using building materials where economically viable and appropriate, and separating all re-usable waste arising through development from demolition and construction. In considering proposals for recycling materials, including construction waste, it will be necessary to balance local concerns with the wider environmental benefits of recycling (LD2, W2);

(vi) locating land uses so as to minimise the need for travel, particularly by private vehicles, and increasing the opportunities for other less energy intensive forms of transport. For example, Policy H4 states that proposals for housing development should be satisfactorily located in terms of their relationship to employment opportunities and shopping and service facilities (LD5, H4, S4, R6, R7);

(vii) avoiding irreversible damage to the landscape, natural habitats or features of aesthetic, historic or scientific interest (C7-C9, EN4-EN10).

Recycling Facilities

4.6 The new Waste Strategy for Berkshire, incorporating the Waste Local Plan being prepared by the County Council, will encompass detailed policies for the provision of recycling facilities in new development.

Provision of Recycling Facilities

Policy LD2 **Major development and developments frequently attracting a significant number of people will be expected to make provision for appropriate recycling facilities.**

4.7 The above policy seeks provision (on-site or by contribution towards provision elsewhere) of recycling facilities which are appropriate in terms of their size, type and location to the development proposed. Except in the case of housing schemes, this provision will be related to the level and location of car parking provided in association with the development.

4.8 The provision of suitable small recycling facilities, such as bottle and can banks, in association with development acceptable under other policies in this Plan, will contribute towards meeting a target of recycling at least 25% of the County's household waste by the year 2000 as proposed in Policy W2 (35% by 2007). The nature and type of facilities will depend on the type of development and the waste management systems being used. However, the facilities may include two separate elements :

- local recycling facilities for the public to deposit different types of recyclable material; and
- facilities for source separation and storage of different types of waste.

4.9 Policy LD2 will normally apply to the following categories of development:

(i) housing proposals for 100 or more dwellings;

(ii) new development, redevelopment or refurbishment of shopping centres or facilities where the floorspace of existing and new development amounts to 500 sq.metres or more;

(iii) business, industrial, distribution or storage development involving a net increase in floorspace of 500 sq.metres or more;

(iv) major transport, leisure, recreation, tourist or community facilities;

(v) car parks for the public including 'park and ride' schemes with over 200 spaces; and

(vi) appropriate smaller developments which frequently attract a significant number of people (e.g. community or shopping schemes).

ENVIRONMENTAL IMPACT

4.10 The County Council considers that even where proposals for development may be acceptable in principle within the provisions of other policies in the Structure Plan and in local plans, local planning authorities need to be satisfied that proposals will not have any significant adverse environmental impact.

Environmental Impact of Development

Policy LD3 **Development proposals will only be permitted where they do not give rise to an unacceptable impact on the environment, including serious harm to the character or appearance of an area, or the amenities of neighbouring land uses.**

4.11 In a highly constrained County such as Berkshire, most major development is likely to have a significant impact, either by itself or cumulatively, and environmental assessments may be required for a wider range of development than that specifically referred to in Circular 15/88 in order to determine the acceptability of proposals.

4.12 Circular 15/88, which explains the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations advises that environmental assessments need to be carried out for development proposals which are likely to have significant environmental impacts by virtue of their nature, size and location. To enable the local planning authorities to make such assessments, relevant proposals should be accompanied by "environmental statements" on the lines set out in Schedule 3 to the Regulations. The Circular gives a broad indication of the type and scale of project which may require an environmental assessment, although it is recognised that an assessment may also be needed for smaller development proposals where they are likely to give rise to significant environmental effects.

4.13 It will be up to the local planning authorities to determine the size, location and types of development for which an environmental assessment will normally be required. The environmental statement provided by a developer with a planning application should examine the impacts of the proposed development and make clear how measures to ameliorate these impacts have been incorporated into the design of the development, so that the local planning authorities can properly undertake an environmental assessment. Judgement as to whether on balance a particular proposal is likely to have an unacceptable impact on the environment will depend upon the size, location and type of development being considered.

4.14 Many proposals which do not necessitate a full environmental statement as specified in Schedule 3 to the Regulations may, nevertheless, have a substantial environmental impact either individually or cumulatively with other schemes. In such cases, planning applications will need to be accompanied by sufficient relevant information for their impact to be assessed by the local planning authority.

4.15 The County Council, as highway authority, will ensure that the environmental impact of new transport schemes or improvements is minimised. Improvements to the highway network will need to take account of the broader environmental implications, as well as the transport benefits of any scheme.

Environmental Impact of Transport Schemes

Policy LD4 **The County Council will seek to ensure that the environmental impact of any transport scheme is kept to the practical minimum by comprehensive planning.**

4.16 Steps to be taken in seeking to minimise the potential environmental impact of transport improvements will include careful alignment, design and use of materials, together with comprehensive landscaping and forms of lighting and signage that are as unobtrusive as possible.

TRANSPORT REQUIREMENTS

4.17 In line with the County Council's intention to continue to develop an integrated approach to transport, it is important that the needs of all forms of transport are taken into account in dealing with proposals for development. Account also needs to be taken of:

(i) the aim of improving the overall level of safety on the transport network;

(ii) parking policies and standards; and

(iii) wider concerns to minimise traffic congestion which has adverse effects in the form of delay, air pollution, noise, visual intrusion and fuel consumption.

Transport Considerations in Dealing with Development Proposals

Policy LD5 **In considering proposals for development, the requirements of all users of transport will be taken into account, including the needs of the mobility handicapped.**

On and off-site provision of a standard appropriate to the nature and location of the proposed development and consistent with the integrated transport strategy needs to be made for :

(i) vehicular access and circulation;

(ii) parking;

(iii) public transport (including interchange facilities such as park and ride); and

(iv) facilities for pedestrians and cyclists.

Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion.

Major development proposals should normally be located in areas which can be well served by public transport.

4.18 The distinction between major and small scale developments may vary in different parts of the County, but normally major developments will include those set out in paragraph 4.9 (i) to (iv).

Limiting Impact of Development

INFRASTRUCTURE, SERVICES AND AMENITIES

4.19 Many of the concerns expressed in the past about development in Berkshire have been linked to the inadequacy of the supporting infrastructure, services and amenities. Rates of development reached their peak at a time when public spending was constrained. Consequently, there is today often little spare capacity in physical and social infrastructure in many parts of the County, while the ability of the public sector to fund new facilities remains limited. Thus it is important that landowners and developers should make appropriate provision for infrastructure, services and amenities made necessary by new development. In general, the costs will be offset against the development value of the land.

Provision of Infrastructure, Services and Amenities

Policy LD6 **Before proposals for development are permitted, the local planning authorities will require to be satisfied that infrastructure, services and amenities made necessary by the development are provided or will be provided at the appropriate time so as to ensure the proper planning of an area.**

To this end local planning authorities may require contributions to be made by landowners or developers to provide additional infrastructure or facilities where they are :

(i) needed to enable development to take place;

(ii) directly related to the proposed development; and

(iii) fairly and reasonably related in scale and kind to the proposed development.

Local planning authorities may also require an acceptable balance of uses in mixed development or the implementation of local plan policies for a particular area or type of development. Where appropriate, any amenity or resource lost or damaged as a consequence of development should be offset by new provision elsewhere either on or off-site.

4.20 The County Council has produced jointly with the district councils a guide[1] for developers which sets out the general service standards that will be applied in considering the adequacy of any proposal. Account will also be taken of any spare capacity in the existing provision of facilities and services in an area and specific requirements and programmes set out in other policy documents such as local plans, development briefs and the Transport Policy and Programme.

4.21 The guide itself has been drawn up in the light of Government advice (DoE Circular 16/91) and includes references to the provision of public open space and to community facilities such as schools, libraries and halls, as well as to the physical infrastructure required for development to be implemented. This document will be updated on a regular basis. Legal agreements will be sought in appropriate instances to cover the provision of specific services and facilities related to the proposed development.

1 *Infrastructure, Services and Amenity Requirements for New Development in Berkshire*

4.22 In addition to the County and district council services the requirements of other agencies, including the National Rivers Authority, the water companies and health authorities, will need to be taken into account in considering development proposals.

4.23 In considering any legal agreement, local planning authorities will need to consider not only whether the scale of provision is adequate, but also whether the timing of provision meets the needs likely to be generated.

Water Resources

4.24 While it may be possible to identify how additional infrastructure for water, sewerage and sewage disposal may be provided, it will be important to look at the wider environmental consequences of such additional facilities. The County Council is particularly concerned that :

- discharges into rivers are strictly controlled to ensure the maintenance of water quality; and
- water resources are not depleted to the extent that they have an unacceptable impact on river flow, water quality, amenity and nature conservation.

Development and Water Resources

Policy LD7 **Proposals for development will only be permitted where existing water resources are adequate, or where they can be augmented in time to support the proposed development without adversely affecting existing water resources, water quality, amenity or nature conservation.**

4.25 These issues will be considered in consultation with the National Rivers Authority and the appropriate water companies.

4.26 The County Council considers that local planning authorities should be satisfied that adequate resources are available before development is permitted and that where resources need to be augmented, this can be undertaken without any significant adverse environmental effects.

BENEFITS TO THE WIDER COMMUNITY

4.27 As well as minimising the impact of development and remedying the consequences of any unavoidable damage, the County Council considers that it is important to enhance the environment of Berkshire and to further other policies in the Structure Plan wherever appropriate opportunities arise.

Development and Benefits to the Wider Community

Policy LD8 **In considering proposals for development, opportunities will be sought for securing environmental improvements and other benefits both on site and in the surrounding area.**

COUNTRYSIDE AND RURAL DEVELOPMENT

5.1 Much of Berkshire's attractiveness lies in the character and scale of its smaller towns and villages, and the countryside in which they are set. As part of the overall aims of this Plan, there is a need to adopt a sustainable approach in dealing with development affecting the countryside and the communities within it. In particular, there is a need to balance the protection of the countryside for its own sake with the need to accommodate changes necessary to ensure the health of rural communities.

RURAL DEVELOPMENT AND SERVICES

5.2 Despite an apparent air of relative prosperity, Berkshire's rural areas have not been immune from a number of pressures affecting the rural economy and society. As a result of these pressures, there is :

- a need to assist the rural economy, for example, through the diversification of farm businesses and the availability of reasonably priced premises suitable for small rural businesses;
- a need for more low cost residential accommodation for local needs - the majority of Berkshire's villages are attractive places to live but this has helped to raise the price of housing well above what many existing residents can afford, as well as fuelling pressures for land to be released for development; and
- a need to address the continuing decline of rural services brought about by factors such as increasing car ownership, the spread of large out-of-town retail stores, the general financial pressures on small businesses, and the changing social composition of rural settlements.

5.3 The County Council supports a vision of 'balanced rural communities', which are diverse both in terms of their social composition and the range of activities within them (villages which contain services and appropriate employment opportunities for local people, as well as housing). A mixture of people and activities can help support each other, and thereby help to maximise the 'quality of life' in rural areas. Access to local facilities can also make rural life more sustainable, by reducing the need to travel elsewhere.

Rural Development

Policy C1 **The nature and scale of development in rural areas should seek to encourage and sustain balanced rural communities. Development will normally be within rural settlements defined in local plans and be appropriate to the scale and character of a settlement.**

Countryside

5.4 To help achieve this, other policies in this Plan :

(i) assist the maintenance of a range of employment opportunities in all parts of the County, including the rural areas (Policies BU1 and BU2);

(ii) help promote a supply of 'low-cost' housing for local needs in rural areas by :

- the provision (as elsewhere) of low-cost dwellings as part of new housing development (Policy H7);

- allowing some housing specifically to meet identified local needs, on sites where new dwellings would not normally be permitted (Policy H8); and

(iii) support public transport services in so far as resources allow, which can be justified by their level of use. In order to improve the overall effectiveness of public transport serving scattered communities, the County Council will encourage greater co-ordination of the services provided by the various operators and agencies (Policy T4).

Policy EN1 deals with the protection of the character and enhancement of the quality of the environment in villages and other rural settlements.

5.5 For the purposes of Policy C1, 'rural areas' may be defined as those places which lie beyond towns (and adjoining built-up areas) with populations of 10,000 or more. This definition accords with that used by the Rural Development Commission, and has been adopted for the Berkshire Rural Community Strategy (see paragraph 5.7 below). Using this approach the following settlements are considered to fall outside the remit of Policy C1:

Reading urban area (including Purley, Tilehurst, Calcot, Woodley and Earley)
Maidenhead
Bracknell
Newbury/Thatcham
Wokingham/Winnersh
Windsor/Eton
Sunningdale/Sunninghill/Ascot
Crowthorne
Sandhurst
Slough

5.6 Whilst the availability of local services such as schools, shops and health facilities is an important factor in helping to sustain balanced rural communities, land-use planning policies themselves can do little to ensure that services remain in villages.

5.7 However, the County Council has worked with the Community Council for Berkshire, the Rural Development Commission and other relevant organisations to prepare a Rural Community Strategy. This was published by the Community Council on behalf of the Berkshire Rural Strategy Steering Group in October 1994. The Strategy looks beyond land use planning and examines in a comprehensive manner both the issues affecting Berkshire's rural communities and recommendations as to how they may be addressed by a wide range of agencies.

The Green Belt Boundaries

5.12 The Metropolitan Green Belt remains an essential element in planning policy for the eastern part of the County. The County Council considers that the boundaries of the Green Belt as set out in the Green Belt Local Plan should be retained except for minor adjustments to correct local inconsistencies. These should be determined through the local plan process. The County Council considers that in making any such adjustments particular regard should be had to the need to ensure settlement separation and the future permanency of the Green Belt boundary.

5.13 As a result of local government boundary changes on 1 April 1991, the parts of Sunningdale previously in Surrey have been transferred to Berkshire. The areas concerned have been designated Green Belt in local plans prepared by the Boroughs of Runnymede and Surrey Heath. However, the part of Sunningdale that was already in Berkshire is surrounded by, but excluded from, the Green Belt. Accordingly, consideration will need to be given to ensuring that the designation of Sunningdale is treated consistently.

Composition of the Metropolitan Green Belt

Policy C3 **The Metropolitan Green Belt in Berkshire will comprise:**

(i) **The Boroughs of Slough and Windsor and Maidenhead, apart from: the towns of Slough, Windsor and Maidenhead, and the settlements of:**

Ascot
Colnbrook
Cookham Rise
Cookham Village
Datchet
Eton (with Eton Wick Road)
Eton Wick
North Ascot
Old Windsor
Poyle
South Ascot
Sunningdale
Sunninghill
Wraysbury

(ii) **the part of Wokingham District north and east of Twyford but excluding Wargrave; and**

(iii) **the part of Bracknell Forest Borough north of Binfield and Warfield and east of Bracknell.**

Adjustments to the existing Green Belt boundaries may be made only through local plans:

(i) ***to correct minor local inconsistencies, or***

(ii) ***to meet the balance of the housing provision for Slough Borough contained in Policy H2 which cannot be met elsewhere in the Borough.***

5.14 In its Deposit Draft Structure Plan the County Council proposed that the outer limit of the Metropolitan Green Belt should be extended to cover land to the north and east of Bracknell to ensure the long term protection of the countryside and the separation of settlements in the area. This proposal was deleted following the Secretary of State's direction letter issued on 29 June 1995. However, the County Council considers that the Borough Council should include in its Local Plan policies for strictly controlling

development in the area following a consideration of the sites needed in the Borough as a whole to meet the housing provision in Policy H2.

5.15 *It has been recognised for some time that the release of land from the Green Belt in Slough may be required to meet housing needs if sufficient land could not be found within the built-up areas of the Borough. This issue was considered at the Structure Plan EIP in 1993 but the Panel concluded that there was insufficient evidence of exceptional circumstances to justify treating Slough as a special case.*

5.16 *Slough Borough Council subsequently carried out a detailed assessment of the capacity of the urban area for housing[1] taking account of the character of various parts of the town and other development needs including shopping, leisure, open space, business and industrial uses. Based upon the findings of this study, supplemented by its own information sources, the County Council concluded that land needs to be released from the Green Belt in Slough for around 1,000 dwellings to meet the Borough's housing provision figure for the 1991-2006 period contained in Policy H2.*

5.17 *The principle of releasing Green Belt land on this scale was considered through a Structure Plan Alteration. This was adopted by the County Council following a favourable report from the Panel which conducted an EIP in May 1997.*

5.18 *Limited releases of land from the Green Belt in Slough will enable housing to be provided close to existing communities. It will also avoid adding to pressures for housing development in areas beyond the Green Belt and help limit the length of journeys to work. Locating housing to meet Slough's needs some distance away from the town would create particular problems for those requiring low cost housing.*

5.19 *It will be up to the Borough Council to determine through its Review of the Local Plan for Slough the precise scale of land release required from the Green Belt and to allocate specific sites for development. In so doing the Borough Council should take account of all policies in this Plan. In particular the Council should:*

- *be satisfied that full account has been taken of opportunities for housing development within the urban area, including mixed use schemes in Slough town centre;*
- *have regard to the need to ensure settlement separation in accordance with Policy C6, including the strategically important gap between the eastern edge of the built-up area of Slough and the western extent of development in Greater London;*
- *where possible, establish 'defensible' physical limits to development on land released from the Green Belt;*
- *ensure as far as possible that sites are in locations which are close and have good access, particularly by public transport, to employment sites/areas and shopping and service facilities, in accordance with Policy H4;*

1 *These are set out in a document entitled 'Housing Capacity Study of the Slough Urban Area" published by Slough Borough Council in October 1996*

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- *where possible, avoid taking the best and most versatile farmland (Policy C10);*

- *take account of environmental constraints referred to in Policies EN2 - EN10 and the Colne Valley Regional Park Strategy;*

- *seek an appropriate provision of low cost housing of various tenures to meet local housing needs (Policy H7) and a range of residential densities, dwelling types and sizes related to local needs (Policy H9);*

- *be satisfied that infrastructure, services and amenities made necessary by proposed development are provided or will be provided at the appropriate time (Policy LD6).*

Development in the Green Belt

5.20 The purpose of the Metropolitan Green Belt in Berkshire is to help to limit the spread of Greater London; to prevent neighbouring towns from merging; and to safeguard the countryside from further encroachment by buildings and other features associated with intensive activity. Restraints on development in the Green Belt may also encourage the recycling of derelict and other urban land excluded from the Green Belt. Planning Policy Guidance Note 2 (PPG2) states that "general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them".

Control of Development in the Green Belt

Policy C4 **There will be a presumption against inappropriate development in the Metropolitan Green Belt. Development must be acceptable in scale, form, impact, character and siting to its location in the Green Belt and should not compromise the purposes of the Green Belt and the fundamental aim of keeping land permanently open.**

Approval will not be given, save in very special circumstances, for new buildings for any purpose, other than :

(i) agriculture and forestry;

(ii) essential facilities for outdoor sport and recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;

(iii) limited extension, alteration and replacement of existing dwellings;

(iv) limited infill in Recognised Settlements defined in local plans;

(v) small-scale low-cost housing on other sites in Recognised Settlements to meet proven local needs in accordance with Policy H8;

(vi) limited infilling in, or redevelopment of, major existing developed sites identified in adopted local plans.

5.21 In implementing the provisions of Policy C4, it should be noted that development includes the change of use of land and existing buildings and the carrying out of engineering or other operations. The carrying out of such operations and the making of material changes in the use of land are inappropriate development unless they maintain openness and do not conflict with the purpose of including land in the Green Belt.

5.22 Within the Green Belt, the erection of new dwellings is normally restricted to infilling in Recognised Settlements (those villages and other locations within the Green Belt where, because of the local concentration of development, it is considered that the overall character of the Green Belt would not be harmed by permitting such development). The boundaries of these settlements are currently defined in the Green Belt Local Plan, which also indicates that "infilling" in the Green Belt should normally be limited to single plots. As local plans are prepared for areas in the Green Belt, their policies will supersede those in the Green Belt Local Plan. Until that time, policies in the Green Belt Local Plan will apply.

5.23 Planning Policy Guidance Note 2 'Green Belts' does not refer to park and ride sites as being appropriate development in the Green Belt. However, if such schemes are to be provided in the eastern part of the County in accordance with the integrated transport strategy, it is most likely that sites will have to be found in the Green Belt. Proposals for sites in the Green Belt would have to be treated as exceptional cases and as departures from the development plan which would have to be referred to the Secretary of State.

5.24 By maintaining the separation of settlements, the Green Belt plays an important role in protecting the rural character of much of the eastern part of Berkshire. However, in some areas, pressures for change and fragmentation of ownership are leading to degradation of the landscape. To help combat such changes (and thereby improve the effectiveness of Green Belt policy), the County Council will work in partnership with other agencies to develop appropriate landscape conservation and enhancement measures.

Settlements, Buildings and the Countryside

5.25 Areas on and near the edge of settlements, where built-up areas meet the countryside, are especially vulnerable to insensitive development within settlement boundaries which:

(i) increases the visual intrusion by buildings in the surrounding countryside;

(ii) causes the loss of tree and hedgerow cover which helps to soften and screen a settlement edge;

(iii) extends beyond a feature (like a ridge or tree belt) which forms a visual barrier to the edge of a settlement;

(iv) adds to, or fills gaps in, an area of dispersed settlement or sporadic development;

(v) prejudices the continued satisfactory conduct and management of a land-use wholly appropriate to a rural area, either on land adjoining a settlement or in an area of sporadic or dispersed development.

Designation of and Development Within Areas of Special Landscape Importance

Policy C8 **Areas of Special Landscape Importance will be delineated and designated through local plans. The location, scale, form, character and type of development in these areas will be carefully controlled to protect their special landscape significance.**

5.35 Examples of Areas of Special Landscape Importance defined by or to be considered for inclusion or redefinition in local plans are :

The area between Wargrave and Cookham

The Blackwater Valley Area

The Farley Hill Area

Windsor Great Park

Bearwood, Sindlesham

The area at Donnington, north of Newbury

The area north of Theale

The Greenham/Crookham area

5.36 The designation of ASLI's will serve to highlight particularly important parts of the countryside which display landscape characteristics of importance in the county context, that should be taken into account in planning decisions. In considering the designation and delineation of an ASLI, the local planning authorities will apply the following criteria (derived from the Countryside Commission's 'Landscape Assessment Guidance' 1993) to ensure consistency throughout the County'.

(i) ***Landscape as a resource***
The landscape should be a resource of at least county importance for reasons of rarity or representativeness.

(ii) ***Scenic quality***
It should be of high scenic quality, with pleasing patterns and combinations of landscape features, and important aesthetic or intangible factors.

(iii) ***Unspoilt character***
The landscape within the area generally should be unspoilt by large-scale, visually intrusive industry, mineral extraction or other inharmonious development.

(iv) ***Sense of place***
It should have a distinctive and common character, including topographic and visual unity and a clear sense of place.

(v) ***Conservation interests***
In addition to its scenic qualities, it should include other notable conservation interests, such as features of historical, wildlife or architectural interest.

(vi) ***Consensus***
There should be a consensus of both professional and public opinion as to its importance, for example, as reflected through writings and paintings about the landscape.

5.37 Protecting the special character and qualities of the landscape and the settlements in the AONB and ASLIs involves ensuring that any development that takes place respects and perpetuates their natural beauty and special landscape character respectively, and respects those local traditions in building which help to create their character. In the AONB, particular attention will be paid to protection and enhancement of the open downland which forms a specific feature sustaining the purposes of designation. Even where the principle of development can be justified in the AONB and ASLIs, the acceptability of specific proposals will depend on whether they can be satisfactorily fitted into the landscape. The County Council will work closely with other agencies to encourage measures to maintain and enhance the character of these areas as part of the development and implementation of a Landscape Strategy and Action Plan for Berkshire.

Other Landscape Features

5.38 There are a number of features which contribute to the character of the countryside in Berkshire. These features should be retained, in order to conserve the richness and diversity of the landscape and a sense of history.

Protection and Enhancement of Landscape Features

Policy C9 **The character and quality of the landscape and features important to its character and history will be protected and enhanced.**

5.39 Examples of landscape features which the policy seeks to protect and enhance include: tree cover; beech 'hangars'; hedgerows; flower rich meadows; chalk grassland; established and ancient woodland; heathland; and water courses and their associated corridors, ponds, lakes and wetlands.

5.40 The County Council will encourage that protection and enhancement by acting in co-operation with other organisations, particularly in the areas of special landscape quality referred to in Policies C7 and C8, and in areas where the landscape is under pressure. Among the initiatives which will further the objectives of the policy are :

(i) establishing area-based projects to secure co-ordinated conservation, enhancement and access improvements;

(ii) responding to changes in farming by providing advice on acceptable kinds of "diversification", and landscape and habitat conservation;

Farm Diversification

5.46 There is a wide range of possibilities for the diversification of their activities by farmers in the face of changing European Community policies and consequent change in the financial basis of farming. Some of the possibilities do not require planning permission. For example, diversification in agriculture can make a valuable contribution to the production of renewable energy through the production of biomass fuels from crops or the sustainable coppicing of woodland. Other proposals may be acceptable under policies elsewhere in this Plan. In addition, Policy C11 provides some discretion for development as part of farm diversification schemes which are nevertheless compatible with the underlying objectives of the preceding countryside policies.

Agricultural Diversification Proposals

Policy C11 **Agricultural diversification proposals will be acceptable in principle, provided proposals are appropriate in scale, form, impact, character and siting to their location and, where practicable, enhance the character of, and/or public access to, the countryside.**

5.47 Local planning authorities will define criteria for the acceptability of individual proposals through local plan policies or subsidiary advice. Such criteria may require that :

(i) a whole farm plan is submitted demonstrating the role of the proposal in securing the maintenance of much of the remaining farm unit in agricultural use;

(ii) only essential new building is permitted and where appropriate full use is made of existing buildings; and

(iii) appropriate opportunities for nature conservation, landscape enhancement, tree planting and improved public access to the countryside are incorporated into the scheme.

A NEW FOREST FOR BERKSHIRE

5.48 The existing landscape and character of the central part of the County, together with current changes in farming, offer an opportunity for creating a "new forest". This will incorporate existing tree cover in the area, and would be created primarily with indigenous broadleaved species. Encouraging more woodland in the area will help to create a new landscape and improve the environment of the area by enhancing the setting of existing buildings and any development acceptable under other policies in this Plan[1]. The landscape would not be entirely wooded: there would be a rich variety of other uses, including farmland, heath and meadows. As a "forest" in the broadest sense, it could afford opportunities for recreation, wildlife and the diversification of farming activities. Initiatives will come largely from landowners, encouraged by the Forestry Authority's[2] scheme of grants.

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1 *Development proposals unacceptable under other policies in the Plan will not be made acceptable by offers of woodland planting*

2 *The Forestry Authority is one arm of the Forestry Commission (the other being Forest Enterprise).*

6.3 In order to secure improvements in the environment of built-up areas, local plans will need to include guidelines on a wide range of matters raised in the policy. Particular public concerns have been raised about the quality of design in new development and about increased densities in the built-up areas. While the latter may help reduce the need for travel and minimise the loss of open countryside, it may also lead to problems of congestion, loss of tree cover and open land, and deterioration in environmental quality in established neighbourhoods.

6.4 Policy EN1 is intended positively to encourage appropriate regeneration in line with Government guidance. It is not proposed that appropriate changes of use of buildings should be restricted whether they are currently vacant or not. Derelict land which has been the subject of contamination may be appropriate for redevelopment, but only if there is no danger created for the new use of the site or through the transport and re-deposit of contaminated matter on a site elsewhere.

Environmental Nuisance

6.5 Certain kinds of development can give rise to nuisance which can affect occupiers of buildings, passers-by or those using outdoor space. There is a need to prevent new problems from arising, and to limit or reduce the nuisance from existing sources. The impact of nuisance may in some circumstances be limited by curbing development in areas affected, and this is appropriate where (as is the case for aircraft noise) little can be done to reduce the nuisance in the short term.

Protection from Environmental Nuisance

Policy EN2 **Development should not give rise to unacceptable levels of noise, smell, dust, fumes, light or noxious emissions affecting areas beyond the site boundary, or to unacceptable levels of air or water pollution. In addition, uses sensitive to disturbance such as new houses, schools and hospitals, should not be located in areas already subject to unacceptable levels of these environmental nuisances.**

6.6 In areas affected by high levels of noise, development should be designed to minimise the nuisance caused to future occupants. Unacceptable levels of environmental nuisance will be defined through the local plan process and by building upon studies such as the County Council's State of the Environment Report. The County Council has also recently published environmental noise planning guidelines to assist with the implementation of Policy EN2 and to help co-ordinate a standardised approach across the County.

Flooding

6.7 Most of Berkshire's rivers have an associated floodplain which is essential for both flood flow and storage. Development within the floodplain would reduce the storage capacity and impede the flow of water, thereby increasing the risk of flooding elsewhere. Therefore in areas at risk from flooding new development or the intensification of existing development will be resisted. It is also necessary to ensure that the surface water run-off from any new development does not exacerbate flooding or drainage problems elsewhere.

Reducing the Risk of Flooding

Policy EN3 **Development should not be located in areas liable to flood if it would be likely to:**

(i) inhibit the capacity of the flood plain to store flood water; or

(ii) impede the flow of flood water; or

(iii) increase the risks to life or property arising from flooding.

In addition, proposals which would increase flood risk elsewhere as a result of additional surface water run-off will be resisted unless adequate surface water balancing facilities are provided.

6.8 Areas liable to flood include those which have at any time been affected by flooding, or which form part of a river flood plain. At sites suspected of being at risk of flooding but for which precise recent flood risk information is unavailable, a technical assessment of the flood risk may be required to demonstrate compliance with the requirements of this policy. Policy EN3 covers intensification of existing development and the raising of land.

PROTECTING PARTICULAR ENVIRONMENTAL INTERESTS

6.9 The protection of special landscapes and the rural landscape at large is dealt with in Chapter 5. Other policies for protection and enhancement of specific environmental interests are set out below.

Buildings of Special Character and Interest

6.10 Legislation provides for the protection of statutorily listed historic buildings from demolition or unnecessary or over-radical change. Other buildings of local importance may also warrant retention as part of development schemes. There is a need to ensure that subject to other policies in this Plan, historic buildings can have a use which justifies or funds their upkeep.

Development Proposals Related to Buildings of Special Character and Interest

Policy EN4 **Listed buildings and buildings in conservation areas will be protected from demolition, inappropriate alteration and other adverse change. Proposals affecting these buildings and other buildings of special architectural or historic interest should conserve their historic fabric and character, preserve or enhance their settings, provide appropriate uses and ensure adequate standards of maintenance and repair.**

6.11 The use which best retains the character of an historic building will normally be that for which it was built. However, where this cannot reasonably be achieved, any new use should:

- be wholly compatible with maintenance of the special character of the building; and
- involve minimum alteration to that character, internally or externally; and
- not materially damage the setting of the building.

6.12 Should, in exceptional circumstances, the complete or partial demolition or the large scale alteration of an historic building be permitted, detailed prior recording of the building will be required.

6.13 The County Council maintains a record of buildings and other structures of special architectural and historic interest to ensure consistency of records throughout Berkshire.

Areas of Special Character

6.14 The designation of Conservation Areas allows areas to be selected for their special character and for the application of extra resources, publicity, attention and controls. There are other areas or attractive groups of buildings - for example nineteenth and early twentieth century areas with a recognisable and consistent period character - where Conservation Area designation may not be justified, but where measures are desirable to ensure that change does not harm the existing character.

Areas of Special Character Including Conservation Areas

Policy EN5 **Areas of special character, particularly designated Conservation Areas, common land and town and village greens, will be protected from change damaging to their character and appearance. Encouragement will be given to proposals which make a positive contribution to the enhancement of the character and appearance of such areas.**

6.15 In both designated Conservation Areas and other areas of special character, particular attention will be paid to ensuring that the form, materials, density and siting of new buildings reflect and enhance the character of the area.

Archaeological Remains and Evidence

6.16 Archaeological remains are irreplaceable. They are the evidence, in some instances the only evidence, of the past development of our civilisation. They comprise a varied resource, including buried objects and standing structures ranging in date from prehistory to the industrial era. Particular care must be taken to ensure that archaeological remains and evidence are not needlessly or thoughtlessly destroyed.

6.17 The positive management, enhancement and understanding of archaeological sites will be promoted. Where appropriate, sites will be made accessible to the public.

Nature Conservation

6.22 The plants and animals found naturally in the County are important to its character, and maintaining their diversity contributes ultimately to global conservation. There is a need to maximise the habitat value of the County by setting land aside for wildlife and including nature conservation as part of other land uses. Rare habitats and geological formations are also valuable for scientific study.

Protection and Enhancement of Wildlife Habitats and Ecological Sites of Special Interest or Value

Policy EN8 **Wildlife habitats or geological sites having special interest, or of special value to the community, will be protected, enhanced and where appropriate made accessible to the public.**

Development will not be permitted which would be detrimental to designated and proposed Sites of Special Scientific Interest, Special Protection Areas, Special Areas of Conservation, "Ramsar" sites and National Nature Reserves. In addition, development will not normally be permitted which would be detrimental to designated and proposed Local Nature Reserves, Wildlife Heritage Sites, Regionally Important Geological Sites, Reserves of the Local Naturalists Trust, or the habitats of any specially protected or endangered species.

The County Council will support measures to maintain and increase the habitat value of the County.

Development and Sites of Nature Conservation Value

Policy EN9 **Where a proposed development could affect a site of nature conservation value, appropriate measures will be required to conserve, as far as possible, the site's biological or geological interest and to provide for replacement habitats or features where damage is unavoidable.**

6.23 Other sites or features of nature conservation interest of importance to the character and quality of the landscape such as hedgerows, are afforded protection by Policy C9.

6.24 Where a lack of information precludes a proper assessment of a site, an evaluation of the nature conservation potential of that site or area must be provided in advance of, and taken into account before, any decision on development proposals affecting the site or area.

6.25 As well as protecting wildlife sites from development, the County Council will take steps to ensure their positive management to conserve and enhance their habitat value. This will be achieved through advice, the designation of new Local Nature Reserves, management agreements and projects for the care of particular areas or habitats, and through joint action with voluntary groups and other agencies.

6.26 The Nature Conservation Strategy for Berkshire provides an agreed framework for co-operation by the local authorities and other bodies in the County to achieve these measures, and a basis for securing nature conservation objectives in connection with planning decisions. Among other actions, the County Council will create and maintain a biological database of all known habitats and species in order to assess the significance of individual sites or areas, and to identify appropriate site management techniques. The County Council considers that the Kennet Valley, including the area south west of Reading known as Kennet Meadows (including Fobney, Coley and Southcote Meadows), should be treated as an area requiring special measures.

The County's Rivers, Canals and Streams

6.27 Rivers, canals and streams and their associated flood plains are particularly important to the character of the County, and often help to separate settlements, define their character, and provide open, "green" corridors through them. The Thames is of particular cultural, scenic and historic significance, in both local and national terms, and is under pressure both for recreation and for riverside development. Policy EN10 is intended to conserve the character of water-courses and their settings, including the natural character of the undeveloped reaches, and to ensure that where riparian development is allowed, it takes full account of the character and amenity of the watercourse and its setting.

Protection and Enhancement of the County's Rivers, Canals and Streams

Policy EN10 **The character and setting of rivers, canals and streams will be protected and enhanced. On riparian sites, development should protect and, where possible, enhance the waterside frontage and environmentally acceptable proposals which facilitate public access will be encouraged. Particular attention will be paid to the environment of the River Thames and the Kennet and Avon Canal, and development likely to give rise to a significant increase in the use of the river and canal by boats will normally be resisted.**

6.28 Where rivers, canals and streams and their settings are affected by redevelopment proposals, these will be expected to create a sympathetic and attractive frontage to the water-course, and where appropriate to contribute to the maintenance of the character of the water-course as a "green corridor" with nature conservation value.

6.29 Measures to secure the conservation and enhancement of the Thames and its setting, which the County Council considers to be of similar importance to the Areas of Special Landscape Importance (Policy C8), will include:

- maintenance of the tree cover to the valley sides;
- the retention of significant views of and from the river;
- the maintenance of the special character of those riparian areas - both rural and developed - which are of special national significance;
- the encouragement of redevelopment of those sites currently marred by inappropriate development, where this would comply with other policies in this Plan;

- encouragement for the continuing use for river-related or leisure purposes of sites and premises currently in a river-related use;
- improvement of public access to riverside areas;
- a presumption against riverside building outside the existing built-up areas;
- the preservation of unspoilt islands and their natural vegetation.

6.30 The Kennet and Avon Canal is recognised as an important leisure, recreation and tourist resource. British Waterways have set out in their Leisure Strategy their support for the development of a wide range of tourist and leisure facilities on the canal. However, such development is promoted only where environmental constraints allow and limits therefore have been set for the number of private moorings and hire boats which can be acceptably accommodated. Any significant increase over and above these established levels will be resisted.

Bracknell Forest Borough	121,520 sq.m. plus 12.0 hectares
Newbury District	180,160 sq.m. plus 15.6 hectares
Reading Borough	237,730 sq.m. plus 6.6 hectares
Slough Borough	131,400 sq.m.
Royal Borough of Windsor & M'head	17,750 sq.m.
Wokingham District	237,570 sq.m.
Berkshire	**926,130 sq.m. plus 34.2 hectares**

In addition to the above commitments, there are a number of sites being proposed in draft local plans. Approximately 13,400 sq.m. of BIDS floorspace could be built on such sites identified at March 1994.

Further Business and Industrial Development

8.15 Although the County Council is not proposing any major new allocations for business, industrial, distribution and storage development it considers that some flexibility needs to be made for development beyond the existing provision. Policy BU1 therefore gives some scope for development additional to the provisions in paragraph 8.14 where it would not unduly add to transport problems or pressures for housing development. The flexibility afforded by Policy BU1, together with the substantial amount of floorspace already committed or currently vacant, will help the County to retain its prosperity and attractiveness for investment. It will also allow opportunities for businesses to expand, premises to be modernised or redeveloped and jobs lost in declining industries to be replaced. It will assist urban regeneration and the re-use of urban land in line with Government guidance[1] and will also allow more flexibility for the provision of local services and for helping the needs of the local labour force.

8.16 However, the County Council is concerned to ensure that a significant intensification of employment uses is avoided in many areas. Many of the existing industrial areas in Berkshire have experienced considerable change and redevelopment in recent years, often leading to additional floorspace and the replacement of traditional industrial and warehousing premises by more intensively occupied business premises. These trends have been encouraged by the flexibility offered by the 1987 Use Classes Order. The result has in many cases been a significant intensification of employment potential which has added to transport problems, additional labour supply demands and associated pressures for additional housing. It has also led to a reduction in the variety of premises available (see paragraph 8.21).

8.17 The redevelopment and intensification of large research and other institutional establishments in rural locations can also lead to significantly increased employment, drawing workers from a wider area, increasing traffic flows and the length of journeys to work, contrary to the objectives of sustainable development. The following policy therefore deals with redevelopment and changes of use as well as new sites.

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1 *Advice in Planning Policy Guidance Note (PPG4) 'Industrial and Commercial Development and Small Firms'*

Assessment of Proposals for Further Business, Industrial, Distribution and Storage Development

Policy BU1 **In considering proposals for business, industrial, distribution and storage development other than that already committed, permission will normally be granted where the proposal would :**

(i) aid urban regeneration;

(ii) contribute (when compared with existing or committed development) towards meeting the employment needs of the local population in the County, including the rural areas;

(iii) meet the needs of existing firms in Berkshire, including small businesses; or

(iv) meet the need for a particular type of business which would serve the local economy and which cannot be accommodated in existing or committed premises;

provided that it does not give rise (either by itself or cumulatively with other such schemes) to:

- **pressures for housing development additional to the provision in this Plan; or**
- **transport problems, having regard to the capacity of the transport network, the rate at which the transport strategy is being implemented and accessibility by public transport;**

Other factors to be taken into account in considering proposals will include:

- **the amount of suitable land and premises already available, including development that is committed or agreed in principle and property that is being marketed at the time:**
- **the rate of completions and occupation of premises over the Structure Plan period, and changing densities of occupation.**

8.18 Policy BU1 allows for local considerations to be taken into account. The County Council will be providing further guidance on the interpretation of Policy BU1 and will work with the local planning authorities to produce regular statements on the current state of the economy to assist with the implementation of the policy. The weight given to each criterion in the policy will depend upon local circumstances.

8.19 The use of the term 'urban regeneration' in the context of Policy BU1 does not imply the acceptance of wholesale redevelopment of BIDS uses in urban areas, as this could lead to the unacceptable intensification of activities and a loss of variety of types of premises and uses. Rather, it is the targeted redevelopment of existing underused, vacant and derelict land and premises where this is appropriate in accordance with other policies in this Plan. Urban regeneration also includes the redevelopment of older BIDS premises which due to age and specification may not be suitable for the modern needs of business and industry.

8.20 Particular attention will be given to proposals for major additional floorspace. The distinction between major and small scale developments may vary in different parts of the County, according to local circumstances and definitions adopted in local plans, but normally a major development will be one involving a net increase in floorspace of 500 sq.m. and over.

MAINTAINING A VARIETY OF PREMISES

8.21 The County Council is seeking a broad-based local economy in which local firms have opportunities to grow and prosper, and local people have access to a wide range of job opportunities. Although rentals may have fallen over the last few years, high rental and land values limit the supply of reasonably priced premises for small or recently established firms, and can lead to an over-emphasis on floorspace for office and business uses at the expense of industry, storage and distribution (a trend reinforced by changes in planning legislation).

8.22 Local planning policies can provide valuable assistance in controlling the scale and type of development and redevelopment. Measures that help achieve a variety of sizes and types of premises, a range of uses and the retention of areas for industrial and warehousing activities, as well as controls on the height, mass and density of development, are particularly welcomed.

8.23 While planning policies are only one of the factors that can influence the range of types and sizes of premises that are provided, encouragement can be given, where appropriate, to proposals which assist the maintenance of a balanced local economy and provide for the expansion of local firms.

Provision of a Variety of Premises

Policy BU2 **Within the provisions of Policy BU1, favourable consideration will normally be given to proposals for :**

(i) existing businesses wishing to expand in situ;

(ii) the provision of a range of small units;

(iii) the provision of industrial, distribution and storage units.

8.24 This policy seeks to guide any future employment development towards meeting the needs of existing local firms and providing a wide range of job opportunities, rather than an excessive provision of business (office) development. Small industrial starter or nursery units of less than 100 sq m each will be particularly encouraged. Where proposals involve the provision of smaller units the County Council will support measures by the local planning authorities to ensure that the units are not subsequently amalgamated without their prior agreement.

8.25 In the case of development and redevelopment within existing industrial areas an over-emphasis on the provision of office premises and a reduction in the variety of uses should be avoided. A range of types and sizes of premises should be provided wherever possible. Proposals involving development for business use can also contribute to achieving a variety of activities if their design enables a range of activities to be accommodated.

OTHER USES FOR BUSINESS AND INDUSTRIAL LAND AND PREMISES

8.26 In order to achieve other desirable planning objectives such as the provision of low-cost housing, or to seek sustainable locations for development, the County Council will, where appropriate, support the re-use or redevelopment of business, industrial, distribution or storage premises or sites to other uses such as housing (including the conversion of offices to flats), recreation, or social and community facilities. Proposals should meet the requirements of other policies and objectives in this Plan and in local plans.

8.27 Regard will also need to be paid to the concern to maintain a balanced local economy with a wide range of job opportunities and a variety of premises, including small units, although in some areas changes from BIDS to other uses may help to reduce the potential mismatch between jobs and local labour supply referred to in paragraph 8.10. The County Council will oppose development which adversely affects the availability of industrial and warehousing land and premises, and the locally available range of job opportunities. The Council will resist redevelopment to other uses of sites and premises which it considers to be of more benefit to the needs of the local economy where retained in BIDS uses.

Development Proposals Involving Other Uses for Business, Industrial, Distribution and Storage Land and Premises

Policy BU3 **Proposals for the redevelopment or change of use of business, industrial, distribution or storage premises, or sites proposed for such uses, to other uses will be encouraged in appropriate circumstances as defined in local plans, providing there is no unacceptable adverse impact on the availability of industrial and warehousing land and premises and on the locally available range of job opportunities. Permissions for business, industrial, distribution or storage uses will not be automatically renewed without a review of the continued justification for the development proposed, having regard to the considerations listed in Policy BU1, and other material considerations including the suitability of the site for alternative uses.**

8.28 In all cases permitted in accordance with Policy BU3, the County Council will normally oppose any proposals to replace on other sites the resulting loss of floorspace and areas, unless they comply with the considerations listed in Policy BU1, in view of the substantial existing commitment to BIDS development and concerns about the potential imbalance between the anticipated increase in jobs and the labour supply available locally.

10.4 It is recognised that many of these approaches cannot be represented adequately in a Structure Plan and that the balance which can be achieved between different modes of transport will vary across the county depending on local circumstances. To develop and support the principles of the integrated strategy outlined in this Plan, the County Council has prepared a 'Transport Plan'[1]. This provides a more detailed framework for local plans and for implementing transport policy through bids for resources in the annual Transport Policies and Programme (TPP). It includes a number of specific targets to be reviewed regularly for such matters as vehicle emissions and fuel consumption, environmental impact, area specific modal shares and measures of accessibility. An overall target for accident reductions by the year 2000 is already included in the annual Road Safety Plan.

10.5 A further part of the integrated strategy will be the development of comprehensive transport packages in partnership with the district councils, public transport operators and other representative bodies as appropriate, in accordance with the requirements of each of the urban areas. They will need to include attractive public transport facilities and selective parking controls, as well as highway improvements. Traffic management schemes will be employed to make the best use of the existing highway network to promote public transport, cycling and pedestrian priority, and to secure environmental improvements in residential areas and busy shopping streets.

10.6 Implementation of an integrated transport strategy will require a firm commitment from a range of bodies and organisations, close co-operation with regard to funding, and some further changes in policy by central government with regard to both funding and legislation. However, the need for an integrated approach to transport has been acknowledged by all concerned with transportation and its implementation is considered essential.

10.7 The success of the integrated transport strategy will be assisted by non land-use initiatives to reduce the need for travel, particularly by car at peak periods. The County Council will support such initiatives which include more flexible working hours, car sharing, home working, differential car parking charges to dissuade long-term parking and the provision and co-ordination of private bus/coach services.

10.8 As part of its integrated approach the County Council has published a 'mobility action plan' which it is seeking to implement in close liaison with district councils, operators and representative groups. The Council has also published a strategy for the development of community based transport facilities in the County.

PEDESTRIANS

10.9 Many journeys will entail pedestrian movement, yet pedestrian facilities and environment are often poor and potentially unsafe.

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1 *Berkshire Transport Plan, An Integrated Transport Strategy, published July 1995*

Provision for Pedestrians

Policy T2 — Walking will be encouraged by improved accessibility, security, safety and environment. Account will be taken of the need for convenient and direct pedestrian routes in considering proposals for all new developments and in connection with the provision of any new transport infrastructure.

10.10 In consultation with district councils, the County Council will seek to promote the role of walking, and provide effective pedestrian access, safety, security, convenience and comfort for all short trips, with particular regard to the requirements of people with disabilities.

10.11 The County and district councils will continue to promote the provision of pedestrian routes away from traffic. In particular, in town and other urban centres, the County Council will favourably consider proposals for pedestrianisation, provided adequate access, safety and environmental conditions can be maintained for all users, including users of public transport, and people with disabilities.

CYCLISTS

10.12 In the context of rising travel demand the bicycle is seen as increasingly important in providing for short to medium length journeys and as an integral part of longer multi-mode journeys, especially by rail.

Provision for Cyclists

Policy T3 — **Cycling will be encouraged and choice for cyclists increased by improved accessibility, security, safety and environment. Appropriate new development, as well as highway and other transportation facilities should provide for the particular needs of cyclists.**

10.13 Implementation of an integrated transport strategy includes the development of networks for cyclists, links with public transport services, and the provision of secure cycle parking. In consultation with the district councils and local cycling organisations, the County Council will work to promote the role of cycling and provide special facilities.

10.14 The County Council is continuing to develop and implement its programme of cycleway proposals and has been successful in achieving considerable external funding for these schemes, allowing an enhanced programme to be maintained. The Council also incorporates the provision of appropriate cycleway facilities within all major road schemes. A guide to the planning, design, construction and maintenance of cycle facilities called "Cycling in Berkshire" was published in May 1992.

10.15 Given the potential for increased cycle use (the overall target is to achieve a threefold increase in the number of urban cycling journeys over the next 20 years), the County Council is drawing up a cycling strategy which seeks to fill the gap between the broad provisions of the Transport Plan and the more detailed guidance set out in 'Cycling in Berkshire'.

10.16 Cycling is also important as a leisure activity and there is a growing demand for leisure routes, such as the Round Berkshire Cycle Route. Where acceptable in environmental terms, such facilities can provide safe and interesting routes that can be travérsed as a whole, or in part.

PUBLIC TRANSPORT

10.17 Within an integrated approach, the vital role of public transport as an alternative to the use of the private car is recognised. The County Council will actively support measures to improve the efficiency, reliability and public perception of these largely commercially provided services. Implementation may involve providing additional highway, junction, and parking capacity which either directly or indirectly enables road space to be reserved for public transport or encourages transfer to public transport.

Encouraging the Increased Use of Public Transport

Policy T4 **The County Council will encourage the increased use of public transport as a viable alternative to the private car by measures to increase accessibility, help meet the special needs of the mobility handicapped, enhance penetration, and improve the attractiveness, frequency and reliability of bus and rail services. Proposals for the layout of development areas or major transport schemes should make provision for public transport by providing access to existing services/facilities, by positive measures to encourage new services and/or by the provision of new facilities.**

10.18 Progress towards meeting the objectives in Policy T4 will be measured by developing area-specific modal share targets. As part of its policy to encourage the use of public transport the County Council will :

(i) seek greater efficiency and reliability of bus services by the introduction of priority and other traffic management measures, by improved enforcement, and by maintaining close liaison with bus operators;

(ii) encourage the use of railways by seeking the improvement of services and facilities, including those serving new development, and by maintaining close liaison with Railtrack and the train operating companies. The County Council supports in principle any proposals for the electrification of railways in Berkshire. It will alsoinvestigate with Railtrack and the train operating companies the potential for new stations in the County, including stations in association with proposed new development;

(iii) investigate, in conjunction with the operators and other interested parties, the potential for new public transport services and/or facilities to serve both new and existing development, and will, in appropriate circumstances, seek contributions towards the provision of facilities and the implementation of services. Where areas of development are being phased or where adjacent areas are likely to be developed at a later date, it will be essential to consider the longer term potential for the extension/provision of services and this will need to be addressed through the Transport Plan, local plans and the development control process;

(iv) seek to ensure that appropriate provision is made for taxi services through traffic management measures;

(v) seek as part of its mobility action plan the provision of vehicles offering DipTAC[1] features on all local bus services operating under contract as these become due for renewal, and to develop a community transport strategy that will provide a comprehensive network of fully accessible services for the mobility handicapped;

The County Council has also included public transport proposals in the Transport Plan which are not appropriate for inclusion in the Structure Plan.

10.19 The County Council is a major purchaser of public transport services and co-ordinates the provision of education transport, transport for users of social services, and supported local bus services to ensure that the most effective network of services is maintained. The requirement for educationally and socially necessary public transport services is responsive to the level of service provided commercially by public transport operators or supported by other organisations. Particularly at peak times the provision of employer-sponsored works bus and coach services will be encouraged.

10.20 The County Council will also seek to promote public transport through the development of transport packages and agreements, such as those referred to in para. 10.5, that enhance public transport and give opportunities to provide bus priority measures on existing roads. For example, as part of the Reading 'package', proposals are being brought forward for bus lanes on the Basingstoke Road in conjunction with the A33 Relief Road.

10.21 The Council will also look for opportunities to develop park and ride schemes and other proposals in partnership with bus and rail operators. Proposals for park and ride schemes are included in Policy T13 in the Slough/Windsor area and on the three main corridors into Reading from the east, south and west. It is intended the proposals should be co-ordinated with the introduction of bus priority measures.

10.22 In addition to the above proposals, enhanced public transport facilities and priorities are being developed through a number of local area projects, for example in Bracknell and Slough.

PRIVATE CARS

10.23 In the urban areas, especially during the peak commuting periods, a degree of restraint on private cars is necessary. This is best achieved by taking positive action rather than by allowing congestion to take its course, with consequent delays and increased pollution and fuel consumption.

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1 *The Disabled Persons Transport Advisory Committee*

Private Car Use

Policy T5 **Within the constraints imposed by highway capacity and the objectives of the integrated transport strategy, the maintenance and improvement of standards of transport by private car will be sought where practicable. In the urban areas demand for private car use will be restrained, especially at peak times, through traffic management, parking controls and other appropriate measures.**

10.24 It is also the County Council's intention to encourage through publicity and liaison with appropriate organisations the more efficient use of the private car through such measures as car sharing and flexible working hours (see paragraph 10.7).

10.25 The Transport Plan defines areas to which restraint will be applied and the form(s) that it will take. The Plan also incorporates measures to ensure that where restraint to private car use is being proposed, adequate alternative modes of transport must either be available, or be likely to be made available in the near future, to provide choice for the travelling public.

10.26 Appropriate controls on the use of the private car may also be necessary in villages and other rural settlements to minimise environmental impact and to help improve road safety.

CAR PARKING

10.27 The control of the provision, availability and pricing structure of off-street car parking, together with the enforcement of on-street parking regulations, can help influence the attractiveness of car use in comparison with other means of transport. Accordingly, the County Council will encourage and support the development of parking strategies by the district councils and others to act as an implementation guide in urban areas. Through the Transport Plan the County Council will adopt revised parking standards and include them in reviews of the Berkshire Design Guide.

10.28 The implementation of appropriate standards for the provision of parking spaces within new development will need to take account, not only of demand, but also of the capacity of the highway network and the availability of alternative modes of transport. It will need to reflect the differing needs of large urban areas, the smaller towns and the rural areas. The parking standards for each area will be considered in consultation with the district councils, and developed in detail in local plans.

10.29 The district councils and the County Council will need to ensure that the provision of on-street parking is strictly controlled to avoid encouraging car penetration of areas that can be best served by public transport, and to ensure that available highway capacity and road safety is not prejudiced by vehicles parked on-street. The development of an integrated transport strategy will require a balanced approach to the provision of parking that will provide necessary spaces but not an over-supply to the detriment of other forms of transport.

Control of On-Street and Off-Street Parking

Policy T6

The availability of on-street and off-street parking should be controlled both in existing and in new areas of development. In assessing the provision of additional public and private parking spaces, especially in town centres, consideration will be given, in accordance with the integrated transport strategy to meeting demand by alternative measures such as public transport, possibly in association with peripheral car parking. In appropriate circumstances parking provision may be limited to operational parking only and commuted payments in lieu of on-site parking provision will be sought.

10.30 Commuted payments can assist the integrated approach to transport by the provision of off-street car parking, including peripheral sites in association with measures such as park and ride. They may also contribute to other public transport facilities. The County Council will also encourage district councils to allocate surplus income from the operation of off-street car parking for the same purposes.

TRAFFIC MANAGEMENT AND ROAD SAFETY

10.31 Traffic management, accident investigation and safety audits offer considerable scope within an integrated strategy to encourage the safer and more efficient use of the highway network for all users and provide environmental improvements.

Traffic Management Measures and Road Safety

Policy T7

The County Council will seek, through appropriate traffic management measures, to improve the overall level of safety on the transport network, to control the use of existing and proposed highway infrastructure for the benefit of all users and where practical to provide environmental improvements and/or protection. Appropriate measures will be incorporated into new development.

10.32 The County Council analyses and investigates road traffic accidents and will carry out safety audits of appropriate new development as well as infrastructure proposals in order to ensure that the safest possible result is achieved. The aim is that, by the year 2000, the number of road casualties will have been reduced by a third from the average experienced in the period 1981-85.

10.33 By regulating the efficient use of road space, traffic management provides benefits to users of private cars, public transport and commercial transport, and to pedestrians and cyclists. In sensitive neighbourhoods, the distress caused by inappropriate traffic flows can be reduced by directing traffic on to appropriate routes and by controlling speed and parking. In appropriate locations the County Council will support proposals for reducing speed in conjunction with area traffic calming schemes and will encourage and seek to participate in any Government initiatives which may be brought forward with regard to the control/reduction of speed in the vicinity of schools.

10.34 The County Council will control the use of heavy goods vehicles by traffic management measures so as to encourage the bulk of such traffic onto the strategic road network or other approved routes, thereby minimising the environmental impact. The need to introduce time controls to limit access for service vehicles will also be considered.

10.35 Wherever possible, traffic management measures will be self-enforcing. The County Council, in co-operation with the police and with the district councils, will seek ways to ensure that the effective enforcement of traffic regulatory measures is achieved for the overall benefit of all road users and local residents. In particular, physical traffic calming measures will be used to resolve persistent road safety problems or environmental concerns following area-wide traffic management studies.

FREIGHT

10.36 Freight transport, although potentially environmentally intrusive, is essential to the economic prosperity of the area.

Freight Transport

Policy T8 **Development which facilitates the transfer of freight from road transport to other modes, such as railway sidings, will be encouraged subject to environmental and wider transport considerations.**

10.37 The maximum use of rail for freight haulage will be encouraged, including the take up of grants for freight facilities under Section 8 of the Railways Act 1974, provided that any resulting road distribution operations can be satisfactorily accommodated on the highway network.

Provision of Facilities for Commercial Vehicles

Policy T9 **The provision of facilities for commercial vehicles, such as lorry parks and depots for the transfer of goods, will be encouraged where they are located on or are easily accessible to the strategic road network, subject to an assessment of the need for a proposed facility and environmental and wider transport considerations.**

10.38 District councils should consider, in preparing their local plans, the need for and location of :

- facilities for the trans-shipment of goods to smaller vehicles for deliveries within sensitive areas;
- lorry parks and overnight facilities for lorries and drivers.

These facilities should be on or easily accessible to the strategic road network and should not prejudice countryside and environmental policies.

Appeal Decision

Hearing held on 1 November 2005

by Simon Rawle BA (Hons) Dip TP MRTPI Solicitor

an Inspector appointed by the First Secretary of State

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Date 25 NOV 2005

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

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

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

Procedural Matters

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

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

Main Issues

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

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

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

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

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

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

Planning Policy

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

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

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

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

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

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

Reasons

Background

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

Green Belt Matters

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

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

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

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

Character and Appearance

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

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

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

Highway Safety and the Free Flow of Traffic

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

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

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

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

Sustainable Development

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

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

Contributions

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

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

Other Matters

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

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

Conditions

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

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

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

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

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

Conclusions

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

Formal Decision

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

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

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

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

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

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

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

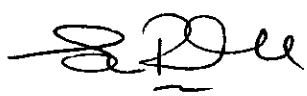
7) No deliveries shall be taken at or despatched from the site outside the hours of 0700 and 1900 on Monday to Saturday nor at any time on Sundays, Bank or Public Holidays.

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

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

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

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



INSPECTOR

Information

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

APPEARANCES

FOR THE APPELLANT:

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

FOR THE LOCAL PLANNING AUTHORITY:

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

INTERESTED PERSONS:

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

DOCUMENTS

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

PLANS

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

The Planning Inspectorate

An Executive Agency in the Office of the Deputy Prime Minister and the National Assembly for Wales

Challenging the Decision in the High Court

Challenging the decision

Appeal decisions are legal documents and we cannot amend or change them once they have been issued. Decisions are therefore final unless successfully challenged in the High Court. If a challenge is successful, we will consider the decision afresh.

Grounds for challenging the decision

A decision cannot be challenged merely because someone disagrees with the Inspector's judgement. For a challenge to be successful, you would have to show that the Inspector misinterpreted the law or, for instance, that the inquiry, hearing, site visit or other appeal procedures were not carried out properly, leading to, say, unfair treatment. If a mistake has been made and the Court considers it might have affected the outcome of the appeal, it will return the case to us for re-consideration.

Different appeal types

High Court challenges proceed under different legislation depending on the type of appeal and the period allowed for making a challenge varies accordingly. Some important differences are explained below:

Challenges to planning appeal decisions

These are normally applications under Section 288 of the Town & Country Planning Act 1990 to quash decisions into appeals for planning permission (including enforcement appeals allowed under ground (a), deemed application decisions or lawful development certificate appeal decisions). For listed building or conservation area consent appeal decisions, challenges are made under Section 63 of the Planning (Listed Buildings and Conservation Areas) Act 1990. **Challenges must be received by the Administrative Court within 42 days (6 weeks) of the date of the decision - this period cannot be extended.**

Challenges to enforcement appeal decisions

Enforcement appeal decisions under all grounds [see our booklet 'Making Your Enforcement Appeal'] can be challenged under Section 289 of the Town & Country Planning Act 1990. Listed building or conservation area enforcement appeal decisions can be challenged under Section 65 of the Planning (Listed Buildings and Conservation Areas) Act 1990. To challenge an enforcement decision under Section 289 or Section 65, you must first get the permission of the Court. However, if the Court does not consider that there is an arguable case, it can refuse permission. **Applications for permission to make a challenge must be received by the Administrative Court within 28 days of the date of the decision, unless the Court extends this period.**

Important Note - This leaflet is intended for guidance only. Because High Court challenges can involve complicated legal proceedings, you may wish to consider taking legal advice from a qualified person such as a solicitor if you intend to proceed or are unsure about any of the guidance in this leaflet. Further information is available from the Administrative Court (see overleaf).

Frequently asked questions

"Who can make a challenge?" – In planning cases, anyone aggrieved by the decision may do so. This can include third parties as well as appellants and councils. In enforcement cases, a challenge can only be made by the appellant, the council or other people with a legal interest in the land - other aggrieved people must apply promptly for judicial review by the Courts (the Administrative Court can tell you more about how to do this – see Further Information).

"How much is it likely to cost me?" - A relatively small administrative charge is made by the Court for processing your challenge (the Administrative Court should be able to give you advice on current fees – see 'Further information). The legal costs involved in preparing and presenting your case in Court can be considerable though, and if the challenge fails you will usually have to pay our costs as well as your own. However, if the challenge is successful we will normally meet your reasonable legal costs.

"How long will it take?" - This can vary considerably. Although many challenges are decided within six months, some can take longer.

"Do I need to get legal advice?" - You do not have to be legally represented in Court but it is normal to do so, as you may have to deal with complex points of law made by our own legal representative.

"Will a successful challenge reverse the decision?" - Not necessarily. The Court can only require us to reconsider the case and an Inspector may come to the same decision again, but for different or expanded reasons.

"What can I do if my challenge fails?" - The decision is final. Although it may be possible to take the case to the Court of Appeal, a compelling argument would have to be put to the Court for the judge to grant permission for you to do this.

Contacting us

High Court Section
The Planning Inspectorate
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Temple Quay House
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Temple Quay
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Phone: 0117 372 8962

Website
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General Enquiries
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E-mail: enquiries@pins.gsi.gov.uk

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

Cardiff Office
The Planning Inspectorate
Room 1-004
Cathays Park
Cardiff CF1 3NQ
Phone: 0292 082 3866
E-mail: Wales@pins.gsi.gov.uk

The Parliamentary Ombudsman
Office of the Parliamentary
Commissioner for Administration
Millbank Tower, Millbank
London SW1P 4QP

Helpline: 0845 0154033
Website: www.ombudsman.org.uk
E-mail:opca-enqu@ombudsman.org.uk

Inspection of appeal documents

We normally keep appeal files for one year after the decision is issued, after which they are destroyed. You can inspect appeal documents at our Bristol offices, by contacting us on our General Enquiries number to make an appointment (see 'Contacting us'). We will then ensure that the file is obtained from our storage facility and is ready for you to view. Alternatively, if visiting Bristol would involve a long or difficult journey, it may be more convenient to arrange to view your local planning authority's copy of the file, which should be similar to our own.

Further information

Further advice about making a High Court challenge can be obtained from the Administrative Court at the Royal Courts of Justice, Queen's Bench Division, Strand, London WC2 2LL, telephone 0207 9476655; Website: www.courtservice.gov.uk/using_courts/guides_notices/notices/divis/

Council on tribunals

If you have any comments on appeal procedures, you can contact the Council on Tribunals, 81 Chancery Lane, London WC2A 1BQ. Telephone 020 7855 5200; website: http://www.council-on-tribunals.gov.uk/. However, it cannot become involved with the merits of individual appeals or change an appeal decision.

The Planning Inspectorate

An Executive Agency in the Office of the Deputy Prime Minister and the National Assembly for Wales

Our Complaints Procedures

Complaints

We try hard to ensure that everyone who uses the appeal system is satisfied with the service they receive from us. Planning appeals often raise strong feelings and it is inevitable that there will be at least one party who will be disappointed with the outcome of an appeal. This often leads to a complaint, either about the decision itself or the way in which the appeal was handled.

Sometimes complaints arise due to misunderstandings about how the appeal system works. When this happens we will try to explain things as clearly as possible. Sometimes the appellant, the council or a local resident may have difficulty accepting a decision simply because they disagree with it. Although we cannot re-open an appeal to re-consider its merits or add to what the Inspector has said, we will answer any queries about the decision as fully as we can.

Sometimes a complaint is not one we can deal with (for example, complaints about how the council dealt with another similar application), in which case we will explain why and suggest who may be able to deal with the complaint instead.

How we investigate complaints

Inspectors have no further direct involvement in the case once their decision is issued and it is the job of our Quality Assurance Unit to investigate complaints about decisions or an Inspector's conduct. We appreciate that many of our customers will not be experts on the planning system and for some, it will be their one and only experience of it. We also realise that your opinions are important and may be strongly-held.

The Quality Assurance Unit works independently of all of our casework teams. It ensures that all complaints are investigated thoroughly and impartially, and that we reply in clear, straightforward language, avoiding jargon and complicated legal terms. We aim to give a full reply within three weeks wherever possible. To assist our investigations we may need to ask the Inspector or other staff for comments. This helps us to gain as full a picture as possible so that we are better able to decide whether an error has been made. If this is likely to delay our full reply we will quickly let you know.

What we will do if we have made a mistake

Although we aim to give the best service possible, there will unfortunately be times when things go wrong. If a mistake has been made we will write to you explaining what has happened and offer our apologies. The Inspector concerned will be told that the complaint has been upheld.

We also look to see if lessons can be learned from the mistake, such as whether our procedures can be improved upon. Training may also be given so that similar errors can be avoided in future. Minor slips and errors may be corrected under Section 56 of the Planning & Compulsory Purchase Act 2004 but we cannot amend or change in any way the substance of an Inspector's decision.

Who checks our work?

The Government has said that 99% of our decisions should be free from error and has set up an independent body called the Advisory Panel on Standards (APOS) to report on our performance. APOS regularly examines the way we deal with complaints and we must satisfy it that our procedures are fair, thorough and prompt.

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

Taking it further

If you are not satisfied with the way we have dealt with your complaint you can contact the Parliamentary Commissioner for Administration (often referred to as The Ombudsman), who can investigate complaints of maladministration against Government Departments or their Executive Agencies. If you decide to go to the Ombudsman you must do so through an MP. Again, the Ombudsman cannot change the decision.

Frequently asked questions

"Can the decision be reviewed if a mistake has happened?" – Although we can rectify minor slips, we cannot reconsider the evidence the Inspector took into account or the reasoning in the decision. This can only be done following a successful High Court challenge. The enclosed High Court leaflet explains more about this.

"If you cannot change a decision, what is the point of complaining?" – We are keen to learn from our mistakes and try to make sure they do not happen again. Complaints are therefore one way of helping us improve the appeals system.

"Why did an appeal succeed when local residents were all against it?" – Local views are important but they are likely to be more persuasive if based on planning reasons, rather than a basic like or dislike of the proposal. Inspectors have to make up their own minds whether these views justify refusing planning permission.

"How can Inspectors know about local feeling or issues if they don't live in the area?" – Using Inspectors who do not live locally ensures that they have no personal interest in any local issues or any ties with the council or its policies. However, Inspectors will be aware of local views from the representations people have submitted.

"I wrote to you with my views, why didn't the Inspector mention this?" – Inspectors must give reasons for their decision and take into account all views submitted but it is not necessary to list every bit of evidence.

"Why did my appeal fail when similar appeals nearby succeeded?" – Although two cases may be similar, there will always be some aspect of a proposal which is unique. Each case must be decided on its own particular merits.

"I've just lost my appeal, is there anything else I can do to get my permission?" – Perhaps you could change some aspect of your proposal to increase its acceptability. For example, if the Inspector thought your extension would look out of place, could it be re-designed to be more in keeping with its surroundings? If so, you can submit a revised application to the council. Talking to its planning officer about this might help you explore your options.

"What can I do if someone is ignoring a planning condition?" – We cannot intervene as it is the council's responsibility to ensure conditions are complied with. It can investigate and has discretionary powers to take action if a condition is being ignored.

Further information

Every year we publish a Business and Corporate Plan which sets out our plans for the following years, how much work we expect to deal with and how we plan to meet the targets which Ministers set for us. At the end of each financial year we publish our Annual Report and Accounts, which reports on our performance against these targets and how we have spent the funds the Government gives us for our work. You can view these and obtain further information by visiting our website (see 'Contacting us'). You can also get booklets which give details about the appeal process by telephoning our enquiries number.

You can find the latest Advisory Panel on Standards report either by visiting our website or on the ODPM website - www.odpm.gov.uk/

Contacting us

Quality Assurance Unit
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London SW1P 4QP

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Website: www.ombudsman.org.uk
E-mail:opca-enqu@ombudsman.org.uk

Costs Decision

Hearing held on 01 November 2005

by Simon Rawle BA (Hons) Dip TP MRTPI Solicitor

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
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2 The Square
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Date 25 NOV 2005

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

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

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

The Submissions for the Appellant

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

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

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

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

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

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

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

The Response by the Council

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

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

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

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

Conclusions

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

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

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

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

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

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

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

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

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

Formal Decision

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



INSPECTOR

The Planning Inspectorate

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PLANNING

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

Your Ref: F/2002/7868
Our Ref: APP/X0360/A/04/1162950
Date: 25 November 2005

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

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

The attached leaflet explains the right of appeal to the High Court against the decision and how the documents can be inspected.

Please note that there is no statutory provision for a challenge to a decision on an application for an award of costs. The procedure is to make an application for judicial review. This must be done promptly.

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

Quality Assurance Unit
The Planning Inspectorate
4/11Eagle Wing
Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6PN

Phone No. 0117 372 8252

Fax No. 0117 372 8139

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

Yours faithfully

P.P. Ms Ceri-marie Carr

COVERDL2

APPLICATION FOR AN AWARD OF COSTS AGAINST WOKINGHAM DISTRICT COUNCIL

SITE AT REMENHAM FARM, REMENHAM CHURCH LANE, REMENHAM.

APP/X0360/A/04/1162950

1. This application is submitted pursuant to Circular 8/93.

2. Paragraph 6 of Annex 1 sets out general conditions for an award of costs. The appellant's case is that the Council have failed to substantiate, in evidence, their reasons for refusal. Furthermore it has failed to have proper regard to Departmental Guidance. In consequence, unnecessary costs have been incurred by the appellant in relation to these proceedings. These matters are set out at the "Appendix to Circular" of 8/93 and in more detail at Annex 3.

3. Paragraph 8 of Annex 3 states:

"Reasons for refusal should be complete, precise, specific and relevant to the application. In any appeal proceedings, the authority will be expected to produce evidence to substantiate each reason for refusal, by reference of the Development Plan and all other material considerations. But if they cannot do so, costs may be awarded against them. ***This is the ground on which costs are most commonly awarded against a planning authority.*** *Each reason for refusal will be examined for evidence that the provisions of the Development Plan, and relevant advice in departmental planning guidance in PPG's, RPG's, MP's or Circulars, and any relevant judicial authority, were properly taken into account; and that the application was properly considered in the light of these and other material considerations. In any such proceedings authorities will be expected to produce evidence to show clearly why the development cannot be permitted."* (my emphasis)

4. The first reason for refusal alleges detriment to the rural character and amenity of the Green Belt. This alleged effect has three potential components. The Council appears to have significantly misunderstood the proposed car parking as it would be largely hidden from view by buildings within the courtyard and fencing to the side of the access. Additional landscaping to either side of the access would further reduce views of the few spaces that could be readily seen from the street. In any case the Council appears to be assessing the proposal as if no activity at all could or should take place at this site. Such an approach would be patently unreasonable.

impact on openness visibility

Not the case - misconception

5. The movement of 12 to 15 vehicles in the morning and evening peak hour periods could not reasonably be held to lead to an unacceptable change in character. In any event it is illogical to consider this against zero movements. The buildings could be used in conjunction with the management of the adjoining land owned by the Appellant. It is also reasonable to take into account the previous traffic associated with an agricultural use of the site. The Council also attaches no weight to the longstanding use of part of the buildings for storage purposes, which is immune from enforcement action by virtue of the length of time it would have taken place. The Council's case that the additional traffic movements would adversely affect the character of the area is therefore fundamentally flawed as the effect would be relatively limited and largely confined to peak hour periods during the working week. Furthermore it would not be significantly different from any other site where rural buildings have been re-used for commercial purposes.

6. It is also alleged by the Council that proposed passing bays would also harm the character of the area. If the Council did not consider these necessary or appropriate then the Appellant would be willing not to provide them. Passing bays are a common feature in rural areas and by their very design are discreet and unobtrusive. The proposals relate to existing passing places that would be given a hard surface. The relatively limited number of additional passing bays would not significantly affect the rural character of the lane because of their design, encompassing relatively limited dimensions and their length and number in relation to the overall length of the respective roads. The extent of any physical works would be so limited as to make it patently unreasonable to argue that there would be an undue effect on the character of the area. The Council's conclusion in this respect is unreasonable.

7. The Council's approach to considering the planning application was fundamentally flawed in that it did not consider whether the proposal would constitute inappropriate development in the Green Belt and if so whether there were any special circumstances to outweigh such harm. If the Council had considered all the tests set out in paragraph 3.7 of PPG2, such as the effect on openness it may have and indeed should have reached a different conclusion. PPG2 also requires the buildings to be capable of re-use without major or complete re-construction. The Council laments the absence of a

structural survey in this regard. However, it is the Appellant's case that on a common sense basis an inspection of the site would be sufficient to make it clear that no major reconstruction would be necessary and that the policy would be satisfied. The buildings are obviously of solid construction and have stood since Victorian times. The Council even accepts that the majority of the buildings appear to be of reasonably substantial construction and in sound condition in the committee report on the planning application (para 9). The Council refers to part of the building being in poor repair. Even if this was accepted it would not alter the act that the overall building would not require major reconstruction and could not reasonably be considered to do so.

No. structural expense

8. The Council's case in relation to highway safety is poor bearing in mind the absence of any demonstrable record of significant accidents in Remenham Lane and Remenham Church Lane. Unreasonably the Council has made no attempt to make any allowance when looking at the traffic generated by the proposal for the movements that have, are and could take place at the site. The Council assumes that all the traffic that would be generated by the proposal should be considered to be new and additional. The information produced on behalf of the Appellant shows that there is no significant pedestrian, equestrian or cyclist use of these roads. In its Highways statement the Council has not sought to contradict this position. Given the level of traffic resulting when Henley Regatta is in operation it is surprising that the Council is concerned about the modest additional traffic from this development. Passing bays are an established and relatively low key way of enhancing traffic safety in rural areas. The Council has unreasonably dismissed the proposed works.

increase one 5+6.

One off limited period.

9. The Council also argues that the site is in an unsustainable location. However, this conclusion is based on a report produced by Oscar Faber, which has not been submitted. The Council merely repeats some of the conclusions from this report and uses selected quotes. Its conclusion on this appears to be largely based on the distance to Henley Railway station and bus stops. However, this approach has no regard to Government policy in PPG13 para 43. Here it is advised that Local Authorities should encourage farm diversification proposals particularly ***but not***

conclusion location + access to facs by a Range of modes

exclusively (my emphasis) where this enables access by public transport, walking and cycling. Furthermore the Council appears to acknowledge in its statement that there may be opportunities to encourage cycling to the site. It is also possible to walk to the site. Most importantly though the approach taken by the Council would result in an effective embargo on the re-use of most buildings in rural areas given the almost inevitable absence of public transport in close proximity to such sites. The unreasonableness of the Council's position is highlighted by the decision taken in relation to a number of other similar proposals in rural locations. I consider all these other sites to be in a less sustainable location than the appeal site. The Council has therefore been fundamentally and unreasonably inconsistent in its decision making.

10. The fifth reason for refusal relates to "services and infrastructure needs". The reason for refusal is not complete, precise, specific and relevant to the application as required in paragraph 8 of Annex Three to Circular 8/93. It fails to identify the alleged service and infrastructure needs that would not be met. The Council's statement throws little light on this matter. Vague reference is made to "sustainable transport and highway safety initiatives". However, no details of these initiatives have been given. Circular 5/2005 requires that all planning obligations sought must satisfy 5 tests such as being fairly and reasonably related in scale and kind to the proposed development and necessary to make the proposed development acceptable in planning terms. Without any details of such matters including the costs of such initiatives they cannot be justified with reference to Government policy and the reason for refusal is therefore inherently unreasonable.

11. The sixth reason for refusal relates to a detailed design issue. It must be emphasised that the reason for refusal alleges that the treatment of the north western elevation (ie the glazing) would be inappropriate to the character of the building and the Conservation Area. The Council's detailed explanation of this reason for objecting to the glazing, given in its statement, are that it would be "urbanising" and lead to light spillage. The building already has a number of security lights on this elevation so that there is already light spillage in any event and the Council has had no apparent regard to this. The Council's conclusion also pays no regard to the aesthetic considerations relating to the history of the building and its original open character at the front.

Indeed when purchased by the Appellant the building was largely open and the timber boarding is only a temporary measure and can and is often removed. Again the Council has paid no regard to this. There are current security concerns regarding the building and these would be met by its permanent use for commercial purposes ensuring a much greater and longer presence at the site than at present.

12. In my view this is a case of the Council seeking to impose its taste without good reason re paragraph 38 of PPS1. The Council has not referred to any development plan policies or Supplementary Planning Guidance in order to specifically back up its objection to glazing. The Council's view on the matter is arbitrary and lacking in reasonable justification. It must also be acknowledged that the Council's alleged security concerns are not supported by any police objection. The Council has not put forward any substantial evidence to show why a design approach that is inherently sympathetic to the agricultural origin and appearance of the building and the Conservation Area as a whole would be harmful. The Council has failed to properly consider the character and appearance of the building in imposing the sixth reason for refusal and in its evidence to this appeal.

13. The Council accepts that the buildings make a positive contribution to the Conservation Area. Given this acceptance it is illogical to oppose a use that would go a long way to ensuring their medium and long term retention. The Council has made no suggestion, if the low key B1 and B8 uses are unacceptable, as to what the buildings could be used for. The Council has ignored advice in PPG2 (para 3.7) regarding vacant buildings and vandalism and has not seriously considered the importance of and the issue of retaining the buildings by securing a positive all year round comprehensive re-use.

14. Paragraph 15 in Annex Three makes it clear that local opposition to a proposal is not, by itself a reasonable ground for the refusal of a planning application unless based on valid planning reasons supported by substantial evidence. It is the Appellant's view that both the Officer recommendation and subsequent decision was unduly influenced by the extent of public opposition to the proposal. This lead to a wholly contrived

decision, illustrated by the attempt to produce as large a number of reasons as possible and the absence of sound reasoning and evidence to substantiate them. Specific.

15. For the foregoing reasons it is requested that an award of costs be made against Wokingham District Council in relation to these proceedings.

mail @ room this pm

AGENDA
HEARING IN RELATION TO PROPOSED DEVELOPMENT AT REMENHAM FARM

1. **Points of Clarification**

2. **Planning Policies**
   - **The Status of the Structure Plan – Relevant Policies**
   - **Local Plan Policies**
   - **National Planning Policies**

3. **Whether the Proposal is Inappropriate Development**

4. **Character and Appearance Issues**

5. **Highway Safety Issues**

6. **Sustainability Issues**
   lunch - 13:30

7. **Whether Contributions are necessary**

8. **Other Considerations to outweigh any harm**

form or dev't harm caused ?

9. **Any other Planning Matters**
   -Consistency in Decision Making

10. **Conditions**

11. **Any other Business** - consistency of decision making.

12. **Site Visit Arrangements**

16:30

Emy Circuit

From: Emy Circuit
Sent: 13 October 2005 08:22
To: Joe Dray
Cc: Denise Gumbrell; Natalie Brown
Subject: RE: Appeal hearings

Joe,

I'm the case officer for the Remenham Farm appeal and as far as I'm aware there are no environmental health/contaminated land issues with it – there is an email from John Mullaney dated 20 November 2005 recommending conditions on hours of work and volume limits for equipment but from a quick look through the file that seems to be all.

Emy

Emy Circuit
Senior Planning Officer – Northern Area Team
Development Control
Wokingham District Council
Shute End
Wokingham District Council PO Box 157

RG40 1WR

Tel: (0118) 974 6479
Fax: (0118)974 479

emy.circuit@wokingham.gov.uk
www.wokingham.gov.uk

-----Original Message-----
From: Denise Gumbrell
Sent: 13 October 2005 08:10
To: Natalie Brown; Emy Circuit
Cc: Joe Dray
Subject: FW: Appeal hearings

Could you please answer Joe's e-mail?

Thanks

Den
-----Original Message-----
From: Joe Dray
Sent: 13 October 2005 08:27
To: Denise Gumbrell
Cc: Emma Choules
Subject: Appeal hearings

Remenham Farm & Briafield Kennles
Den
Wondered if you could let me know if there are any specific Environmental Health issues in relation to these appeals. I know there were contam land issues but do not know if reasons for refusal related specifically to these
Thanks
Joe

Joe Dray

Principal Environmental Health Officer
Environmental Protection & Housing
Planning Regulation & Enforcement
Tel: 0118 9746395
Fax:0118 9746401
E-mail: Joe.Dray@wokingham.gov.uk
www.wokingham.gov.uk

Tel. (0118) 974 6448 (Direct Line)
Date: October 12, 2005
My ref: F/2002/7868
Your ref: APP/X0360/A/04/1162950

Ms C Carr
The Planning Inspectorate
Room 3/15 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

Planning Regulation & Enforcement
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Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Ms Carr

APPEAL BY: T A Copas Family Settlement Trust

SITE: Remenham Farm, Remenham Lane, Remenham

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

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

0118 959 7875

PLANNING
90816
DC: ADMIN: D/e
10 OCT 2005
ENF: APP:
COPIES: ACK:

Field|Seymour|Parkes

Planning Officer - Southern Team Parishes
Wokingham District Council
DX 33506 WOKINGHAM

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Email bridget.crossley@fsp-law.com
Direct Dial 0118 951 6262
Doc. No. #278426 .v1

Your Ref: RF/2004/00762/RAL
Our Ref: 3/BMC/bg/30460/006

10 October 2005

By fax only – 0118 974 6484

Dear Sirs

F/2002/5753 - 7a Tomlinson Drive Finchampstead

We act for Mr W Pocock as owner of the above property. We understand that planning consent for the chalet bungalow as finally built was granted on appeal under the above reference number.

Although our client has traced various items of correspondence with your Department, he has not been able to find a copy of the Planning Inspector's letter granting the appeal which, presumably, contained conditions relating to the property.

We should be obliged if you would kindly let us have a copy of the consent letter as quickly as possible. You may accept this letter as our undertaking to be responsible for your reasonable copying charges in supplying the letter.

If there is any difficulty in dealing with this, it would be helpful if you could let us know straight away. We should greatly appreciate your assistance on this point.

Yours faithfully

Field Seymour Parkes

Field Seymour Parkes

Tel. (0118) 974 6448 (Direct Line)
Date. October 11, 2005
My ref: F/2002/7868
Your ref:

WOKINGHAM DISTRICT COUNCIL

Remenham Residents Association
Marsh Mills House
Wargrave Rd
Henley on Thames
RG9 3HY

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

Dear Sir/Madam

NOTICE OF INFORMAL HEARING

APPEAL BY: T A Copas Family Settlement Trust
SITE: Remenham Farm Remenham Lane Remenham Henley-On-Thames

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

This is to inform you that an Inspector appointed by the Office of the Deputy Prime Minister, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham commencing at 10.00 on 01/11/2005.

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

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

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

If you wish to be notified of the decision, please write to Ms C Carr, The Planning Inspectorate, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Please quote reference number APP/X0360/A/04/1162950.

Yours faithfully

Denise Gumbrell

Appeals Assistant

7867/7868

The Planning Inspectorate

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Fax No 0117-
GTN 1371-6279

90732
DOC: ADMIN: DG
05 OCT 2005
I-INF APP:
COPIES: ACK:

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 4 October 2005

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

NOTIFICATION OF INSPECTOR

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

Mr Simon Rawle BA(Hons) DipTP MRTPI Solicitor.

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

Yours faithfully

Rachel Elsip

Miss Rachel Elsip

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

206C

Tel. (0118) 974 6448 (Direct Line)
Date: July 21, 2005

WOKINGHAM DISTRICT COUNCIL

Ms C Carr
The Planning Inspectorate
Room 3/15 Eagle Wing
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Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Ms Carr

RE: Berkshire Structure Plan

The Local Planning Authority requests that the attached letters be sent to the Inspectors dealing with the following outstanding appeals:

1167677-189-199 Loddon Bdge Rd, Woodley

1165578- Briafield Kennels, Waingels Rd, Twyford

1178854- 64 Reading Rd, Wokingham

1168740}-Land between Tape Lane/Lodge Rd,
1163957}- Hurst

1175979- 43 Broad St, Wokingham

1179570- 7 New Rd, Twyford

1171539- Greenfields House, Barkham

1175556- Brookfield Farm, Crowthorne

1178027- 24-26 the Avenue,Crowthorne

1179190- 30 Palmerstone Rd, Earley

1178762- 32 Barkham Ride, Finchampstead

1162950- Remenham Farm

1170401- Thamesfield, Remenham

1128724- Land at Cutbush Lane/Hollow Lane, Shinfield

POSITIVE ABOUT DISABLED PEOPLE
INVESTOR IN PEOPLE

1179165- 3 New Stables, School Lane, Riseley

1178604- Cow City, Farley Hill

1178393- Bowsey Hill House, Wargrave

1172302- 10 Dark Lane, Wargrave

1178043- Little Acres, Milley Lane

1171187- Upper Culham Farm

1169606- 16 Grovelands Ave, Winnersh

1174815- 506 Reading Rd, Winnersh

1179525- 7 St Mary's Rd, Sindlesham

1176958- 12 Chestnut Ave, Wokingham

1168531- Land r/o 18-26 Chestnut Ave Wokingham

1177127- 57 Easthampstead Rd Wokingham

1167511- 63-79 Evendons Lane, Wokingham

1170985- Land r/o 188-194 Finchampstead Rd, Wokingham

1178860- 38 – 58 Colemans Moor Rd Woodley

1171421- Southlake, Hearn Rd, Woodley

1179578- 24 Tennyson Rd, Woodley

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Tel. (0118) 974 6448 (Direct Line)
Date: July 21, 2005

WOKINGHAM DISTRICT COUNCIL

Ms C Carr
The Planning Inspectorate
Room 3/15 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
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Planning Services
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Shute End, Wokingham
Berkshire RG40 1WR
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Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Ms Carr

Re: Berkshire Structure Plan

On 15 July 2005, the Secretary of State formally approved the Structure Plan for Berkshire for the period 2001-2016. Therefore the draft Berkshire Structure Plan (2001-2016) policies,where referred to in appeals, can now be afforded full weight following its adoption.

The Berkshire Structure Plan 1991-2006 adopted in 1995 (with revisions in 1997) has now been superseded by the 2001-2016 Berkshire Structure Plan and no longer forms part of the Development Plan. Therefore the Berkshire Structure Plan 1991-2006 policies, where referred to in appeals, are no longer relevant.

Yours sincerely

Denise Gumbrell

Appeals Assistant

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

Applicant LCP Retail Ltd

Address Bldg 66 Headley Rd East Woodley

App No F/2004/3498

Proposal Proposed demolition of existing building (used for B2 general ind.) & B8 storage & distrib. purposes) & erection of 3 bldgs containing 10 units for B1(B) research & development, B1(c) light industr. B2 light indust. & B8 storage & distrib.

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillors for Coronation

Coling E. Lawley

Patricia A. Sherratt

Clerk to the of Town/Parish Council of Woodley

Environmental Design, WDC

Sarah.Paxman@environment-agency.gov.uk ref FM/2005/003708-2/1

Environmental Health, WDC fao Roger Vaughan

Highways, WDC

Development Plans, WDC fao Liz Gibbons

SAON_TEXT	PAON_	PAC	PAOI	F	PAON_TEXT	Street	TOWN	POSTCOD
	46					WILMINGTON CLOSE	WOODLEY	RG5 4LR
	48					WILMINGTON CLOSE	WOODLEY	RG5 4LR
	50					WILMINGTON CLOSE	WOODLEY	RG5 4LR
					TELEPHONE EXCH	WOODLEY GREEN	WOODLEY	RG5 4QP
					WOODLEY GREEN	WOODLEY GREEN	WOODLEY	
					J L HICKS	WOODLEY GREEN	WOODLEY	RG5 4QP
					BULL & CHEQUERS	WOODLEY GREEN	WOODLEY	RG5 4QP
	4					WOODLEY GREEN	WOODLEY	RG5 4QP
	3					WOODLEY GREEN	WOODLEY	RG5 4QP
	2					WOODLEY GREEN	WOODLEY	RG5 4QP
	1					WOODLEY GREEN	WOODLEY	RG5 4QP
					WOODLEY ATE TR	WOODLEY GREEN	WOODLEY	RG5 4QP

The Planning Inspectorate

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

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

GTN 1371-6079

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 22 November 2004

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

I enclose a copy of the appellants statement relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. You should comment solely on the representations enclosed with this letter. 01/12/04

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after the 9-week deadline will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully

B Bate

Mrs Celia Bate

211AL(BPR)

PLANNING SERVICES HPT 83830
POL TLS
DC DG ENF
APP
CS
23 NOV 2004
COPIES TO: ACO:
FILE:

APP

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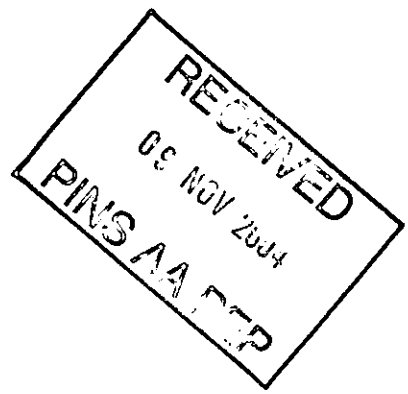
10/11



08 November 2004

Our Ref: 26639/4/NA

Mrs C Bate
The Planning Inspectorate
3/03 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Dear Mrs Bate

Remenham Farm – Planning Inspectorate Reference: APP/X0360/A/04/1162950

Please find enclosed 2 copies of Transport Statement for the above appeal.

Yours sincerely

Nicholas Anderson
Regional Director

T 020 8784 5548 F 020 8784 5564 E nicholas.anderson@fabermaunsell.com

Enc.

cc. Mike Evans, Evans Planning and Development Consultancy
Fenella Copas, TA Copas Family Settlement Trust

F:\projects\T26639\Evidence\Covering letter Remenham Farm Evidence.doc

Faber Maunsell Limited. Registered in England No. 1846493.
Registered Office: Marlborough House, Upper Marlborough Road, St Albans, Herts AL1 3UT

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GTN 1371-6079

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 22 November 2004

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

I enclose third party correspondence relating to the above appeal.

If you have any comments on the points raised, please send 2 copies to me no later than 9 weeks from the starting date. You should comment solely on the representations enclosed with this letter. 01/12/04

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after the 9-week deadline will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully

C Bate

Mrs Celia Bate

211AL(BPR)

Middle Culham Farm,
Aston,
Henley on Thames, Oxon
RG9 3DX

Tel/Fax: 01491 577786 & 07836 209 165
info@barngalleries.com

10/11

October 13, 2004

Mrs C Bate
Planning Inspectorate
Room 3/03
Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

RECEIVED
28 OCT 2004
PINS AA PEP

REF: APP/X0360/A/04/1162950

APPLICATION NO: F/2002/7868 TA A COPAS FAMILY TRUST
SITE: REMENHAM FARM REMENHAM HENLEY ON THAMES
PROPOSAL: CHANGE OF USE OF BARNS

Dear Mrs Bate,

Thank you for your recent communication concerning the above. I write to inform you that all previous objections still stand.
While in total sympathy with the need for landowners to find modern day uses for old buildings in their care, the change of use of these buildings to BI Office and B8 storage is totally inappropriate. This is for the undeniable reason of their setting and situation.
SETTING: Remenham Farm is adjacent to the 700 year old Remenham Church, the old Vicarage and Remenham Farmhouse. It adjoins a spectacular and tranquil reach of the Thames, disturbed only by fun and games of Regattas. If your Inspector were to visit the site he or she could not fail to be affected by the very special nature of the area immediately surrounding it. Such gems are few enough in this overcrowded part of the country and need to be protected for the enjoyment of all. This particular gem is quietly enjoyed by many, many people. It must be protected from the vandalism of inappropriate development. It is impossible to see how the proposed uses would not adversely affect the peace of this environment while bringing no benefits whatsoever to the area.

SITUATION:
Renemham Farm is only accessible via Remenham Lane and Remenham Church Lane. Both of these are narrow, rural lanes not at all suitable for large vehicles. Already, on occasion, huge inter-continental lorries, losing their way to Mr Copas' storage sheds at the top of Remenham Church Lane, end up at Remenham Church. It is almost impossible for these vehicles to turn at this point and their manoeuvres risk damaging the churchyard walls, so narrow is the road. Their only other option then is to continue along Remenham Lane towards Henley - an even narrower part of the road. Chaos. Doubtless Mr Copas would be happy to donate land to widen the lanes into roads passable by vehicles inevitably associated with the proposed uses of Remenham barns. Such road widening would completely destroy the rural nature of the area and should be resisted.

Middle Culham Farm,
Aston,
Henley on Thames, Oxon
RG9 3DX

Tel/Fax: 01491 577786 & 07836 209 165
info@barngalleries.com

Office and storage is such a sterile use of these properties. Users come and go and add nothing to the life of the local community as they are not resident and have no interest in the area other than as a place of work. Their daily travels can only harm the area while bringing no benefit.

Parishes need people to keep them alive, people who are resident within the parish. I understand that Wokingham has a presumption against allowing conversion to housing on the grounds that housing brings undesirable, uncontrollable visual clutter - aerials, play equipment and the like? Sensitive planning and design could easily contain any visual impact. I would suggest that such visual impact as there may be would be far less objectionable than the signage and clutter associated with commercial use. I would ask you to re-consider this presumption in the wider interests of the area as a whole. Yes, residents create traffic movements too but not on a scale remotely comparable to that inevitably associated with commercial use. At least residents of new housing bring benefits to a parish to counterbalance any detrimental effects such development may bring.

Doubtless, commercial, rentable use would suit Mr Copas' long term financial plans better than housing which would presumbly be a once only sale. However, one must consider the needs and interests of the parish and the area as a whole over and above those of the interested landowner.

By all means, develop the barns but do take this once and for ever opportunity to develop them with the wider interets in mind and bearing in mind the very special location. This is a very precious site: it is not the place for permanent, daily commercial activity.

Yours sincerely,

B. Fray

Bridget Fraser

10/11

THE NATIONAL TRUST

for Places of Historic Interest or Natural Beauty

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BS1 6PN

Direct tel 01494 755 508
Direct fax 01494 463 310
E-mail Ruth.gibson@nationaltrust.org.uk
Your ref APP/X0360/A/04/1162950
Our ref

RECEIVED
04 NOV 2004
PINS AA PEP

2 November 2004

Dear Madam

Planning Appeal reference APP/X0360/A/04/1162950
Remenham Farm Henley-on-Thames
Proposed Change of Use from agricultural barns to B1 office use and B8 storage use.

The National Trust has been consulted on the above appeal. The Trust was consulted on the application, the subject of this appeal and copies of all correspondence with respect of the application are attached.

The National Trust is the beneficiary of a restrictive covenant over the application site and surrounding land, dated 29th September 1944. In past consideration of this site the National Trust has stated in 1998 that it does not raise objections to the principle of a change of use to B1 (Business) use in this location. Indeed this use would be preferable to a residential conversion (when considering the impact on the external elevation).

The principal interest of the National Trust concerns reason for refusal numbers 6, which deals with detailed elevational treatment.

The Architectural Panel of the National Trust will need to give approval to the elevational changes as proposed in this application. In past correspondence the panel has expressed concern over glazing to the elevations facing the river. The current scheme has not received the approval of the Architects Panel of the National Trust. Minutes of previous panel meetings in 1998 are attached for the benefit of all parties to the appeal.

We note the use of a green travel plan as a part of the application, to reduce car dependency and usage in the surrounding lanes. The National Trust would like to point to the provision in PPG13, S. 90 for such travel plans, which need to have measurable output.

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

THE NATIONAL TRUST

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

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

6 April 2004

Re: 2002 | 7867

Dear Ms Circuit

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

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

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

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

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

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

Yours sincerely

Ruth Gibson

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

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for Places of Historic Interest or Natural Beauty

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

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

18 March 2004

Dear Ms Circuit

Remenham Farm, Remenham, Henley-on-Thames

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

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

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

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

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

Ruth Gibson
Covenant Officer

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

THE NATIONAL TRUST
for Places of Historic Interest or Natural Beauty
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Copy

Ms Nicola Lake
Wokingham District Council
PO Box 157, Shute End, Wokingham
Berkshire RG40 1WR

Direct tel 01494 755532
E-mail thbsdb@smtp.ntrust.org.uk
Your ref F/2000/2670
Our ref CTP/SDB

19 December 2000

Dear Mrs Lake

Application No: F/2000/2670

Thank you for the set of additional plans regarding the above application which concerns a building subject to restrictive covenants in favour of The National Trust. The National Trust does not object in principle to the conversion of these barns to office use, it being a preferable option to residential conversion.

Under the terms of the restrictive covenants, all proposals will need approval from The National Trust's Architectural Panel. A previous and similar scheme was endorsed in principle, but rejected until further detail could be supplied. In particular, there was concern about the design and configuration of the glazed screens behind the sliding timber partitions. As the timber partitions will be open during hours of daylight, when the building is most likely to be observed, it is important that they should be well detailed. It was also suggested that window openings should not extend to the floor, that they should be limited to one uniform opening on each bay and that they should follow the design of windows elsewhere on the site. It is felt in particular that the Thameside elevation is of particular importance to the character of the area, and that any suburbanising influences should be avoided as a matter of principle.

A further issue, which I think has a bearing under the restrictive covenants, which were designed to safeguard the agricultural and rural nature of the area, is that of traffic. Thirty six parking spaces will be provided at the site, which represents a considerable increase in traffic using the narrow lane to Remenham, which will, I imagine, result not only in safety issues, but a casual widening of the road and scarring of the verges, as vehicles are forced to squeeze past each other. A formal widening of the road would be an unfortunate development, further compromising the rural character of the area. However, there might be means of managing the problem with minimal intervention, through the provision of occasional passing places, or other such measures?

If you wish to discuss the nature of The National Trust's covenants or details of this scheme in more details, please do not hesitate to contact Roger Evans or myself.

Yours sincerely

Charles Pugh
Assistant Historic Buildings Representative

cc Roger Evans, Covenant Assistant/File

REGIONAL CHAIRMAN: MR JOHN TOWNSEND
DIRECTOR: R H MILLS MA
Registered Charity Number 205846

Cops

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James A Smith Dipl.Arch RIBA
Messrs James Smith Associates
Chartered Architects
Tavistock House, Waltham Road
Woodlands Park, Maidenhead
Berkshire SL6 3NH

Direct tel 01494 755532
E-mail thbsdb@smtp.ntrust.org.uk

Your ref
Our ref CTP/SDB

WITHOUT PREJUDICE

19 December 2000

Dear Mr Smith

Planning Application F200/2670 – Proposed Alterations to Remenham Farm

I understand that plans have been submitted to Wokingham District Council for the above scheme.

As you will recall, the buildings are subject to Restrictive Covenants in favour of The National Trust which require all alterations to be approved in advance by The National Trust. This process includes consideration of the plans by our Architectural Panel, whose members previously endorsed the principle of using the barns for office/research rather than residential use, but rejected the design elements, in particular requesting additional details concerning the important Thameside elevation of the place.

I would be most grateful if you could discuss the proposals with Roger Evans (Covenant Assistant) or myself, in more details, and make a formal application for consent under the terms of the covenant.

I look forward to hearing from you in due course.

Yours sincerely

Charles Pugh
Assistant Historic Buildings Representative

cc: Nicola Lake, Wokingham District Council
Roger Evans, Covenant Assistant

Encl: Covenant Information Leaflet

REGIONAL CHAIRMAN: MR JOHN TOWNSEND
DIRECTOR: R H MILLS M.

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

Minute No. IM72/08'98/111.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Emy Circuit
From: Mcmillanallen@aol.com
Sent: 10 November 2004 15:24
To: emy.circuit@wokingham.gov.uk
Subject: Remenham Farm

Hi Emy
Remenham Farm

SAI contributions are a bit of a problem in this case. Traffic calming, signing and formal passing places are unlikely to be acceptable to local people (and probably wouldn't make much difference anyway).

I've said as much in my statement (I've already sent three copies to the planning inspectorate - could you let Den know?). Don't worry we'll think of something at the hearing if we have to.

No I haven't mentioned conditions. Any important conditions would relate to overspill parking (if possible and enforceable) and the details of the Travel Plan (which I think will be a discussion point) - again we'll sort something out later.

I've enclosed a copy of my statement.

See you soon.

Steve



Remenham Farm
Written Reps Oct...

Tel. (0118) 974 6448 (Direct Line)
Date: November 10, 2004
My ref: F/2002/7868
Your ref: APP/X0360/A/04/1162950

WOKINGHAM DISTRICT COUNCIL

Mrs C Bate
The Planning Inspectorate
Room 3/03 Kite Wing
Temple Quay House
2 The Square
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Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mrs Bate

APPEAL BY: T A Copas Family Settlement Trust
SITE: Remenham Farm, Remenham Lane

With reference to this appeal, I enclose 2 copies of the Authority's statement of case..

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel: (0118) 974 6448 (Direct Line)
Fax: (0118) 974 6484
Date: October 19, 2004
My ref: F/2002/7868
Your ref: APP/X0360/A/04/ 1162950

Mrs C Bate
The Planning Inspectorate
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Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mrs Bate

APPEAL BY: T A Copas Family Settlement

SITE: Remenham Farm

HEARING / DATE: 01/11/05

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

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

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

Yours sincerely

Denise Gumbrell

Appeals Assistant
enc.

The Planning Inspectorate

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GTN 1371-8775

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 16 October 2004

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

I am writing to advise you that the hearing into this appeal will start at 10:00 on Tuesday 1 November 2005 at the Council Offices, Shute End, Wokingham. Please arrange a car-parking space for the Inspector. Could you send the details, together with a location plan of the venue, to the case officer quoting our appeal reference number.

– done 19/10/04

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

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

– diaried 10/10/05

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

83040

DG
19 OCT

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

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

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

Yours faithfully



Miss Kate Hallett

206J(BPR)

The Planning Inspectorate

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

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

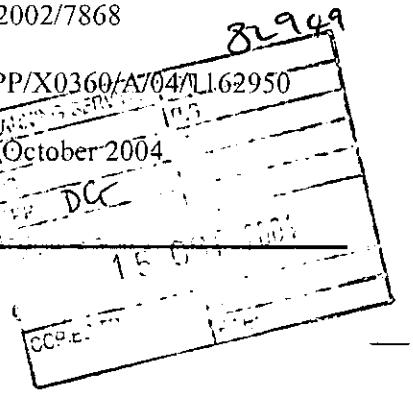
GTN 1371-6079

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 14 October 2004



Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

I am writing to let you know that Mr Michael Evans who is representing the T A Copas Family Settlement as a private practitioner from time to time works as a Consultant Inspector for the Planning Inspectorate.

If you have any opinion about this please send your comments to me in writing within 7 days of the date of this letter.

Yours faithfully

Mrs Celia Bate

211B(BPR)

Tel: (0118) 974 6448 (Direct Line)
Email: Denise.Gumbrell@wokingham.gov.uk
Date: October 6, 2004
My ref: F/2002/7868

WOKINGHAM DISTRICT COUNCIL

The Owner / Occupier
CHERWELL 105-106
REMENHAM LANE
REMENHAM
HENLEY-ON-THAMES
Oxfordshire
RG9 3DB

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

NOTICE OF INFORMAL HEARING

Dear Sir/Madam

APPLICATION No: F/2002/7868
APPEAL BY: T ACopas Family Settlement Trust
SITE: Remenham Farm Remenham Lane Remenham Henley-On-Thames
PROPOSAL: Proposed change of use from agricultural barns to B1 office use and B8 storage use. Duplicate application with F/2002/7867.

This is to inform you that an Inspector appointed by the Secretary of State for the Environment, Transport and the Regions, will hold an Informal Hearing into this Appeal at the Civic Offices, Shute End, Wokingham on a date to be advised.

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

If you wish to make further representations, you should, if possible, **send three copies** to Mrs C Bate, The Planning Inspectorate, Room 3/03, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, quoting reference **APP/X0360/A/04/1162950**. Comments received after **10/11/2004** will not normally be seen by the Inspector & will be returned.

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

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

If you would like a copy of the Appeal decision, please write to Mrs Bate at the Inspectorate & request one.

Yours faithfully

Denise Gumbrell

Appeals Assistant

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

Applicant	T A Copas Family Settlement Trust
Address	Remenham Farm, Remenham Church Lane, Remenham
App No	F/2002/7868
Proposal	Proposed change of use from agricultural barns to B1 office use & B8 storage use. Duplicate application with F/2002/7867

LIST OF PERSONS CIRCULATED WITH NOTICE OF APPEAL

District Councillors for Remenham, Wargrave and Rus

Frank D. Browne

Christopher Schutz

Clerk to the of Town/Parish Council of Remenham

Organisation_Name	Building_Name	address1	Old_Postcode
	107-108	107-108REMENHAM LANEHENLEY-ON-THAMES	RG9 3DB
	CHERWELL 105-106	CHERWELL 105-106REMENHAM LANEHENLEY-ON-T	RG9 3DB
	REMENHAM MANOR COTT	REMENHAM MANOR COTTAGEREMENHAM LANEHE	RG9 3DD
	103-104	103-104REMENHAM LANEHENLEY-ON-THAMES	RG9 3DB
	THE REACH	THE REACHREMENHAM LANEHENLEY-ON-THAMES	RG9 3DD
	REMENHAM BARN	REMENHAM BARNREMENHAM LANEHENLEY-ON-TH	RG9 3DB
REMENHAM FARM			RG9 3DB
	OLD SCHOOL HOUSE	OLD SCHOOL HOUSEREMENHAM LANEHENLEY-ON	RG9 3DD
	REMENHAM MANOR	REMENHAM MANORREMENHAM LANEHENLEY-ON-	RG9 3DD

middle Culham Farm, Aston,
Remenham Farmhouse, Henley-on-Thames RG9 3DB
- Bauside Cottage, 104, Remenham Lane
The Reeds, Remenham Lane. Henley-on-Thames RG9 3DA
Neighbours list 01/2002/7868
Remenham Residents Association, Marsh Mills House
Nuagrave Rd, Henley-on-Thames RG9 3HY
Holme Farm, Aston, Henley-on-Thames, Oxon

Environment Agency, Swift House, Frimley Business Park, Camberley GU16 7SQ fao Sarah Paxman. Ref: SU78SE/22/6

Highways, WDC

The National Trust, Thames & Solent Regional Office, Hughenden Manor, High Wycombe HP14 4LA. fao Ruth Gibson. Ref: Greenlands Covenant

Environmental Design, WDC fao Catherine Brimble/ Neil Etherington

Wycombe District Council, Queen Victoria Rd, High Wycombe HP11 1BB

Access Officer, WDC

Biodiversity Officer, WDC

Environmental Health, WDC fao Peter Haiken

Urban Design & Conservation Officer, WDC

Policy & Plans, WDC fao Liz Gibbons

Tel. (0118) 974 6448 (Direct Line)
Date: October 6, 2004
My ref: F/2002/7868
Your ref: APP/X0360/A/04/1162950

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

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

Dear Mrs Bate

APPEAL BY: T A Copas Family Settlement Trust
SITE: Remenham Farm, Remenham

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

I have also sent copies to the appellant / agent.

Yours sincerely

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

Tel. (0118) 974 6448 (Direct Line)
Date. October 6, 2004
My ref: F/2002/7868
Your ref:

Evans Planning & Development Consultancy
18 Webb Court
Wokingham
RG40 5YR

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

APPEAL BY:T A Copas Family Settlement Trust
SITE: Remenham Farm

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

I have also sent copies to The Planning Inspectorate.

Yours faithfully

Denise Gumbrell (Mrs)
Appeals Assistant

Enc

The Planning Inspectorate

For office use only
Date received

QUESTIONNAIRE

PLANNING, LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT

APPEAL REF: APP/X0360/A/04/1162950 GRID REF:

APPEAL BY: T A COPAS FAMILY SETTLEMENT TRUST

SITE: REGNHAM FARM, REGNHAM LANE, REGNHAM POSTCODE: RG9 3DB

You must ensure that a copy of a completed questionnaire, together with any enclosures, is sent to us and the appellant, **within 2 weeks from the 'starting date'** given in our letter. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** Please send our copy to the case officer. Their address is shown on our letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us within 6 weeks of the 'starting date'.

1.	Do you agree to the written representations procedure? (An exchange of written statements, which will be studied by the Inspector prior to visiting the site).	YES ☐ NO ☑
	If NO,	
	Do you wish to be heard by an Inspector at: a. a local inquiry? or	YES ☐ NO ☑
	b. a hearing?	YES ☑ NO ☐
	Note: If the written procedure is agreed the Inspector will visit the site unaccompanied by either party unless the relevant part of the site cannot be seen from a road or other public land, or it is essential for the Inspector to enter the site to check measurements or other relevant facts.	
2a.	If the written procedure is agreed, can the relevant part of the appeal site be seen from a road or other public land?	YES ☐ NO ☐
b.	Is it essential for the Inspector to enter the site to check measurements or other relevant facts?	YES ☐ NO ☐
	If the answer to 2b is YES please explain:	
3.	Please provide the name and telephone number of the officer we can contact to make arrangements for the site visit, hearing or inquiry.	Name D. GUTTRELL Telephone no. 01189746448
4.	Does the appeal relate to an application for approval of reserved matters?	YES ☐ NO ☑
5.	Was an Article 7 (Regulation 6 for listed building or conservation area consent) certificate submitted with the application?	YES ☐ NO ☑ NA ☐

6.	Did you give publicity to the application? • Article 8 of the GDPO 1995 • Section 67/73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 • Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990	YES ☑ NO ☐
7.	Is the appeal site within an approved Green Belt or AONB? Please specify which GREEN BELT	YES ☑ NO ☐
8.	Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? (If YES, please attach details.)	YES ☐ NO ☑
9a.	Are there any other appeals or matters relating to the same site or area still being considered by us or the Secretary of State? If YES, please attach details and, where necessary, give our reference numbers.	YES ☐ NO ☑
b.	Would the development require the stopping up or diverting of a public right of way? If YES, please provide an extract from the Definitive Map and Statement for the area, and any other details.	YES ☐ NO ☑
10.	Is the site within a Conservation Area? If YES, please attach a plan of the Conservation Area. (If NO, go to Q12.)	YES ☑ NO ☐
11.	Does the appeal relate to an application for conservation area consent?	YES ☐ NO ☑
12a.	Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building?	YES ☐ NO ☑ Grade I / II* / II ☐ ☐ ☐
b.	Would the proposed development affect the setting of a listed building? If the answer to question 12a or b is YES, please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest. (If NO, go to Q14.)	YES ☐ NO ☑ Date of listing
13.	Has a grant been made under Sections 3A or 4 of the Historic Buildings and Ancient Monuments Act 1953?	YES ☐ NO ☐
14a.	Would the proposals affect an Ancient Monument (whether scheduled or not)?	YES ☐ NO ☑
b.	If YES, was English Heritage consulted? Please attach a copy of any comments.	YES ☐ NO ☐
15.	Is any par of the site subject to a Tree Preservation Order? If YES, please enclose a plan showing the extent of the Order and any relevant details.	YES ☐ NO ☑
16a.	Is the appeal site in or adjacent to or likely to affect an SSSI? If YES, please attach the comments of English Nature.	YES ☐ NO ☑
b.	Are any protected species likely to be affected by the proposals? If YES, please give details. BUT SEE BIODIVERSITY OFFICER'S COMMENTS (ANDY GLEGG ROSS)	YES ☐ NO ☑

17.	Copies of the following documents must, if appropriate, be enclosed with this questionnaire:		
a.	Is the development in Schedule 1 or column one of Schedule 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999? If YES, please indicate which Schedule.	YES ☐ NO ☑ Sch 1 ☐ Sch2 col 1 ☐	
b.	Is the development within a 'sensitive area' as defined by regulation 2 of the Town & Country Planning (Environmental Impact Assessment)(England & Wales) Regulations 1999?	YES ☐ NO ☑	
c.	Has a screening opinion been placed on Part 1of the planning register? If YES, please send a copy to us.	YES ☐ NO ☑	
		Number of documents enclosed	N/A
d.	Any comments or directions received from the Secretary of State, other Government Departments or statutory agencies / undertakers whether or not as a result of consultations under the GDPO;	12	
e.	Any representations received as a result of an Article 7 (or Regulation 6) notice;		✓
f.	A copy of any notice published under Article 8 of the GDPO 1995; and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and/or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990;		✓
g.	Any representations received as a result of a notice published under Article 8 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (or Regulation 5);		✓
h.	Details of any other applications or matters you are currently considering relating to the same site;		✓
i.	**For all appeals, including those against non determination, you must provide details of all relevant development plan policies. *Each extract must include the front page, the title and date of approval or adoption. Where plans & policies have not been approved or adopted, please give the stage or status of the plan;***	3	
j.	Any supplementary planning guidance, together with its status, that you consider necessary;		✓
k.	Any other relevant information or correspondence you consider we should be aware of.		✓
l.	Please provide us with a list of conditions which you consider should be imposed if planning permission is granted. **You need not submit this with the other questionnaire papers, but it should reach us within 6 weeks from the starting date. Being a questionnaire paper, the list should be submitted separately from your appeal statement.**	Enclosed	To be sent within 6 week from start da ✓

18 a. Please include:

i. A copy of the letter in which you notified people about the appeal

ii. A list of the people you notified; and

iii. The deadline you gave for their comments to be sent to us.

10/11/04

b. Copies of the following documents must, if appropriate, be enclosed with this questionnaire.

	Number of documents enclosed	N/A
i) representations received from interested parties about the original application	39	☐
ii) the planning officer's report to committee + members update	1	☐
iii) any relevant committee minute	1	☐

19. **For appeals dealt with by written representations only**

Do you intend to send another statement about this appeal? YES ☐ NO ☐

If NO, please send the following information:-

a. In non-determination cases:

i) what the decision notice would have said;

ii) how the relevant development plan policies relate to the issues of this appeal.

b. In all cases:

i) the relevant planning history;

ii) any supplementary reasons for the decision on the application;

iii) matters which you want our Inspector to note at the site visit.

20. The Mayor of London cases only

a. Was it necessary to notify the Mayor of London about the application? YES ☐ NO ☐

If YES, please attach a copy of that notification.

b. Did the Mayor of London issue a direction to refuse planning permission? YES ☐ NO ☐

If YES, please attach a copy of that direction.

I confirm that a copy of this appeal questionnaire and any enclosures have been sent today to the appellant or agent.

Signature: on behalf of Council WOKINGHAM

Date sent to us and the appellant 06/10/04

OUR ref: F/2002/7866

Please tell us of any changes to the information you have given on this form.

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The Planning Inspectorate

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

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

82633

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

DG
05 OCT 2004
COPIES TO: FILE:

Your Ref: F/2002/7868
Our Ref: APP/X0360/A/04/1162950
Date: 4 October 2004

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

I am writing to tell you that we propose to hold a hearing into this appeal at 10:00 on Tuesday 1 November 2005 at a venue to be arranged.

It is now our policy to allow each party only one refusal of a hearing date, before we set a date, time and place for the hearing. If you cannot accept the date offered, you may agree a reasonable alternative with the other party. The availability of the Inspector is a crucial factor in this process. We will let you know whether we can supply an Inspector for any date you agree between yourselves, but this date must meet with our general aim of deciding appeals quickly. Any negotiation of an alternative date must be concluded within one month from the date of this letter.

You can reply to me by telephone or letter. If I do not hear from you by Wednesday 13 October 2004, I will assume that the proposed hearing date is acceptable, and that you are not intending to negotiate an alternative hearing date with the other party.

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

Yours faithfully

Miss Kate Hallett

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

The Planning Inspectorate

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

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

GTN 1371-6079

82506

PLANNING SERVICES RECEIVED
POL
DC
CS DC.
30 SEP 2004

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

Your Ref: F/2002/7868

Our Ref: APP/X0360/A/04/1162950

Date: 29 September 2004

13/10

Dear Madam

TOWN & COUNTRY PLANNING ACT 1990
APPEAL BY T A COPAS FAMILY SETTLEMENT
SITE AT REMENHAM FARM, REMENHAM CHURCH LA, REMENHAM, HENLEY-ON-THAMES OXON, RG9 3DB

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

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

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

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

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

Within 2 weeks from the starting date -

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

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

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

Within 6 weeks from the starting date -

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

Within 9 weeks from the starting date -

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

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

Withdrawing the appeal

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

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

Yours faithfully

J. Sealey

Mrs Celia Bate

PP

H4B(BPR)

Questionnaire

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

Hearing Statement

In your hearing statement you will need to give full details of the case which you will put forward at the hearing. You must include copies of any documents, including copies of maps and plans, to which you intend to refer. The format of a statement for hearing cases is in Annex 2(i) of DETR Circular 05/2000.

Statutory parties

'Statutory parties' are owners or tenants of the appeal site who made comments within the time limit on the application or appeal. You must give details of any statutory parties at application stage in reply to question 17e of the questionnaire. I will tell you about any statutory parties at appeal stage, before your hearing statement is due.

Late Representations

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

Costs

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

Planning obligations - Section 106 agreements

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

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

Submission of appeal statements and proofs of evidence

We will shortly be introducing the Planning Casework Service (www.planningportal.gov.uk/pcs). When it is introduced you will be able to submit your appeal documents electronically.

In preparation for this, it would assist us greatly, if you could prepare your appeal documents in the following way:

1. Type the information using the 'sans serif' font sizes of at least 11 point. ('Sans serif' fonts are easier to read on screen, common examples are Arial and Verdana.)

2. Use A4 size paper wherever possible.

3. Print documents on both sides of a page if you want to, but please ensure that the quality of paper is such that images from one side of the page do not show through to the other side.

4. Use black ink and capitals if you need to write on a document.

5. Ensure photocopied documents are clear and legible.

6. Place photographs, maps, plans, etc., in a separate appendix and cross-reference them within the main body of the document. Do not stick photographs to sheets of paper. Put them in an envelope and write the site address or appeal reference number if known on the back.

7. Bind documents in such a way that bindings can be undone quickly without damaging the document. Avoid using wire or plastic spiral binders.

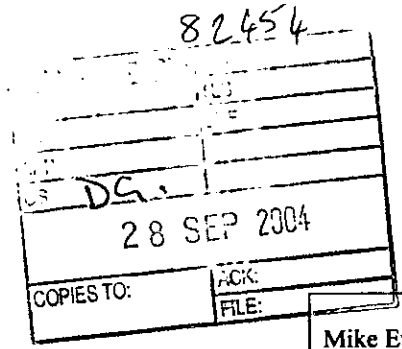
8. Avoid using cover sheets, sleeves or other bindings that do not add value or information.

9. Ensure that the pages of documents are clearly numbered.

10. Please do not send valuable original documents unless these are specifically requested.

11. Please do not include post-it notes or small attachments which might be easily dislodged or lost.

Evans Planning and Development Consultancy



EPDC

Mike Evans BA MA MPhil DipTP MRTPI
Chartered Town Planner
18 Webb Court
Wokingham
Berkshire
RG40 5YR
Tel: 0118 9892968
Mobile: 07766 053657
Email: EvansPlanningUK@Yahoo.com
VAT Registration No. 816 4790 12

Wokingham District Council
Shute End
Wokingham
Berkshire
RG40 1BN

27th September 2004

APPEAL RE REMENHAM FARM

Dear Sir

I enclose papers regarding a planning appeal I have submitted to the Planning Inspectorate.

Yours sincerely

Mike Evans

The Planning Inspectorate

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

FOR OFFICIAL USE ONLY (Date received)

PLANNING APPEAL FORM

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

Please use a separate form for each appeal.

Your appeal and essential supporting documents must reach the Inspectorate within 3 months of the date shown on the Local Planning Authority's decision notice or, for 'failure' appeals, within 3 months of the date by which they should have decided the application (or within 6 months in the case of applications made before 5 September 2003).
Before completing this form, please read our booklet 'Making your planning appeal' which was sent to you with this form.

WARNING: If any of the 'Essential supporting documents' listed in Section J are not received by us within the 3 month period, the appeal will not be accepted.

Please print clearly in capitals using black ink.

A. APPELLANT DETAILS

The name of the person(s) making the appeal must appear as an applicant on the planning application form.

Name	T A Copas Family Settlement		
Address	C/O Agent	Daytime phone no.	
		Fax no	
Postcode		E-mail address	

B. AGENT DETAILS FOR THE APPEAL (if any)

Name	Evans Planning and Development Consultancy		
Address	18 Webb Court	Your reference	
	Wokingham	Daytime phone no.	01189 892968
	Berkshire	Fax no	
Postcode	RG40 5YR	E-mail address	EvansPlanningUK@Yahoo.com

C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

Name of the LPA	Wokingham District Council
LPA's application reference no.	F/2002/7868
Date of the planning application	14.10.2002
Date of the LPA's decision (if issued)	28.4.2004

D. APPEAL SITE ADDRESS

D

Address Remenham Farm

Remenham Church Lane

Remenham

Postcode RG9 3DB

Note: Failure to provide the full postcode may delay the processing of your appeal.

Is the appeal site within a Green Belt? YES ☒ NO ☐

E. DESCRIPTION OF THE DEVELOPMENT

Size of the whole appeal site (in hectares)	Area of floor space of proposed development (in square metres)
0.31	1042

Has the description of the development changed from that stated on the application form? YES ☐ NO ☒

If YES, please state below the revised wording, and enclose a copy of the LPA's agreement to the change.

F. REASON FOR THE APPEAL

This appeal is against the decision of the LPA to:-

Please tick **one** box only ✓

1	Refuse planning permission for the development described on the application form or in Section E.	☒
2	Grant planning permission for the development subject to conditions to which you object.	☐
3	Refuse approval of the matters reserved under an outline planning permission.	☐
4	Grant approval of the matters reserved under an outline planning permission subject to conditions to which you object.	☐
5	Refuse to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above).	☐
	or	
6	The failure of the LPA to give notice of its decision within the appropriate period (usually 8 weeks) on an application for permission or approval.	☐

G. CHOICE OF PROCEDURE

G

Choose **ONE** procedure only.

You should start by reading our booklet 'Making your planning appeal' which explains the different procedures used to determine planning appeals. In short, there are 3 possible methods:- written representations, hearings and inquiries. You should consider carefully which method suits your circumstances.

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

Please tick 4

1. WRITTEN REPRESENTATIONS ☐

This is normally the simplest, quickest and most straightforward way of making an appeal. Three out of every four people making an appeal choose this method. The written procedure is particularly suited to small-scale developments (e.g. extensions to buildings, individual houses or small groups of houses, appeals against conditions and changes of use). It is also very popular with people making their own appeal without professional help. The process involves the submission of written 'grounds of appeal' followed by a written statement and any supporting documents. It also provides an opportunity to comment in writing on the Local Planning Authority's reasons for refusing permission (or failing to determine the application). An Inspector will study all of the documents before visiting the appeal site/area and issuing a written decision.

Note: The Inspector will visit the site unaccompanied by either party unless the relevant part of the site cannot be seen from a road or other public land, or it is essential for the Inspector to enter the site to check measurements or other relevant facts.

a). If the written procedure is agreed, can the relevant part of the appeal site be seen from a road or other public land? YES ☐ NO ☐

b). Is it essential for the Inspector to enter the site to check measurements or other relevant facts? YES ☐ NO ☐

If the answer to 1b is 'YES' please explain:

2(a) HEARINGS ☒

This process is likely to be suited to slightly more complicated cases which require detailed discussion about the merits of a proposal. Like the written procedure, the process starts with the submission of 'written grounds of appeal' followed by a full written statement of case and an opportunity to comment in writing on the Local Planning Authority's reasons for refusing permission (or failing to determine the application). The Planning Inspectorate will then arrange a hearing at which the Local Planning Authority and the appellant(s) will be represented. Members of the public, interested bodies (e.g. Parish/Town Councils) and the press may also attend. At the hearing the Inspector will lead a discussion on the matters already presented in the written statements and supporting documents. The Inspector will visit the site/area and issue a written decision in the same way as the written procedure.

Although you may prefer a hearing the Inspectorate must consider your appeal suitable for this procedure.

(b) INQUIRIES ☐

This is the most formal of procedures. Although it is not a court of law the proceedings will often seem to be quite similar as the parties to the appeal will usually be legally represented and expert witnesses will be called to give evidence. Members of the public and press may also attend. In general, inquiries are suggested for appeals that:

- are complex and unduly controversial;
- have caused a lot of local interest;
- involve the need to question evidence through formal cross-examination.

H. GROUNDS OF APPEAL H

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

If you have requested a hearing or an inquiry, you do not have to provide your full grounds of appeal. You can provide only a brief outline of your grounds, but it must be sufficiently detailed and comprehensive enough to enable the LPA to prepare their case.

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

Please continue on a separate sheet if necessary.

The Council has not alleged in its reason for refusal that the proposal is inappropriate development in the Green Belt under the terms of PPG2.

Parking associated with the proposed uses would not be prominent as much would be underneath the existing buildings. The remainder would be well screened. In any event these areas could already be used for parking. The proposal would not harm the rural character of the area or the amenity or openness of the Green Belt.

Evidence will be submitted with the appeal to demonstrate that the buildings can be converted without complete or major reconstruction as required by PPG2.

The Council asserts that the site is in an unsustainable location. It is unreasonable to reject the proposal on this basis as Government and local policies permit the re-use of existitng buildings in rural locations. The site is not in a remote countryside location but close to the town of Henley. The site is not so isolated as to justify the refusal of planning permission on this basis.

The proposal complies with Government policy regarding the re-use of exisitng buildings in PPS7 and PPG2.

The buildings make an important contribution to the character of the Remenham Conservation Area. As a consequence their long term retention is important and requires a positive use. Use for employment purposes is the use favoured by both Government and local policies.

Given a number of factors, such as the relatively low levels of vehicular and pedestrian activity in Remenham Lane, there would be no demonstrable harm to highway safety.

The Council also has a reason for refusal concerning infrastructure contributions. The committee report explains that part of this would be for drainage works and footpath improvements. This would not satisfy Government policy regarding the justification for such works.

The Council asserts that the design of the elevation facing the Thames would be unaccepptable but does not clearly state why. It is contended that the proposed design is entirely appropriate and would not be harmful.

Reference may be made to other planning permissions in the District and local or Government policies in PPGs and PPSs.

H. GROUNDS OF APPEAL (continued)

H

I. APPEAL SITE OWNERSHIP DETAILS

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

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

CERTIFICATE A

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

OR

CERTIFICATE B

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

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

CERTIFICATES C & D

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

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

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

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

OR

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

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

J. ESSENTIAL SUPPORTING DOCUMENTS J

The documents listed in 1-6 below, must be sent with your appeal form; 7-11 must also be sent if appropriate. If we do not receive all your appeal documents by the end of the 3 month appeal period, we will not deal with it. Please tick the boxes to show which documents you are enclosing.

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

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

7	**Additional plans, drawings or documents** relating to the application but not previously seen by the LPA. Please number them clearly and list the numbers here:	☐
8	Any relevant **correspondence** with the LPA.	☒
9	If the appeal is against the LPA's refusal or failure to approve the matters reserved under an outline permission, please enclose:	
	(a) the relevant outline application;	☐
	(b) all plans sent at outline application stage;	☐
	(c) the original outline planning permission.	☐
10	If the appeal is against the LPA's refusal or failure to decide an application which relates to a **condition**, we must have a copy of the original permission with the condition attached.	☐
11	A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA).	☐
12	If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.	☐

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

K. PLEASE SIGN BELOW

K

(Signed forms together with all supporting documents must be received by us within the 3 month time limit)

1 I confirm that I have sent a copy of this appeal form and relevant documents to the *LPA (if you do not, your appeal will not normally be accepted).*

2 I confirm that all sections have been fully completed and that the details of the ownership (section I) are correct to the best of my knowledge.

Signature _____ (on behalf of) T A Copas Family Settlement

Name (in capitals) MICHAEL EVANS Date 27th September 2004

The gathering and subsequent processing of the personal data supplied by you in this form, is in accordance with the terms of our registration under the Data Protection Act 1998. Further information about our Data Protection policy can be found on our website under "Privacy Statement" and in the booklet accompanying this appeal form.

NOW SEND

● 1 COPY to us at:

The Planning Inspectorate
Customer Support Unit
Room 3/15 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

● 1 COPY to the LPA

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

● 1 COPY for you to keep

When we receive your appeal form, we will:

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

YOU MUST KEEP TO THE TIMETABLE
If information or representations are sent late we may disregard them. They will not be seen by the Inspector but will sent back to you.

4) Tell you about the arrangements for the site visit, hearing or inquiry.

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