F/2002/7868

Appeal File

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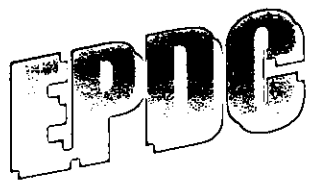

EVANS PLANNING AND DEVELOPMENT CONSULTANCY

APPEAL BY TA COPAS FAMILY SETTLEMENT AGAINST THE REFUSAL OF PLANNING PERMISSION BY WOKINGHAM DISTRICT COUNCIL FOR CHANGE OF USE OF AGRICULTURAL BARNS TO STORAGE USE (B8) AND OFFICE USE (B1)

LOCAL PLANNING AUTHORITY REFERENCE: F/2002/7868
PLANNING INSPECTORATE REFERENCE: APP/X0360/A/04/1162950

Evans Planning and Development Consultancy
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Experience

My name is Michael Evans and I am a chartered town planner. I hold a BA Hons degree in Geography and have a Masters Degree in Regional Planning, an Mphil research degree in Regional Economics and a Diploma in Town Planning. I have been employed by a number of Local Authorities and worked as a development control team leader at Wokingham District Council for a number of years. Since April 2002 I have worked as a consultant with a range of private and public sector clients. I have visited the appeal site and am familiar with the history of the appeal site and relevant policies and other material considerations.

1.00 DESCRIPTION OF SITE AND SURROUNDINGS

1.01 The appeal site comprises former agricultural buildings, which form part of a small cluster of historical development. These buildings and part of the surrounding countryside are located within the Remenham Church Conservation Area. Prior to designation the Council produced a note which explains what is considered special about the area (This note and a plan of the Conservation Area are contained in Appendix One).

1.02 The note identifies the visual focus of the area as being the church, Remenham Farmhouse, the farm and barn and the public open space that these buildings enclose. The buildings the subject of this appeal are therefore acknowledged by the Council to be of particular importance in terms of their contribution to the Conservation Area and the reason for its designation. Together with other buildings these form the village of Remenham. The Council goes on to state that the buildings make a natural and complete group in terms of their architectural and historic importance.

1.03 The site is particularly prominent in views from alongside the River Thames which lies to the west of the site. Public views can be obtained of the site from the footpath along the river and from the street in Remenham Church Lane. The buildings the subject of the appeal are single storey, former farm buildings, largely constructed of red brick and clay tiles. These are traditional farm buildings that I understand date from the Victorian period. The buildings form a courtyard and there is a gap between the buildings on the southern side but this is filled by a fence so that the central courtyard is not visible from outside the site. The vehicular access is located on the northern side in Remenham Church Lane. There is an area of wooden fencing which screens parked cars from the street. The walls of the building facing towards the Thames are clad with temporary timber boarding (photographs contained in Appendix Two illustrate these points).

1.04 The appeal buildings represent an important historical feature of the agricultural origins of the village of Remenham. They are also strongly integrated visually with the surrounding buildings and have a mellow weathered appearance reflecting their age. Given the riverside footpath they are particularly prominent from nearby public viewpoints when approaching from the south and when adjacent to the site.

1.05 The settlement of Henley on Thames is located to the west of the appeal site on the opposite side of the river. The footpath along the river and Remenham Lane which links to Remenham Church Lane provide access to Henley over the bridge on the A4130.

2.00 THE PROPOSAL

2.01 The application is for the change of use of the existing buildings. It is not proposed to extend the buildings. Alterations are mainly limited to creating an opening to allow access into the courtyard car park and other cosmetic changes such as glazed areas. The floorspace involved in the proposal is 789 sq m for B1 office use and 244 sq m for B8 use.

2.02 It should be noted that during the course of the Council's consideration of the planning application, an amendment was made to the site. There is a dwelling on the southern side of the site which has been excluded from the area within the red line of the application site.

3.00 PLANNING POLICIES

3.01 The development plan comprises the Berkshire Structure Plan (BSP) (adopted August 1997) and the Wokingham District Local Plan, adopted in March 2004. The Council's decision notice refers to the following policies. Policy OS1 has the overall aim of seeking sustainable development and improvement to the quality of life in Berkshire. This is to be achieved by having regard to a number of objectives. It is noteworthy that this includes meeting Berkshire's

economic and social needs, including the provision of low cost housing and wider employment opportunities. Policy LD1 also seeks to encourage sustainable development as does local plan policy WT1. It must be noted that the explanatory text to this policy recognises that in many parts of Wokingham District there is no practicable alternative to the private car. Policy WOS3 seeks a number of objectives, including reducing the need to travel.

3.02 Among other things policy LD3 seeks to prevent harm to the character or appearance of an area. Local Plan policy WOS3 has a similar objective. Policy LD5 concerns transport considerations in relation to development proposals. Development will not be permitted where it is likely to give rise to serious problems of access, parking, road safety or traffic congestion. Provision appropriate to the location should be made in relation to access, parking, public transport and facilities for pedestrians and cyclists.

3.03 Policy BU1 relates to Business, Industrial, Distribution and Storage development. Planning permission will normally be granted where the proposal would meet one of a number of objectives, subject to considerations such as not giving rise to transport problems. These would include accessibility by public transport.

3.04 Policy LD6 seeks to ensure that the provision of infrastructure, services and amenities made necessary by the development are provided. To this end financial contributions may be required. However, the additional infrastructure or facilities should be needed to enable the development to take place and directly related to the proposal as well as fairly and reasonably related in scale and kind. Local plan policy WOS4 has a similar purpose.

3.05 Local Plan policy WT7 requires the road safety implications of all proposals to be examined. Safety measures should be implemented where justified by a new proposal. It is notable that the policy does not

seek to reject planning applications. Policy WT3 requires all traffic generating development to facilitate alternative modes of transport in addition to the private car.

3.06 Policy WRE2 concerns the re-use and adaptation of rural buildings for commercial uses. The policy identifies three tests which any scheme should comply with. These include the requirement that the building should be suitable for the proposed use without major rebuilding or alteration. The scheme should also avoid undue environmental or amenity impacts. The site is located within the Green Belt and schemes should also comply with policy WGB5. This intends that schemes should not have a materially greater impact on the openness of the Green Belt, or the purposes of including land within it, than the present use. Policy WGB1 identifies the types of development that are not inappropriate. This includes the re-use and adaptation of existing buildings in accordance with policy WGB5. Policy WCC1 also permits the re-use and adaptation of existing buildings in rural areas. Where development is acceptable under this policy it should be appropriate in terms of its scale, form, materials, design and character to its location in the countryside.

3.07 Local plan policy WHE2 has the important aim that development within a Conservation Area should preserve or enhance those features that contribute to its distinct character or appearance. Policy WOS10 has a similar aim. Policies WLL2 and WLL3 seek to protect the character of Areas of Special Landscape Importance and the Thames Valley.

4.00 BACKGROUND

4.01 The planning application the subject of this appeal was refused by the Development Control Committee in April 2004. The decision notice contains six reasons for refusal and the committee report in Appendix Three contains the Council's reasons for this decision. Significant factors in the decision notice include the fact that the Council does not

contend that the proposal constitutes inappropriate development in regard to government policy in PPG2.

4.02 The committee report is also seriously deficient in a number of important respects. Despite a reason for refusal, which asserts that the site is not in a location which would minimise the need to travel, there is no serious analysis of this issue. There is no assessment of the proximity of the site to Henley and how this might relate to the appeal site. Nor is there any consideration of the general issue of how such proposals for the re-use of buildings in the countryside are likely to fare, in any event, in respect of sustainability issues such as minimising the need to travel. The Appellant is therefore left without any benchmark or reasonable way of assessing the validity of the Council's concerns.

5.00 THE CASE FOR THE APPELLANT

5.01 The main issues to be considered in this appeal are:

- Whether the proposal constitutes inappropriate development in the Green Belt and if so whether there are any very special circumstances sufficient to outweigh the harm by reason of inappropriateness and any other harm.
- The implications of the proposal for the character and appearance of the Remenham Church Conservation Area
- Whether the proposal would result in an unacceptable increase in the length and number of vehicle movements having regard to Government policy in PPS7 (technical aspects of this issue will be presented in separate evidence)
- The implications of the proposal for highway safety (separate evidence will be presented on this issue).
- Whether there is a need for a financial contribution towards the provision of services and infrastructure needs arising from the proposal.

- Other material considerations, including the issue of consistency in decision making.

Green Belt

5.02 Government policy in Planning Policy Guidance: Green Belts (PPG2) identifies the re-use of buildings as not being inappropriate subject to a number of considerations. These are specified in para 3.8 of PPG2 and include the requirement, reflected in Local Plan policy that the proposal does not have a materially greater impact than the present proposal on the openness of the Green Belt. As there are no extensions proposed to the existing buildings, merely their re-use there are no building works that could harm the openness of the Green Belt. In para 3.7 of PPG2 it is stated that with suitable safeguards the re-use of buildings should not prejudice the openness of Green Belts, since the buildings are already there.

5.03 The Council's decision notice makes no reference to a loss of openness. However the committee report makes reference to conflict with this requirement of PPG2, as well as Local Plan policy. The concern appears to relate to the parking of vehicles and associated movements having regard to the potential intensification of activity at the appeal site.

5.04 The submitted plans identify 36 car parking spaces, 18 of which would be located at the northern end of the site and the remainder within the courtyard. It should first be stated that the number of spaces proposed were agreed with the Council and would appear to be necessary to ensure that the development can proceed. The 18 spaces to the north would be located in an area where car parking already takes place.

5.05 This area of car parking would not be readily visible from outside the site and would largely be screened by a wooden fence and by the proposed planting. The remaining spaces would be located within the courtyard and would not be seen from outside the site. These spaces

are all for standard cars rather than lorries and therefore the vehicles would have a low profile, which even if they were visible would significantly limit any effect on openness. In any event, the locations of the proposed parking spaces currently make no significant contribution to the openness of the Green Belt, so that there is no meaningful degree of openness in these locations that could be lost.

5.06 Any effect on openness must be compared to some kind of reference point. If the buildings were used for agricultural purposes there would be vehicle parking and movement. The type of vehicles would generally be different in character and larger, comprising lorries and tractors for example, so that they would be visually more intrusive. It must also be recognised that the proposed parking areas are part of the curtilage of the buildings and can therefore be used for ancillary purposes in connection with the use of the building. The agricultural use of the buildings would mean that these areas would be used for the storage of plant, machinery and other items, as well as vehicles, which would have at least as much of a physical presence as just cars.

5.07 It must also be acknowledged that the parked cars will not be a permanent feature as with a building. The transient nature of vehicle parking would further limit the impact, even if the spaces were readily visible. The actual comings and goings associated with the new uses could not reasonably be considered to compromise the openness of the Green Belt due primarily to their transient nature. This is especially so in a location which does not comprise open countryside and where other traffic occurs.

5.08 For these reasons and primarily because the areas of the site in which the parking would be located make no meaningful contribution to the openness of the Green Belt there is no conflict with criteria (a) and (b) of para 3.8 of PPG2.

5.09 The Council acknowledges in paragraph 8 of the committee report on the application that the buildings are predominantly traditional farm buildings and that their form, bulk and general design is appropriate to their location. Criterion (d) of para 3.8 of PPG2 is therefore satisfied.

5.10 The remaining test in PPG2 in order to ensure that the development is not inappropriate is that the buildings are of permanent and substantial construction and are capable of conversion without major or complete reconstruction. The fact that the buildings are primarily of brick and tile construction and their historic character indicates that they have stood the test of time and are indeed permanent and of substantial construction. This will be apparent to the Inspector at the site visit.

5.11 The Council makes reference in the committee report to part of the buildings having a corrugated roof and a wall comprising blockwork, and timber. Firstly it is not clear why the Council considers it necessary that these materials should be replaced nor why their replacement should be considered, in the context of the scheme as a whole, to constitute complete or major reconstruction. Clearly the replacement of these materials would not constitute complete reconstruction as the majority of the overall structure would be unaltered. For the same reason the proposal would not constitute major reconstruction even if the materials the Council refer to were replaced.

5.12 It is therefore argued that the scheme would not conflict with (c) of paragraph 3.8 of PPG2. As a result of this the proposal is not inappropriate development and there is not any need for the Appellant to demonstrate very special circumstances. For the same reasons there is no conflict with development plan policies.

Conservation Area

5.13 The Council acknowledges in paragraph 8 of the committee report on the planning application that the buildings the subject of the planning application make a positive contribution to the character of the

Conservation Area. Paragraph 3.7 of PPG2 states that the alternative to re-use may be a building that is left vacant and prone to vandalism and dereliction.

5.14 In its consideration of the planning application the Council gave no consideration to the need to find a use for these buildings, as a whole, which is important to secure their economic use and to provide for their upkeep and repair. Although part of the buildings are used in connection with the Henley Regatta and other activities, the buildings are substantially under used for most of the year.

5.15 A positive use of the buildings would enable their ongoing maintenance on an economic basis and therefore help to secure their future. The opportunity to secure some planting to the front of the wooden fence facing onto Remenham Church Lane would be a significant visual improvement. So, as well as safeguarding the positive contribution the buildings currently make to the Conservation Area, this could be enhanced further.

5.16 The Council has also imposed a reason for refusal concerning the treatment of the elevation facing the Thames. This states that the proposal would be inappropriate to the character of the building, the Conservation Area and the wider area. Although the reason for refusal is vague, the concern appears to be the replacement of the temporary wooden panels with glazing. The wooden panels are not original features of the Victorian building and in my view are themselves relatively unsympathetic.

5.17 They effectively create a solid and continuous elevation. However, the building was previously open with gaps between the individual piers. The use of glazing is therefore more sympathetic to this historic character by highlighting these gaps rather than creating a solid frontage. Glazing therefore emphasises the agricultural origins of the building. This is an approach that has long been taken in conversions

of farm buildings where wooden doors have been replaced with glazing for similar reasons. The approach taken by the Appellant, in relation to this design concern, is therefore sympathetic to the existing building and would preserve the character and appearance of the Conservation Area and comply with the development plan.

Sustainable Development

5.18 The Council are concerned that the proposal is not in a location that would minimise the need for travel and is not well served by public transport. Whilst recognising that minimising the need to travel is an important planning objective it has also been a longstanding national and local planning policy to permit the re-use of rural buildings for commercial use.

5.19 Structure Plan policy C2 and local plan policy WCC1 both seek to permit the re-use and adaptation of existing buildings in the countryside. Local Plan policy WRE2 places no explicit sustainable development restriction in relation to such proposals concerning the need to travel. Planning Policy Statement 7: Sustainable Development in Rural Areas sets out Government policy in relation to the countryside as a whole. This states that it is the Government's policy to support the re-use of appropriately located and suitably constructed existing buildings in the countryside where this would meet sustainable development objectives.

5.20 Of course the re-use of existing buildings is inherently sustainable because it utilises existing resources without the need for new buildings. PPS7 goes on to say in paragraph 18 that local planning authorities should be particularly supportive of the re-use of existing buildings that are adjacent or closely related to country towns and villages for economic or community uses.

5.21 Because of the proximity of the appeal site to Henley it complies with this advice. The site is not located in a remote rural area where there

are no services or facilities and where considerable distances would need to be travelled as a matter of course. It is unlikely in my experience that proposals for the re-use of such buildings would be much closer than this proposal to a significant settlement. In fact most proposals are likely to be at a significantly greater distance from the facilities afforded by a town such as Henley.

5.22 It is inevitable that proposals to re-use existing buildings in the countryside will, by definition, always be in less sustainable locations, regarding access to public transport, than sites within urban areas. In my view any assessment of sustainability in this respect should focus on two aspects.

5.23 Firstly, how can these aspects be mitigated by reference to matters such as green travel plans. This issue is dealt with in separate evidence. Secondly, on a common sense basis, given the above, it is necessary to look at the degree of sustainability. For example sites that are particularly remote, located in open countryside perhaps and at a considerable distance from any settlements may raise a particular question over the principle of development.

5.24 However, those locations, such as the appeal site, in relatively close proximity to a town of the size of Henley must be considered to be in a relatively sustainable location for this type of development proposal. To apply the Council's approach to such proposals, on a consistent basis, would effectively result in an embargo on virtually all, if not all, proposals for the commercial re-use of existing buildings in the countryside. That would clearly not be the intention of either Government or local policies.

Infrastructure Requirements

5.25 The Council's fifth reason for refusal asserts that the proposal does not include appropriate contributions to services and infrastructure needs which would result from the proposal. However, Government policy in

Circular 1/97 Planning Obligations, requires that obligations should only be sought where they are: necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development; and reasonable in all other respects. Local Plan and Structure Plan policies quoted by the Council broadly reflect these requirements.

5.26 Nevertheless, the Council's committee report is severely deficient and lacking any assessment of whether these tests are met. Reference is made in the committee report to possible improvements to local roads, including passing bays and drainage works. There is also talk of improvements to the Thames tow path and links to it. Highway or any other works must be justified in relation to the Circular and in their absence the development should not be rejected on this basis. The idea of drainage works and vague references to improvements would not satisfy the requirements of the circular or development plan policies.

Other Material Considerations

5.27 In the view of the Appellant the Council's consideration of the appeal scheme has been on an unreasonably inconsistent basis compared to other schemes for the re-use of buildings in the countryside in Wokingham District. In Appendix Four there are committee reports and resolutions, showing that the proposals were approved, for six different cases. Two of these are also in the Green Belt, one on other land owned by the Appellant at Whitehill Farm. Most of these were approved in 2004 and are therefore very recent decisions.

5.28 None of these are in locations that could reasonably be said to be more sustainable from the point of view of minimising the need to travel than the appeal proposal. For example, the site at Whitehill Farm is further from Henley than Remenham Farm and there is no doubt at all that it is in a less sustainable location. Although this site already had a temporary permission there was nothing to stop the Council

considering the case against current policies. Therefore, given the publication of the current version of PPG13 in 2001, the application being considered in late 2002, the Council could have considered the implications of the proposal for additional vehicle movements. However, sustainability is not even mentioned in the report. There is about 2000 sq m of floorspace at this site and the resulting traffic generation would therefore be significant.

5.29 The other case in the Green Belt is that at Upper Culham Farm. This would involve floorspace of 620 sq m for B1 purposes and the location is significantly further from Henley. In this case the Council's approach was to accept that the location is not sustainable but that green travel measures, were sufficient to overcome this concern. The measures proposed were not dissimilar to those produced by the Appellant, after lengthy discussions with the Council and which were not sufficient, apparently, to satisfy sustainability concerns.

5.30 The Appellant could reasonably expect the same approach to be taken in this case. The other cases are all in significantly more remote locations than the appeal site. The case at Diddenham Manor Farm was acknowledged by the Council to lack public transport provision. Again a travel plan with a mini bus service was all that was needed to overcome the objection. This case involved the use of 1761 sq m for B1 purposes. The Council's consideration of these different cases has been fundamentally inconsistent on an unreasonable basis.

5.31 I accept that normally each case should be considered on its own merits. However, where there is a blatant case of the inconsistent and unreasonable application of policies by the Council then this is a fundamental material consideration. The Appellant has a reasonable expectation that this scheme should have been considered against the same yardsticks as other similar schemes, especially those in the same locality. This is an important principle if development control is not to

be an ad hoc and arbitrary process with local authorities able to take diametrically opposed approaches to fundamentally similar issues.

5.32 It should also be noted that some objections to the planning application concern noise and disturbance to residents. However, the majority of the floorspace would be used for B1 which by definition does not cause harm to amenity by reason of a range of factors. In any case the Council does not object to the proposal on this basis and I agree with that conclusion.

5.33 It must also be recognised that the proposal would provide business premises that are likely to be occupied by local firms. It is also likely to meet the employment needs of local people, even if they are living in nearby Henley. These factors are all supported by Structure Plan policy BU1 and this weighs in favour of the appeal.

6.00 CONCLUSION

6.01 I consider that there is a complete absence of harm in relation to this proposal. Although the appeal site is located in the Green Belt, there would be no significant effect on openness. The parking spaces required for the proposed uses would be visually contained and would not be prominent or intrusive. To refuse the appeal on this basis would imply that virtually any scheme to re-use buildings which require a number of parking spaces would have to be refused.

6.02 In my view, it is only in very different and probably relatively exceptional circumstances that such a consideration would justify rejection. This would be where the area of parking was particularly extensive and large scale. The current scheme, however, is broken up into two smaller areas and relatively modest in scale. It would also need to be in a relatively open and prominent location to raise a significant and justifiable concern. The location of the parking in this case would be well contained at the site by existing buildings, fencing and new planting. For these reasons there would be no loss of openness.

6.03 The buildings are of solid and permanent construction and no major rebuilding or reconstruction is needed or proposed. The proposal therefore satisfies the tests in PPG2 and local policies so that it does not comprise inappropriate development in the Green Belt. Having said this the Council's case on this matter appears confused, as they do not conclude that the proposal constitutes inappropriate development in the Green Belt but merely, in reason for refusal number one, that it would be to the detriment of the rural character and amenity of the Green Belt, which is a different matter.

6.04 The buildings make an important contribution to the Conservation Area and the riverside environment, which the Council acknowledges. As an economic asset the buildings must be put to productive use if their maintenance and upkeep is to be funded. The use of the buildings for commercial purposes is favoured by local and national policies and appears to be the best solution to ensure that they have a viable future and remain an important feature at the core of the Conservation Area and adjacent to the river.

6.05 The Council's approach in relation to sustainability and the need to minimise unnecessary vehicle movements is inconsistent and ill conceived. The widespread application of the approach taken to the Appellant's scheme would see the vast majority if not all similar proposals refused. This is clearly not the intent of national and local policies and is not the reality as the Council does not apply its policies on a consistent basis. Other planning permissions in the locality and further afield show that the Council's approach is generally to accept such uses subject to travel plans incorporating measures such as mini bus services. In the case of the appeal scheme this approach was not taken, which appears unreasonable.

6.06 The appeal proposal would help to provide premises for relatively small firms that are likely to be local in nature. It would ensure the retention

of an attractive feature in the locality. Any alterations to the building would be sympathetic to its historic character.

6.07 There is a complete absence of harm in relation to this case and it is therefore respectfully requested that the above appeal be ALLOWED.



APPENDICES

EVANS PLANNING AND DEVELOPMENT CONSULTANCY

APPEAL BY TA COPAS FAMILY SETTLEMENT AGAINST THE REFUSAL OF PLANNING PERMISSION BY WOKINGHAM DISTRICT COUNCIL FOR CHANGE OF USE OF AGRICULTURAL BARNS TO STORAGE USE (B8) AND OFFICE USE (B1)

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LIST OF APPENDICES

1. Conservation Area Plan and note from Council
2. Photographs of appeal site
3. Committee Report for planning application the subject of this appeal
4. Committee Reports relating to other proposals to re-use buildings in the countryside in Wokingham District

APPENDIX ONE

THE PROPOSED REMENHAM CHURCH CONSERVATION AREA

What does Conservation Area designation mean?
A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Designation of a Conservation Area has several consequences, including those outlined below;

1) The demolition of certain buildings is brought within conservation area control, and they may only be demolished with the consent of the appropriate authority (conservation area consent).
2) It becomes an offence to cut down, top, lop, uproot, wilfully damage or wilfully destroy any tree in the area except with the consent of the local planning authority.
3) Permitted development rights are more restrictive than in other areas.

The parish of Remenham is situated in a bend of the Thames on the north facing slope of the chalk hills running down to the river. On the western side of the river are Henley and Fawley Court. The centre of the river marks the boundary between Oxfordshire and Berkshire; the area to the south is now within the district of Wokingham.

Boundary Details
The western edge of the proposed Remenham Church Conservation Area is contained by the Thames, its towpath and strip of meadow. Remenham Lane forms the visual and physical boundary to the eastern edge of the proposed Conservation Area. It runs along the foot of the hillside and delineates the change of landscape character between the enclosing contoured farmland and the flat meadowland of the river valley. The curtilage edge of Remenham Manor forms the northeastern boundary to the proposed Conservation Area.

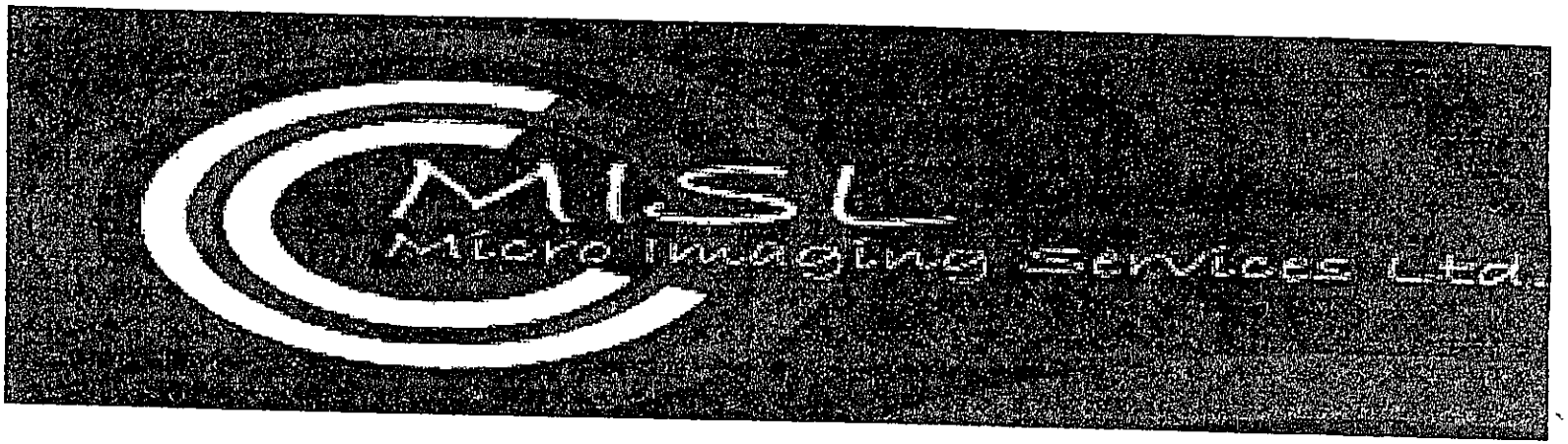
Character and Appearance of Conservation Area
The proposed Conservation Area is centred around the church, rectory, school, village hall and Remenham Farm. The visual focus of this proposed Conservation Area is the church, Remenham farmhouse, the farm and barn and the public open space that these buildings enclose. The Church and Old School House have mainly flint elevations, and the remainder of the buildings have been built in brick.

All of these buildings, together with several early 19th century houses and a couple of farmsteads form the village of Remenham. They make a natural and complete group in terms of their architectural and historic importance, displaying a sense of unity and character that could easily be harmed by inappropriate development. The area is characterised by a combination of the close relationship between the Church, the farm and the manor house, and the domination of the River Thames.

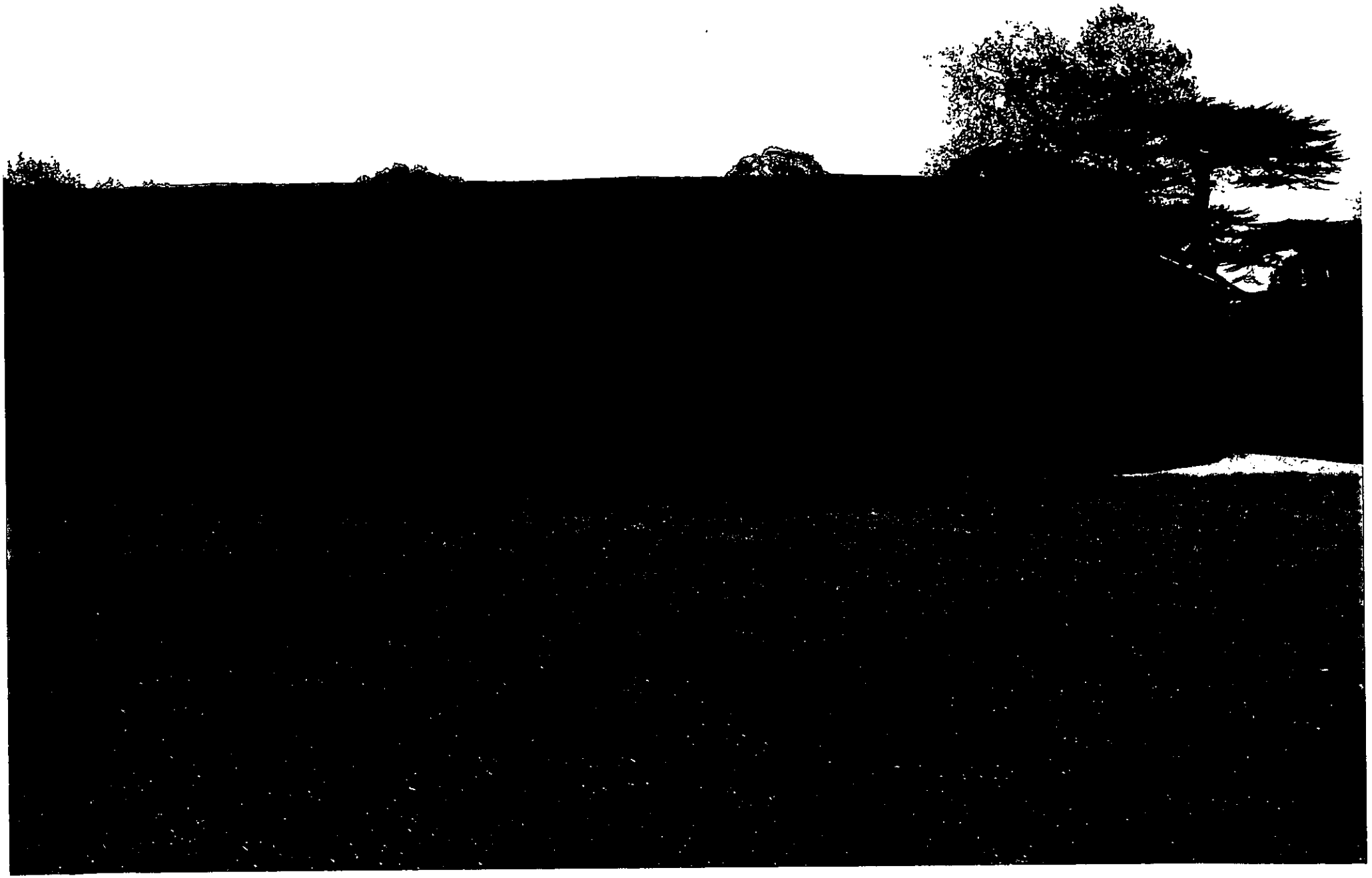
Improvements to the Conservation Area
The majority of the area is in private ownership and therefore any enhancement proposals would be limited to the river frontage, Remenham Lane and the area fronting the church and farmhouse.

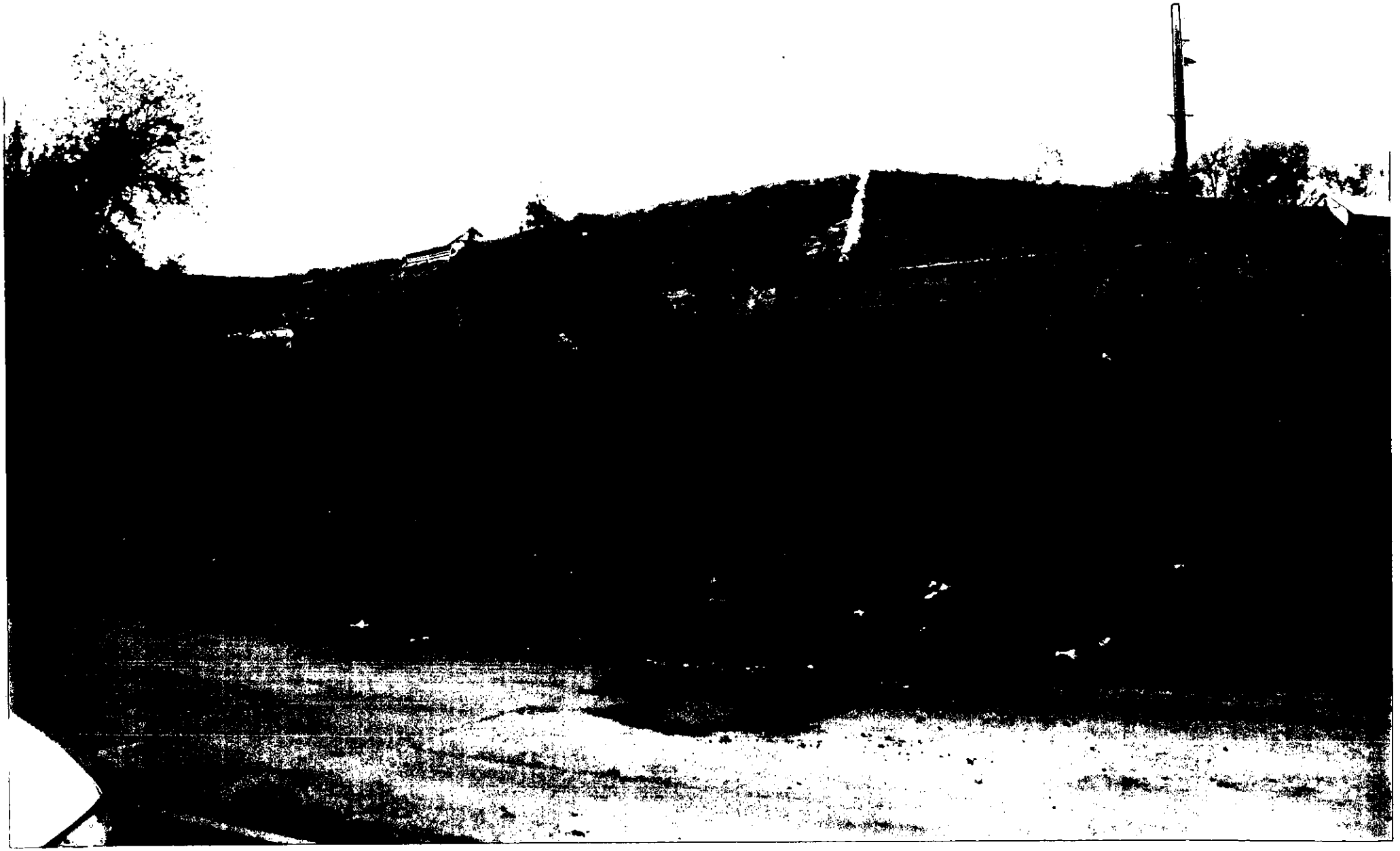
APPENDIX TWO

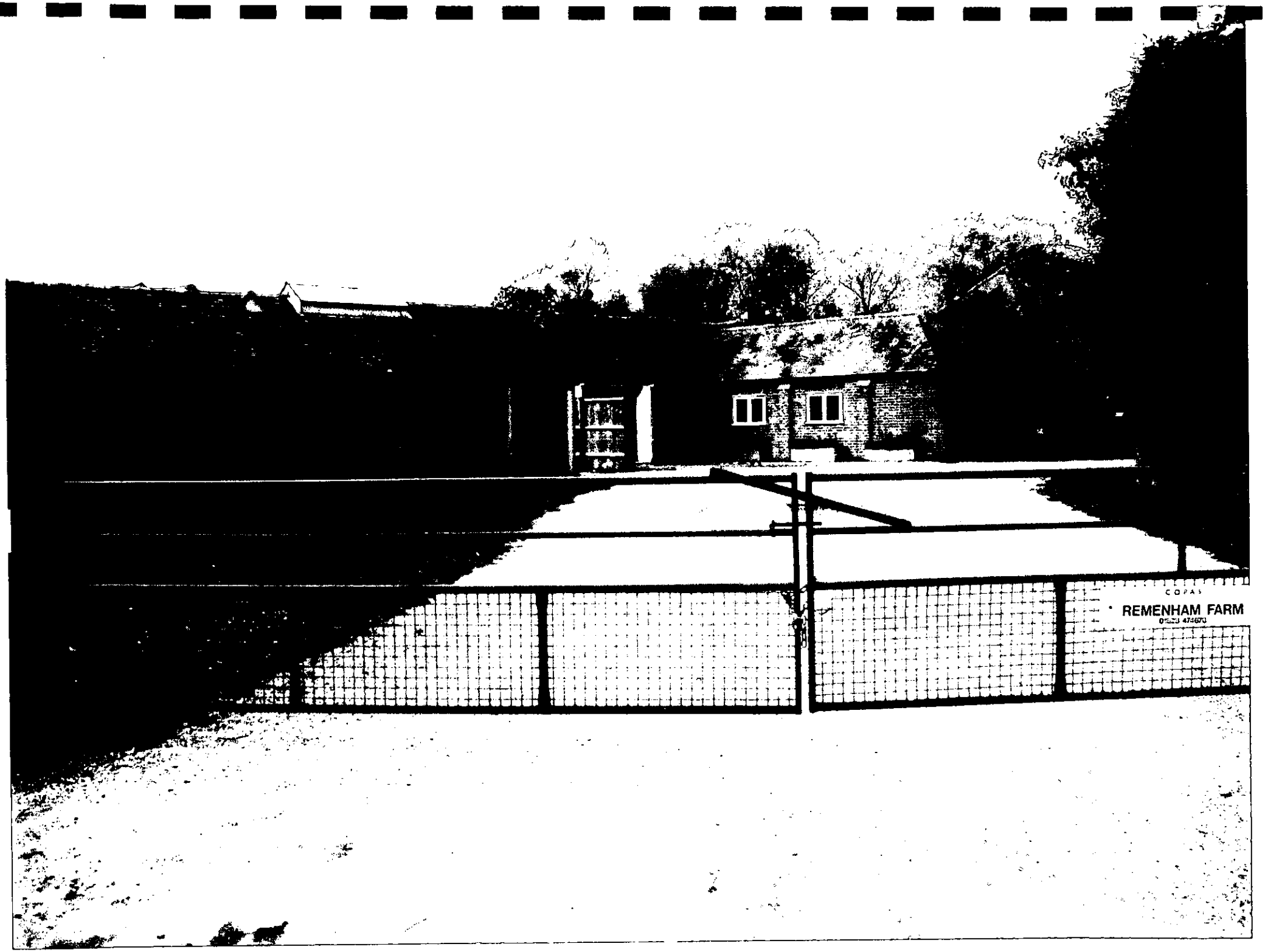
THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN






COPAS
REMENHAM FARM



APPENDIX THREE

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

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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.

APPENDIX FOUR

Development Control Ref No	Received	Parish	Ward
F/2003/0524	10.11.2003	Wargrave	Wargrave

Applicant Mr and Mrs Edwards
Location Upper Culham Farm, Upper Culham Road
Proposal Change of use of redundant farm buildings to B1 business use and associated parking; formation of a new access; erection of a two metre high boundary wall and construction of a new pond.

FOR CONSIDERATION BY Development Control Committee on 18 .02.2004
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

The application relates to a 1.2 hectare site, located within the Green Belt and an Area of Special Landscape Importance. The site lies on the eastern side of Upper Culham Road and is occupied by a group of farm buildings, which are currently unoccupied. These buildings, together with the farm house, which lies to the north, and dwellings on the western side of the road fall within an area designated as an Area of Special Character. Some of the buildings within this group are listed and further to the west the Park Place estate is designated as a Historic Park.

The proposal relates to 1,031 m^2 of existing farm buildings, identified as buildings 1 – 8 on the site layout drawings. Buildings 1, 3, 4, part of 5, and 6 would provide 620 m^2 for class B1 business use with buildings 2 and 7 providing a further 221 m^2 covered parking. 190 m^2 of the existing building 8 would be refurbished and retained in agricultural use. The proposal would also entail the demolition of 629 m^2 of existing agricultural buildings.

Associated works would include relocation of the access, slightly to the south; closure of the existing access to Kenton's Corner Cottage; demolition and replacement of a boundary wall; and formation of a pond.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to a S106 agreement to secure provision of the foot- and cycle-path shown on drawing Nos 667-SP4 and 667-SP5, together with appropriate signage, to be available to the public at all times and the conditions set out below. Should the legal agreement not be completed within six months from the date of the resolution the Development Control Manager is authorised to refuse the proposals on the basis of lack of contributions.

Conditions

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. Before the building operations hereby permitted are commenced, samples and details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

Reason: To ensure that the external appearance of the building is satisfactory.

3. Detailed drawings and/or samples of materials, as appropriate, in respect of the new joinery, including full sized moulding profiles, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun and the work shall not be carried out other than in accordance with the approved drawings and samples.

Reason: In order to safeguard the special architectural and historic interest of the building.

4. A schedule of repairs, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun and the work shall not be carried out other than in accordance with the approved drawings and samples.

Reason: In order to safeguard the special architectural and historic interest of the building.

5. The proposed rooflight windows shall be set flush with the adjacent roofing materials, and not project above the plane of the roof in which they are located.

Reason: In the interests of visual amenity and to safeguard the setting of nearby listed buildings and character of the Area of Special Character in which the property is located.

6. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development; the approved landscaping scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of any of the building(s) hereby approved and retained.

Reason: In the interests of visual amenity.

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of visual amenity.

8. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any of the buildings for their permitted use. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

9. No development shall take place until details of swift nesting facilities in the eaves of the buildings and a scheme for the installation of a barn owl polebox nesting site and access to it has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure that the proposal does not have a detrimental impact on habitats for protected species.

10. Works related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 8 am and 7 pm Monday to Friday and 8 am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

11. All plant, machinery and equipment (including fans, ducting and external openings) used at the premises shall be so installed, maintained and operated as to prevent the transmission of noise and vibration into any premises either attached to, or in the vicinity of the premises the subject of this permission.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the residential amenities of adjoining occupiers.

12. No machinery shall be operated, no process shall be carried out and no deliveries taken or dispatched from the site otherwise than between the hours of 8 am to 6 pm Mondays to Fridays (inclusive) and 8 am and 1:30 pm on Saturdays and not at all on Sundays or Bank or National Holidays.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

13. Surface water control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

Reason: To prevent the increased risk of flooding and to improve water quality.

14. Details of a suitable car share scheme shall be submitted to and agreed in writing by the Local Planning Authority before occupation of any of the buildings for the uses hereby approved and the approved scheme shall be maintained in perpetuity. Potential occupants of the buildings shall be made aware of the car share scheme and cycle facilities at the marketing stage.

Reason: To encourage sustainable travel to the site, which is in a remote location.

15. No part of any of the buildings hereby permitted shall be occupied or used until the vehicle parking and turning space, cycle storage and changing/showering facilities herein approved have been provided. The vehicle parking and turning space, cycle storage and changing/showering facilities shall be permanently maintained and used for no other purposes.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

16. Before any other part of the development hereby permitted is commenced, the vehicular access proposed shall be formed and provided with visibility splays shown on the approved drawing number 667/SP3 B. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience.

17. No building shall be occupied until the access and the foot/cyclepath has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and convenience.

18. The existing vehicular access to the site shall be stopped up and abandoned, and the verge crossing shall be re-instated to the satisfaction of the Local Planning Authority

within one month of the completion of the new access.

Reason: In the interests of highway safety and convenience.

19. No gates provided shall be at the site entrance without the prior written consent of the Local Planning Authority .

Reason: in the interests of road safety and the character of the area.

20. No building shall be occupied until the vehicular access has been surfaced with a bonded material across the entire width of the access for a distance of seven metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the carriageway and in the interests of road safety.

21. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity.

Reason: In the interests of visual amenity.

22. Immediately following the implementation of this permission, 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 buildings, extensions or alterations permitted by Part 8 of the Second Schedule of the 1995 Order shall be carried out without the prior written permission of the Local Planning Authority.

Reason: To safeguard the character of the premises and the residential and visual amenities of the occupiers of adjoining properties.

23. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.

Reason: In the interests of visual amenity.

24. No operations associated with the use hereby approved shall be undertaken otherwise than inside buildings and no operations other than parking, manoeuvring, loading or unloading, shall be undertaken outside buildings.

Reason: In the interests of visual amenity.

Informatives

1. This decision relates Drawing Nos 667/SP1/B, SP3/B, LA1/A, received by the Local Planning Authority on 10 November 2003; Drawing No 667/LA2, received by the Local Planning Authority on 20 November 2003; Drawing Nos 667/ P1/C, P2/A, P3/B, P4/B, P5/B, P6/C, P7/C, P8/D, received by the Local Planning Authority on 8 January 2004; and Drawing Nos 7456/05, /06, /11 and /12 received on 10 November 2004.

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, C2, C3, C4, C8, C9, C11, BU1, EN1, EN2, EN3, EN4, EN5, EN7, EN8, EN9, T1, T2, T3, T4, T5, T6, T7, R2

Green Belt Local Plan for Berkshire policies 1, 15, 17 & 19

Wokingham District Local Plan (as proposed to be further modified) policies WOS1, WOS3, WOS4, WOS5, WOS6, WOS7, WGB1, WGB4, WCC1, WCC4, WCC5, WLL2,

WLL7, WNC3, WNC5, WRE1, WRE2, WBE1, WBE9, WBE10, WBE11, WHE8, WHE9, WHE11, WR8, WR13, WR20, WIC15, WIC16, WIC17, WIC19, WT1, WT2, WT3, WT3A, WT6, WT7, WT9, WT10

3. The development accords with the policies contained within the adopted/emerging development plan and there are no material considerations which warrant a different decision being taken.

4. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is any existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions. Contact Claire Murphy on 01276 454509 for further details.

Author Emy Circuit	**Email** development.control@wokingham.gov.uk
Service Development Control	**Telephone No** 0118 974 6428 / 6429
Date 09.02.2004	

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

The majority of the farm buildings it is proposed to retain are shown on the 1875 Ordnance Survey plan and the farmhouse was indicated on the 1899 map. From 1949 until the 1990's there were various applications for development associated with the agricultural use of the site. An application for stables was refused in 1988 and in 2002 an application for two wildlife conservation ponds was approved.

An application for the change of use of the existing buildings for commercial uses, together with new building and other associated development was submitted in March 2003 but was withdrawn prior to determination. There were a number of concerns regarding the scale of the proposal, the suitability of some of the buildings for conversion; the amount of re-development and new development and the impact on the character of the area.

The farmhouse was the subject of a separate application for a replacement dwelling which was refused in October 2003 (F/2003/8761) but a revised application (F/2003/0616) was approved in January 2004.

CONSULTATION

Access and Movement – No objection subject to conditions
Landscape Officer – no objection subject to submission of further details
Conservation Officer – no objection subject to conditions
Environmental Health Officer – no objection subject to conditions
Public Rights of Way Officer – no objections
Policy and Plans – reuse of the buildings is acceptable in principle, providing the openness of the Green Belt is retained, safe access can be achieved without harm to the character of the area and the appearance of the buildings is appropriate to the Area of Special Character.
Ecologist – no objection subject to conditions
Drainage Officer – no comments or conditions requested
Environment Agency – no comment has been received so far but it is noted that the Environment Agency had no objection to previous larger proposal, subject to one condition, which has been included in the recommendation above.
Ramblers Association – no comments received
Thames Water – no objection
Wargrave Parish Council – no objection providing that parking provision and traffic control measures are implemented – see attached comments.
Local Residents –

Eight letters of objection were received from local residents. Several consider that the plans would generally be an improvement and for some correspondents the only concern is the introduction of the new access road. (This road formed part of the previous application, which was withdrawn prior to determination, but, due to concerns regarding its impact, it was not included in the current application.) Other issues raised are as follows:

- the increase in traffic resulting from the proposal would have an adverse affect on the safety of the small country road, in particular to horses, dog walkers and children walking to school

- the improved sight lines at the access and cycle/footpath are noted but traffic would also approach from Kenton's Lane and via Cockpole Green and extension of the path in

this direction/traffic calming measures to dissuade use of this approach are suggested

- what is light industrial use? it is not appropriate in an agricultural/residential area/ would set a precedent and residential or equestrian use would be preferable.

One letter was received regarding the transport assessment, who commented that although there had not been reported accidents there were accidents and near misses in the vicinity of the site and the Highway Officer's view should be given predominance.

Two letters were received regarding the revisions to the works to the buildings, which do not overcome previous objections, in particular in relation to traffic generation and road safety.

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. Of relevance to this proposal, in accordance with Wokingham District Local Plan (as proposed to be further modified) policies WCC1 and WGB1, the circumstances where development in the Countryside and Green Belt is acceptable in principal include the re-use and adaptation of existing rural buildings and proposals for diversification of established agricultural businesses.

2. A farm plan, prepared in July 2003, was submitted with the application and, while some aspects of this report have been superseded, it remains helpful in setting out the general context for the proposal. The farm comprises a total of 228 acres, of which 215 acres are farmed, and has traditionally been a mixed arable and stock farm. The report concludes that the buildings it is proposed to convert are redundant for agricultural purposes and that their condition would be likely to deteriorate further if not converted. Their conversion would not result in the development of additional buildings and, in view of the size of the farm, it would be difficult for any farming venture at Upper Culham Farm to be financially viable without this diversification. While the report is not, in itself, sufficiently detailed to demonstrate that the proposal is acceptable as a farm diversification proposal, it does provide additional support for a proposal that is acceptable, in principle, as it involves re-use of existing buildings.

3. Where such development is acceptable in principle, 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. Policy WGB4 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. A structural report was submitted with the proposals and demonstrates that the buildings are capable of conversion; other issues are considered in more detail elsewhere in the report. Policy WRE1 is also relevant to farm diversification proposals but relates more to the use of land than buildings.

The impact on the character of the area

4. In considering the impact on the character of the area, consideration should be given to the rural character of the area, openness of the Green Belt and the special characteristics of the Area of Special Landscape Importance and Area of Special Character. Regard should also be had to any impact on the setting of the nearby listed buildings and historic parkland.

5. The area in which Upper Culham Farm is located is defined, in the Council's Draft Landscape Character Assessment, as the Remenham Arable Chalk Plateau. This area is characterized by an intensively farmed agricultural landscape; large fields with an absence of boundary vegetation; a predominantly flat landform, emphasised by lack of vertical elements; clear views across the open landscape; a largely unsettled character with dispersed individual farmsteads. The flat landform creates a sense of openness and views and the application site is located at the top of the plateau, where the landscape is very open and, therefore, very sensitive to change.

6. Key issues in this character area include loss of hedgerows, particularly in highly visible locations such as along roadsides; increasing demand for large scale, visually intrusive agricultural buildings; demands for upgrading the winding network of rural lanes, threatening their intimate character. The proposal would entail removal of an existing boundary wall and hedgerow, in order to achieve acceptable visibility at the site entrance. A replacement wall and hedge would be constructed/planted outside the visibility splays and while this is not ideal in landscape terms, there are wider verges to the north of the site and this is considered to be an acceptable compromise between landscape and highway safety issues.

7. The landscape strategy submitted with the application is generally acceptable, subject to submission of a detailed landscape plan, including planting details. It is suggested that a number of native hedgerow species should be incorporated, including Yew, which is found locally in hedgerows.

8. The complex of buildings that would be retained are traditional farm buildings, which make a positive contribution to the Area of Special Character and their proposed retention, restoration and use is welcomed. The proposal would also involve the removal of a number of (generally more modern) dilapidated structures and this would enhance the Area of Special Character and the openness of the Green Belt.

9. New openings in the buildings, to provide windows and doors, have been kept to a minimum, with the majority being existing or in parts of the buildings that are currently open sided. New openings have been located to coincide with and express the timber frame of the buildings and avoid alterations to the underlying, historic structures. By virtue of this approach, the majority of glazing is confined to the elevations that face into the internal courtyard, thus retaining the appearance of a complex of farm buildings and avoiding an urbanizing impact, when viewed from the surrounding countryside.

10. Buildings 2 and 7 are existing, open sided structures and while they make a positive contribution to the group, it was considered that the alterations required to make them fit for B1 occupation would be too extensive to be acceptable in terms of policy WRE2. However, their proposed use as car ports allows their retention and helps to screen some of the parking provision, reducing its impact on the openness and rural character of the area. Other parking areas would be adjacent to these buildings (partially on the site of buildings that are to be demolished), to minimize the amount of

hard standing for access and turning. The parking area adjoining to building 2 would be adjacent to Upper Culham Road but would be screened by the boundary wall and hedge, that would replace the existing boundary treatments. The second area of 11. parking adjacent to building 7 would be between this building and an agricultural building, would not extend development into open countryside and would be screened by new landscaping

12. The proposal includes a foot-and cycle-path link with the A 4130 (see drawing 677 - SP4). This would run parallel to Upper Culham Road but just inside the adjacent fields, rather than on the highway verge. Thus it would be possible to avoid widening the carriageway and loss of verges and hedges, which would have an urbanizing impact, detrimental to the character of the area.

The impact on the residential amenity of neighbouring properties

13. The nearest neighbouring property is the Well House, which is situated on the opposite side of Upper Culham Road, and to the north of this are The Bungalow and The Cottage. The Well House is set back six metres from the highway boundary and 14 metres from the application site boundary.

Access and Movement

14. In addition to five existing jobs, which would be retained, it is anticipated that about 25 new employees would be generated by the proposed B1 use of the buildings. This would result in up to 20 traffic movements during each of the peak hour periods, which equates to one movement every three minutes. This level of traffic generation would have little discernible impact on the capacity of Upper Culham Road. The proposed car parking provision (25 spaces) would be close to the Council's maximum standard for this type of accommodation).

15. The site is not in a sustainable location but reuse of existing rural buildings for business purposes is acceptable in principle and a number of measures are proposed to improve access to the site and encourage sustainable patterns of travel: a car share scheme would be developed by the farm manager; a cycle/footpath link to the A4130 would be provided (shown on drawing Nos SP4 and SP5); and secure, covered cycle storage and changing/showering facilities have been incorporated in the proposed development (in building 8). The cycle/footpath link would be on land in the applicant's control and would closely follow the line of the boundary fence/hedge. This would provide a safe route for both travel to work and for leisure use, as encouraged by development plan policies, and providing that suitable surfacing materials were used, the impact on the character of the area would be acceptable. Subject to these measures, the proposal is considered acceptable.

16. The access to the site would be relocated, to the south of the existing access, to provide improved visibility at the junction with Upper Culham Road (2.4 metres by 70 and 80 metres). The existing boundary wall and hedge restrict the visibility and these would be removed and a new wall and hedge provided, outside the visibility splay. The impact of this on the character of Culham Road has been assessed above. In addition, the sub-standard access to Kenton's Corner Cottage would be closed, with access being via the main access to the site.

Ecological Issues

17. Wokingham District Local Plan (as proposed to be further modified) Policy WNC3 requires proposals to avoid harm to protected species, which include bats and barn owls. In this case, the proposal would entail the demolition and conversion of the existing buildings on the site, which have the potential to act as roost sites for these species. The applicants commissioned an ecological survey of the site and no evidence of the presence of bats or barn owls was found. Hence, there is no ecological objection to the proposals, subject to conditions.

Flooding and Drainage

18. The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding. The Council's Drainage Officer has not raised any objection to the proposals.

Service, Amenity and Infrastructure contributions

19. 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. Policy R8 sets out requirements for provision of public open space in new commercial development. Where a site cannot accommodate the required open space, the balance will be sought through contributions towards provision or enhancement of off-site facilities.

20. In this case, a new foot- and cycle-path is proposed, which would enhance access to the site and also provide an informal recreation facility. This would be in accordance with both sustainable transport and leisure policies. In view of the provision of this facility, no other contributions are considered justified.

Comments made by Wargrave Parish Council

21. Parking and access issues have been considered in the access and movement section of this report.

Comments made by local residents

22. Traffic generation and highway safety issues have been considered in the Access and Movement section of the appraisal.

23. A light industrial use in Class B of the Use Classes Order is, by definition, one that would not cause disturbance in a residential area. In terms of national and local planning policy, commercial use of existing rural buildings is preferable to residential use, as set out in the section of the report dealing with the principle of development. Equestrian use of the site would be acceptable in principle but the Council must consider the application that has been submitted and determine it on its own merits.

CONCLUSION

Reuse of the existing rural buildings for commercial purposes is acceptable in principle. The existing buildings make a positive contribution to the character of the area and could be converted to the proposed use without major rebuilding or extensive alterations that would result in an urbanising impact. The proposal would not result in unacceptable traffic generation and measures to enhance accessibility of the site and road safety at the access can be implemented without significant harm to the character of the area. The proposed B1 use would not result in unacceptable disturbance to

neighbours. Therefore, the proposed development is considered acceptable.

286 ERECTION OF CAR PARK DECKING FOR NEW AND USED CAR STOCK AT WOKINGHAM MOTORS, THAMES HOUSE, MOLLY MILLARS LANE, WOKINGHAM FOR WOKINGHAM MOTORS LTD

The Committee considered a report on this application set out on Agenda pages 228-238.

Mrs D Wells, agent for the applicant, spoke in support of the application.

RESOLVED That application F/2003/0533 be approved subject to the Conditions set out on Agenda pages 228-239.

287 APPLICATION F/2003/0524 CHANGE OF USE OF REDUNDANT FARM BUILDINGS TO B1 BUSINESS USE AND ASSOCIATED PARKING; FORMATION OF NEW ACCESS; ERECTION OF TWO-METRE HIGH BOUNDARY WALL AND CONSTRUCTION OF POND AT UPPER CULHAM FARM, UPPER CULHAM ROAD, WARGRAVE FOR MR AND MRS EDWARDS

The Committee considered a report on this application set out on Agenda pages 239-265.

Mr R Clark, agent for the applicant, spoke in support of the application.

Frank Browne addressed the Committee as a Local Ward Member in support of the application.

In response to a question, the Development Control Manager advised that the surface of the proposed car park could be controlled as part of the landscaping condition.

RESOLVED That Application F/2003/0524 be approved subject to the conditions set out on Agenda pages 239-243 and the completion of a Section 106 legal agreement to secure the provision of a foot and cycle path and signage. Should the legal agreement not be completed within six months of the resolution, the Development Control Manager be authorised to refuse planning permission due to lack of infrastructure contributions.

288 APPLICATION F/2003/0238 ERECTION OF BUILDING FOR B8 USE WITH ANCILLARY OFFICE (B1) USE (RENEWAL OF CONSENT 98/86345/F) AT UNIT H, HEADLEY PARK AREA 8, HEADLEY ROAD EAST, WOODLEY FOR KENNINGTONS

The Committee considered a report on this application set out on Agenda pages 266-280.

RESOLVED That Application F/2003/0238 be approved subject to the Conditions set out on Agenda pages 267-269.

Development Control Ref No	Received	Parish	Ward
F/2004/2232	14/06/04	Swallowfield	Swallowfield

Applicant RR Waterer & Co
Location Wyvols Court Farm, Basingstoke Road, Swallowfield
Proposal Proposed change of use of redundant agricultural buildings to B1c (light industrial) and/or B8 (storage) use. New access from Basingstoke Road, visibility splay improvements to junction of The Street and Basingstoke Road. Stopping up of two existing accesses onto Basingstoke Road and new internal access track.

FOR CONSIDERATION BY Development Control Committee on 28th July 2004
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

This full application is to change the use of existing agricultural buildings at Wyvols Court Farm to B1c/B8 use. It is also proposed to create a new internal access track and a new access point onto Basingstoke Road and stop up the existing two access points. Visibility splay improvements are proposed to the junction of The Street and Basingstoke Road.

The application is before Development Control Committee as it comprises 1074sqm of development and is therefore considered a major application.

RECOMMENDATION

To GRANT Planning Permission subject to conditions as follows:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall so be installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers. Development shall not begin until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority.
Reason: To safeguard the residential amenities of adjoining occupiers.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

3. No machinery shall be operated, no process shall be carried out and no deliveries taken or dispatched from the site other than between the hours of 7.30am to 6pm Mondays to Fridays and 7.30am to 1.30pm Saturdays and they shall not be carried out on or operated on Sundays or Bank or National Holidays.
Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire

Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

4. All dust, grit, ash, smoke, steam and fumes created from the use hereby approved shall be extracted via ventilation and filtration equipment to avoid a nuisance to nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and approved in writing by the Local Planning Authority before installation. The approved details shall be installed prior to commencement of the use hereby approved and shall thereafter be maintained.
Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting 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.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

6. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan Policies WOS3 and WBE1.

7. No operations associated with the use hereby approved shall be undertaken otherwise than inside buildings and no operations other than parking, manoeuvring, loading or unloading, shall be undertaken outside buildings.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan Policies WOS3 and WBE1.

8. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following, as appropriate:

- Additional native planting along the northwestern site boundary to screen the buildings and lorry parking area from the open countryside;
- Additional native hedgerow planting along the proposed access track;
- Additional planting along the boundary with Wyvols Court adjacent to the car parking area,
- Trees to be retained within the car parking will need to be identified and located on a plan and space around them left for additional planting;
- Specification (including cultivation and other operations associated with plant and grass establishment),
- Schedules of plants, noting species, planting sizes and proposed numbers/densities

where appropriate, and

- Implementation timetable.

Also, where the existing access is to be stopped up, the drive should be broken up and planted with native trees to extend the existing adjacent shelterbelt into this area. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy EN1; Deposit Draft Berkshire Structure Plan Policy EN1 and Wokingham District Local Plan Policies WOS3, WLL4, WBE1 and WBE5.

9. No part of any of the three buildings the subject of this application, shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.
Relevant Policies: Berkshire Structure Plan Policy T6; Deposit Draft Berkshire Structure Plan Policy T6; Wokingham District Local Plan Policy WT6 and Appendix 8.

10. Before any other part of the development hereby permitted is commenced, the vehicular access proposed shall be formed and provided with visibility splays shown on the approved drawing number 1136/GA/001B. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

11. The existing vehicular accesses to the site shall be stopped up and abandoned, and footway and/or verge crossings shall be re-instated to the satisfaction of the Local Planning Authority within one month of the completion of the new access.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

12. No building shall be occupied until the vehicular access has been surfaced with a bonded material across the entire width of the access for a distance of 16.0 metres measured from the carriageway edge.
Reason: To avoid spillage of loose material onto the carriageway and in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

13. Any gates provided shall be set back a distance of at least 16.0 metres from the highway boundary and shall not open towards the highway.

Reason: To ensure that vehicles can be driven off the highway before the gates are opened, in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

14. The access track is to be provided with suitable passing places, the position and size of which are to be submitted to and agreed in writing by the Local Planning Authority.
Reason: To ensure that vehicles can pass each other on the site, in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

15. The areas covered by the visibility splays are to be dedicated to the Local Highway Authority as adopted public highway.
Reason: To ensure the retention of the visibility splays in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

16. The external surfaces of the buildings shall be painted in colours to be submitted to and approved by the Local Planning Authority prior to the use commencing.
Reason: To ensure that the external appearances of the buildings are satisfactory.
Relevant Policies: Wokingham District Local Plan Policy WOS3.

17. 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 additional farm buildings shall be erected for the purposes of agriculture on the site.
Reason: To safeguard the character of the countryside.
Relevant Policies: Wokingham District Local Plan policies WOS1, WOS3 & WCC1, Berkshire Structure Plan policies LD3, C2, C9.

18. This permission is in respect of plan nos. 1136/GA/001 Rev B (Proposed Vehicular Access), 403/04/2 (Site Plan), 403/04/3 (Floor Plan) and 403/04/1 (Location Plan) received by the Local Planning Authority on 14/06/04. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure that the development is carried out in accordance with the approved details.

Informatives
1. The development accords with the policies contained within the adopted / emerging development plan and there are no material considerations which warrant a different decision being taken.

2. The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practises (please contact the Environment Agency for further information). With respect to surface water drainage, this should not drain to the sewer as this is a major contributor to sewer flooding. The applicant is advised to contact Thames Water for advice on the disposal of surface water.

3. If bats or signs of bats are encountered at any point during the conversion of the buildings, then all works must stop immediately and the local English Nature office informed. This is to ensure the survival of a legally protected species.

4. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

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

Berkshire Structure Plan Policies: OS1, LD1, LD3, LD5, LD6, LD8, C1, C2, C9, C11, EN2, EN3, BU1, BU2, T6, T7

Wokingham District Local Plan Policies: WOS1, WOS3, WOS4, WOS6, WOS7, WCC1, WLL4, WNC4, WBE1, WBE4, WBE5, WRE1, WRE2, WT1, WT3,WT5, WT6, WT7, WIC14

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Date 19th July 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

The three buildings proposed to be re-used for B1c/B8 use were originally used for machinery sheds and a grain store, however the buildings have been agriculturally redundant since 1995 when the holding became wholly arable. Since that time arable production on the holding has been undertaken by contractors and there is no requirement, either now, or in the forseeable future, for farm buildings on the holding. The buildings are suitable for re-use as they stand as they are structurally sound and are of a form, bulk and design that is typical of the countryside.

In recognition of the substandard visibility of the existing accesses that serve both Handpost Farm and Wyvols Court Farm from Basingstoke Road, the proposed development proposes a scheme to improve access to the holding. This will result in a closure of the existing access points to Handpost Farm and Wyvols Court Farm, the formation of a new access to serve both sites and improvement to visibility splays to the south side of the nearby junction between The Street and Basingstoke Road. The proposed internal access track will connect the new access to existing buildings within the site.

The buildings to be re-used have a total floor area of 1074sqm. The development is speculative and no potential tenants have as yet been sought or identified.

It is important to note that a similar development was been granted planning permission at Handpost Farm, which is to the south of Wyvols Court Farm (F/2004/1157). This application (by the same applicant as the current scheme), was for a change of use to two redundant agricultural buildings, demolition of two farm buildings and road improvements. The road improvements are the same as that in the current application. It is therefore important to recognise that the road improvements works proposed in the current scheme have already been approved in the previous scheme (F/2004/1157). The applicant has included them in the current scheme to ensure consistency between applications.

CONSULTATION

Access & Movement: No objections subject to conditions.
Ecological Officer: No objections.
Conservation Officer: No objections
Environmental Health: No objections.
Thames Water: No objections subject to informatives
Environment Agency: No response at time of report.
Landscape Officer: No objections subject to conditions.
Swallowfield Parish Council: See attached comments.
Local Member Comments: No comments received.
Local Residents: There have no letters received at the time of this report.

APPRAISAL

Principle of Development

1. The farm is located beyond the identified settlement in the countryside. National Planning Policy in PPG7 makes it clear that the countryside should be safeguarded for its own sake and that the guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. A competitive and sustainable agricultural industry is vital to the economic, social and environmental well being of rural areas. This application seeks consent to use the redundant farm

buildings at Wyvols Court Farm for B1c/B8 use (light industrial and storage use). PPG7 states that it is 'usually preferable for farm diversification schemes to re-use good quality existing buildings and put them to a new business use, rather than build new buildings in the countryside'. PPG7 also encourages rural enterprise and the recently published consultation draft PPS7 also supports commercial enterprise. The proposed development is therefore in line with PPG7.

2. Policy WCC1 of the Wokingham District Local Plan reiterates the advice in PPG7 and states that development in the countryside will be strictly controlled. Only certain types of development will be permitted. Acceptable forms of development include the re-use and adaptation of existing buildings and diversification of an established agricultural business. The proposed development is therefore acceptable in principle. This is subject to it being appropriate in scale, form, materials, design and character to its location in the countryside.

3. Policy WRE2 outlines the criteria to be considered when assessing applications to re-use and adapt rural buildings. One of the considerations is that the building must be suitable for the proposed use without major rebuilding or alteration. The structural report submitted with the application confirms that this is the case.

4. The principle of converting these farm buildings is therefore broadly acceptable. However, the application must also be assessed in the context of the additional criteria outlined in the aforementioned policies relating to detailed issues such as impact on character, neighbours, environmental and sustainability issues.

Impact upon Countryside & Landscape Issues

5. The site is located within the countryside and is adjacent to a green route enhancement zone and Green Gap (on eastern side of Basingstoke Road). There are limited public views into the site from Basingstoke Road due to the buildings being located to the rear of Wyvols Court. The buildings in question all face onto an area of hardstanding and beyond this to the west is an area of open pasture – currently used for growing crops.

6. Policy WLL4 of the Wokingham District Local Plan states that new development will need to respect the landscape character of the area and provide measures for the protection and enhancement of the landscape character, particularly boundary features. The landscape in which the site is located is one of an intensive open agricultural landscape, which is dominated by large arable fields. Field boundaries are often defined by mechanically-flailed hawthorn hedges or are open with some post and rail fencing. The Landscape Officer has no objection to the proposed development however in order for the proposals to integrate well into the wider landscape character of the area additional landscaping will be required. This is especially around the site boundaries and the new access road. Although the new internal access track could be considered to have an urbanising impact upon the surrounding countryside, adequate planting will help to screen it. The proposed car parking spaces will be located in an area surrounded by existing buildings and so will have minimal visual impact on the countryside. Additional landscaping will help to screen the car parking area from the listed building. Additional landscaping requirements can be ensured by way of condition. The proposals are therefore considered to have no significant impact upon the character of the landscape in the area.

7. There are no proposed changes to the buildings with the exception of a new concrete

floor in Building C. Building A & C have previously been painted in green colours which have minimal impact on the open countryside to the west of the site. Building B has not been painted and it is considered that this would help it blend into the open countryside to the west. This can be required through condition. The buildings themselves will therefore have no further impact upon the open character of the countryside.

8. The site is in close proximity to the listed building named Wyvols Court, which is currently in office use. The buildings themselves are existing so will not have any further impact on the setting of the listed building. However the proposed car parking area will be located approximately 18m away from the building. The proposed car parking area is already graveled and a close-boarded fence separates it from Wyvols Court. The proposed car parking area is therefore not considered to impact on the setting of the listed building. It is considered that additional landscaping along this boundary will provide for further screening.

Impact upon the residential amenity of the neighbouring dwellings:
9. Policy WOS3 of the Wokingham District Local Plan emphasises that development must be able to integrate into the local context without detriment to the amenities of adjoining land uses and occupiers. Policy WOS6 refers to noise, hours of operation, pollution and light pollution. WOS7 refers specifically to noise.

10. The nearest property to the application site is Wyvols House, which is located on the opposite side of Basingstoke Road, approximately 190m away from the closest building in this application. External lighting can be controlled by way of condition to ensure it will not impact upon the surrounding property owners or the character of the area. Environmental Health Officers have also recommended conditions to control hours of operation and levels of noise emanating from the site. This will help ensure the B1c/B8 operations will not disturb the surrounding property owners.

Access and Movement:
11. Although the proposal is not in a sustainable location, it is located on a bus route and is also within reasonable distance to Swallowfield Village, giving some opportunities for travel to the site by means other than by private car. The level of development proposed on the site is therefore considered to be acceptable. The application proposes to stop up two dangerous access points onto Basingstoke Road and create one safer access point. The applicants will also be creating wider visibility splays for the junction of The Street with Basingstoke Road. There have been 17 recorded accidents on the stretch of Basingstoke Road from Back Lane to Bull Lane. Of these, 6 involved right turn movements with one accident being fatal. The proposed road improvements will therefore have significant benefits for the highway safety of the area and the site. Adequate parking spaces are proposed on the site for the development. The Highways Authority have no objections to the proposed development.

Flooding Issues:
12. The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding. The Environment Agency have no comments with regard to the application.

Services, Amenity and Infrastructure Contributions
13. No contributions are required with respect to the proposed development.

Concerns of Parish Council and Local Residents.

14. The Parish Council foresees a problem if there is an upturn in the agricultural industry, as applications may be made for new agricultural buildings (as the existing ones are being used for B1 and B8 purposes). A condition will ensure that permitted development rights are removed for agricultural buildings on this site.

CONCLUSION

The site is located within the countryside and comprises buildings formerly used for agricultural purposes. The proposed development is acceptable in principle under policies in the Wokingham District Local Plan and with additional landscape screening, is not considered to impact upon the open character of the countryside. The proposed highway improvements will help to improve highway safety in the area and stops two existing dangerous access points. Any additional impacts upon local residents will be mitigated adequately through the use of conditions, and with additional landscaping, the appearance of the site will be visually enhanced. The scheme is therefore considered to be acceptable.

The Committee considered a report on this application set out on Agenda pages 136-144.

RESOLVED That Application F/2004/1125 be approved subject to the conditions set out on Agenda pages 136-137.

46 APPLICATION F/2004/2232 CHANGE OF USE OF REDUNDANT AGRICULTURAL BUILDINGS TO B1c (LIGHT INDUSTRIAL) AND/OR B8 STORAGE USE. NEW ACCESS FROM BASINGSTOKE ROAD, VISIBILITY SPLAY IMPROVEMENTS TO JUNCTION OF THE STREET AND BASINGSTOKE ROAD. STOPPING UP OF TWO EXISTING ACCESSES ONTO BASINGSTOKE ROAD AND NEW INTERNAL ACCESS TRACK AT WYVOLS COURT FARM, BASINGSTOKE ROAD, SWALLOWFIELD FOR RR WATERER AND CO

The Committee considered a report on this application set out on Agenda pages 112-124.

The Development Control Manager drew Members' attention to a number of additional recommended conditions requested by the Drainage Officer. The detailed wording of these Conditions was set out in the Members' Update.

RESOLVED That application F/2004/2232 be approved subject to the conditions set out on Agenda pages 112-115, and to the following additional conditions:

19) Development shall not begin until surface water drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.
Reason: In order to ensure the provision of surface water drainage works to adequately serve the proposed development

20) Details of land drainage works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. The work shall be constructed and implemented in accordance with those details.
Reason: In order to ensure the provision of land drainage works to adequately serve the proposed development.

21) Details of surface water balancing works together with details of the stage of the development at which the works will be brought into use are to be submitted to and approved in writing by the Local Planning Authority prior to commencement on site.
Reason: In order to maintain and not increase surface water flow rates as a consequence of the development.

47 APPLICATION F/2004/2085 ERECTION OF TWELVE FLATS, BICYCLE STORE AND DEMOLITION OF EXISTING DWELLING AT 19 WILTSHIRE ROAD, WOKINGHAM FOR MR COHEN

The Committee considered a report on this application set out on Agenda pages 145-160.

Mrs M Robertson addressed the Committee as a Local Ward Member objecting to the application.

The Committee supported the recommendation to grant planning permission, subject to an additional condition restricting the hours of construction, and an additional Informative encouraging the applicant to implement sustainable drainage techniques.

RESOLVED That Application F/2004/2085 be approved subject to the

Development Control Ref No	Received	Parish	Ward
F/2004/1157	26/02/04	Swallowfield	Swallowfield

Applicant RR Waterer & Co
Location Handpost Farm, Basingstoke Road, Swallowfield
Proposal Proposed change of use of agricultural buildings to B1c/B8 use and new access from Basingstoke Road. Visibility splay improvements to junction of The Street and Basingstoke Road. Stopping up of two existing accesses onto Basingstoke Road. New internal access track and demolition of two farm buildings.

FOR CONSIDERATION BY Development Control Committee on 21st April 2004
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

This full application is to change the use of existing agricultural buildings at Handpost Farm to B1c/B8 use. It is also proposed to create a new internal access track and a new access point onto Basingstoke Road and stop up the existing two access points. Two existing farm buildings are to be demolished and visibility splay improvements are proposed to the junction of The Street and Basingstoke Road.

The application is before Development Control Committee as it comprises 809sqm of development and is therefore considered a major application.

RECOMMENDATION

To GRANT Planning Permission subject to conditions as follows:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall so be installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers. Development shall not begin until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority.
Reason: To safeguard the residential amenities of adjoining occupiers.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

3. No machinery shall be operated, no process shall be carried out and no deliveries taken or dispatched from the site other than between the hours of 8am to 6pm Mondays to Fridays and 8am to 1.30pm Saturdays and they shall not be carried out on or operated on Sundays or Bank or National Holidays.
Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and

WOS6.

4. All dust, grit, ash, smoke, steam and fumes created from the use hereby approved shall be extracted via ventilation and filtration equipment to avoid a nuisance to nearby properties. Details of the nature and location of such ventilation and filtration equipment shall be submitted to and approved in writing by the Local Planning Authority before installation. The approved details shall be installed prior to commencement of the use hereby approved and shall thereafter be maintained.
Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting 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.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

6. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan Policies WOS3 and WBE1.

7. No operations associated with the use hereby approved shall be undertaken otherwise than inside buildings and no operations other than parking, manoeuvring, loading or unloading, shall be undertaken outside buildings.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan Policies WOS3 and WBE1.

8. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate:

- means of enclosure,
- car parking layouts,
- other vehicle and pedestrian access and circulation areas,
- hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc);

Soft landscaping details shall include:

- details of additional native tree and shrub planting along the existing access points to be stopped up;
- details of additional native tree and shrub plantings adjacent to Basingstoke Road to Handpost Farm, so as to extend the existing shelterbelt planting;
- details of new hedgerow and hedgerow trees to be planted behind the sitelines for

the new visibility splay shown from The Street;

- planting plans,
- specification (including cultivation and other operations associated with plant and grass establishment),
- schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and
- implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy EN1; Deposit Draft Berkshire Structure Plan Policy EN1 and Wokingham District Local Plan Policies WOS3, WLL4, WBE1 and WBE5.

9. The existing two buildings shown to be demolished on the approved plan shall be so demolished and all resultant materials permanently removed from the site, within three months of the completion of development.
Reason: In the interests of the amenity of the area.
Relevant Policies: Berkshire Structure Plan Policies LD3 and EN1; Wokingham District Local Plan Policies WOS3 and WBE1.

10. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.
Relevant Policies: Berkshire Structure Plan Policy T6; Deposit Draft Berkshire Structure Plan Policy T6; Wokingham District Local Plan Policy WT6 and Appendix 8.

11. Before any other part of the development hereby permitted is commenced, the vehicular access proposed shall be formed and provided with visibility splays shown on the approved drawing number 1136/GA/001B. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

12. The existing vehicular accesses to the site shall be stopped up and abandoned, and footway and/or verge crossings shall be re-instated to the satisfaction of the Local Planning Authority within one month of the completion of the new access.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

13. No building shall be occupied until the vehicular access has been surfaced with a

bonded material across the entire width of the access for a distance of 16.0 metres measured from the carriageway edge.
Reason: To avoid spillage of loose material onto the carriageway and in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

14. Any gates provided shall be set back a distance of at least 16.0 metres from the highway boundary and shall not open towards the highway.
Reason: To ensure that vehicles can be driven off the highway before the gates are opened, in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

15. The access track is to be provided with suitable passing places, the position and size of which are to be submitted to and agreed in writing by the Local Planning Authority.
Reason: To ensure that vehicles can pass each other on the site, in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

16. The areas covered by the visibility splays are to be dedicated to the Local Highway Authority as adopted public highway.
Reason: To ensure the retention of the visibility splays in the interests of road safety.
Relevant Policies: Berkshire Structure Plan Policy LD5 and Wokingham District Local Plan Policy WT7.

17. This permission is in respect of plan nos. 1136/GA/001 Rev B, 405/03/2 (Site Plan), 405/03/4 (Floor Plan), 405/03/3 (Elevations) received by the Local Planning Authority on 26/02/04, and plan no.405/03/1 (Location Plan) received by the Local Planning Authority on 22/03/04. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure that the development is carried out in accordance with the approved details.

Informatives
1. The development accords with the policies contained within the adopted / emerging development plan and there are no material considerations which warrant a different decision being taken.

2. With regard to condition 8, it is recommended that the existing shelterbelt plantings should be extended to the proposed internal access track as this will help provide screening for proposed car parking. Care will also need to be taken when siting the access track where it passes through an existing hedgerow so as to avoid removing any trees if possible. The applicant should show that this has been considered in the landscape details to be submitted.

3. The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practises (please contact the Environment Agency for further information).

4. If bats or signs of bats are encountered at any point during the conversion of the barn building complex, then all works must stop immediately and the local English Nature office informed. This is to ensure the survival of a legally protected species.

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

Berkshire Structure Plan Policies: OS1, LD1, LD3, LD5, LD6, LD8, C1, C2, C9, C11, EN2, EN3, BU1, BU2, T6, T7

Wokingham District Local Plan Policies: WOS1, WOS3, WOS4, WOS6, WOS7, WCC1, WLL4, WNC4, WBE1, WBE4, WBE5, WRE1, WRE2, WT1, WT3,WT5, WT6, WT7, WIC14

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Date April 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

The two buildings proposed to be re-used for B1c/B8 use were originally erected for intensive poultry use however the buildings have been agriculturally redundant since 1995 when the holding became wholly arable. The buildings are suitable for re-use as they stand and are of a form, bulk and design that is typical of the countryside. Existing dilapidated buildings situated between Basingstoke Road and the application buildings are to be removed as part of the proposed development.

In recognition of the substandard visibility of the existing accesses that serve both Handpost Farm and Wyvols Court Farm from Basingstoke Road, the proposed development proposes a scheme to improve access to the holding. This will result in a closure of the existing access points to Handpost Farm and Wyvols Court Farm, the formation of a new access to serve both sites and improvement to visibility splays to the south side of the nearby junction between The Street and Basingstoke Road. The proposed internal access track will connect the new access to existing buildings within the site.

The buildings to be re-used have a total floor area of 809sqm (including existing mezzanine floor space) and the buildings to be demolished have a floor area of 222sqm.

The development is speculative however a potential tenant has been identified. This is a local firm that supplies packaging materials and wishes to combine its stores and administrative offices in a single location.

CONSULTATION

Access & Movement: No objections subject to conditions.
Policy: No objection to principle of development
Ecological Officer: No objection in principle
Conservation Officer: No response at time of report
Environmental Health: No objections.
Environment Agency: No objections.
Landscape Officer: No objections subject to conditions.
Swallowfield Parish Council: Comments attached.
Local Member Comments: No comments received.
Local Residents: There have been 9 letters in support of the application due to the proposed road access improvements and sympathetic upgrading of buildings. There have been 2 letters of concern. The areas of concern are as follows:

- Use should be restricted to office working hours and no weekend use and vehicle access to the site should be restricted so as to control noise.
- Size of vehicle entering the site should be restricted;
- Highways safety as lorries will add to the danger of this stretch of road;
- Require landscaping to screen site from Basingstoke Road
- Require restrictions to external lighting on the site

APPRAISAL

Principle of Development

1. The farm is located beyond the identified settlement in the countryside. National Planning Policy in PPG7 makes it clear that the countryside should be safeguarded for its own sake and that the guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. A competitive

and sustainable agricultural industry is vital to the economic, social and environmental well being of rural areas. This application seeks consent to use the redundant farm buildings at Handpost Farm for B1c/B8 use. PPG7 states that it is 'usually preferable for farm diversification schemes to re-use good quality existing buildings and put them to a new business use, rather than build new buildings in the countryside'. PPG7 also encourages rural enterprise and the recently published consultation draft PPS7 also supports commercial enterprise. The proposed development is therefore in line with PPG7.

2. Policy WCC1 of the Wokingham District Local Plan reiterates the advice in PPG7 and states that development in the countryside will be strictly controlled. Only certain types of development will be permitted. Acceptable forms of development include the re-use and adaptation of existing buildings and diversification of an established agricultural business. The proposed development is therefore acceptable in principle. This is subject to it being appropriate in scale, form, materials, design and character to its location in the countryside.

olicy WRE2 outlines the criteria to be considered when assessing applications to re-use and adapt rural buildings. One of the considerations is that the building must be suitable for the proposed use without major rebuilding or alteration. The structural report submitted with the application confirms that this is the case.

4. The principle of converting these farm buildings is therefore broadly acceptable. However, the application must also be assessed in the context of the additional criteria outlined in the aforementioned policies relating to detailed issues such as impact on character, neighbours, environmental and sustainability issues.

Impact upon Countryside & Landscape Issues

5. The site is located within the countryside and is adjacent to a green route enhancement zone and Green Gap (on eastern side of Basingstoke Road). There are views into the site from the junction of Charlton Lane with Basingstoke Road as the field boundary adjacent to Basingstoke Road in this area is very open. The wide strip of woodland planting to the north of the site adjacent to Basingstoke Road currently restricts further views into the site.

6. Policy WLL4 of the Wokingham District Local Plan states that new development will need to respect the landscape character of the area and provide measures for the protection and enhancement of the landscape character, particularly boundary features. The Landscape Officer considers that as there is opportunity for significant additional planting in the area, the proposals are acceptable. More specifically, the two accesses to be stopped up should be planted with native tree and shrub species, the existing shelterbelt planting along Basingstoke Road should be extended to Handpost Farm and new hedgerow and hedgerow trees will need to be planted behind the site lines for the new visibility splay shown from The Street. Although the new internal access track could be considered to have an urbanising impact upon the surrounding countryside, adequate planting will help to screen it. The proposed car parking spaces will be located where an existing dilapidated building is located, and this is to be demolished. Additional landscaping will help to screen the car parking area. The proposals are therefore considered to have no significant impact upon the character of the landscape in the area.

he proposed external changes to the buildings themselves are considered to be minor.

These consist only of the insertion of a roller-shutter door on the southeast elevation of building B. The buildings themselves will therefore have no further impact upon the open character of the countryside.

Impact upon the residential amenity of the neighbouring dwellings:
8. *Policy WOS3 of the Wokingham District Local Plan emphasises that development must be able to integrate into the local context without detriment to the amenities of adjoining land uses and occupiers. Policy WOS6 refers to noise, hours of operation, pollution and light pollution. WOS7 refers specifically to noise.*

9. The nearest property to the application site is Handpost House, which is located approximately 11m away from the site boundary at the closest point. A number of other surrounding property owners also have concerns over the proposed development. These pertain to the size of vehicle servicing the site, the hours of operation and external lighting. External lighting can be controlled by way of condition to ensure it will not impact upon the surrounding property owners. Environmental Health Officers have also recommended conditions to control hours of operation and levels of noise emanating from the site. This will help ensure the B1c/B8 operations will not disturb the surrounding property owners.

Access and Movement:
10. The proposed development is located on a bus route and is also within reasonable distance to Swallowfield Village. The level of development proposed on the site is therefore considered to be sustainable. The application proposes to stop up two dangerous access points onto Basingstoke Road and create one safer access point. The applicants will also be creating wider visibility splays for the junction of The Street with Basingstoke Road. There have been 17 recorded accidents on the stretch of Basingstoke Road from Back Lane to Bull Lane. Of these, 6 involved right turn movements with one accident being fatal. The proposed road improvements will therefore have significant benefits for the highway safety of area and the site. Adequate parking spaces have been provided on the site for the development. The Highways Authority have no objections to the proposed development.

Flooding Issues:
11. The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding. The Environment Agency have no comments with regard to the application.

Services, Amenity and Infrastructure Contributions
12. No contributions are required with respect to the proposed development.

Concerns of Parish Council and Local Residents.
The issues raised have been addressed in the report above. The Parish Council have raised concerns over the cumulative impact of the conversion of many agricultural barns/buildings within the area due to potential increases in traffic. However each planning application must be assessed on its own merits and the proposed development at this site is considered to be acceptable.

CONCLUSION

The site is located within the countryside and comprises buildings formerly used for agricultural purposes. The proposed development is acceptable in principle under policies in the Wokingham District Local Plan and with additional landscape screening,

is not considered to impact upon the open character of the countryside. The proposed highway improvements will help to improve highway safety in the area and stops two existing dangerous access points. Any additional impacts upon local residents will be mitigated adequately through use of conditions and the development will also result in the removal of dilapidated farm buildings. With additional landscaping the appearance of the site will be visually enhanced. The scheme is therefore considered to be acceptable.

Mr T Andrew, a local resident, spoke objecting to the application.

Mr A Morris, representing the applicant, spoke in support of the application.

Mrs P Graddon addressed the Committee as a Local Ward Member objecting to the application.

RESOLVED That Application F/2004/1306 be approved subject to the completion of a legal agreement to secure the contributions set out in paragraph 20 of the report (Agenda page 189) to the Conditions set out on Agenda pages 180-184 and to the following additional Conditions:

22. The car parking proposed adjacent to unit 18 together with any other areas of hard surfacing falling within 8 metres of the Oak tree within the garden of 1 Park 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.

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.

Should the Legal Agreement not be completed within six months of the date of the Committee resolution, the Development Control Manager be authorised to refuse the application for failure to make the necessary service, amenity and infrastructure contributions.

343. APPLICATION F/2004/1157 CHANGE OF USE OF AGRICULTURAL BUILDINGS TO B1c/B8 USE AND NEW ACCESS FROM BASINGSTOKE ROAD. VISIBILITY SPLAY IMPROVEMENTS TO JUNCTION OF THE STREET AND BASINGSTOKE ROAD. STOPPING UP OF TWO EXISTING ACCESSES ONTO BASINGSTOKE ROAD. NEW INTERNAL ACCESS TRACK AND DEMOLITION OF TWO FARM BUILDINGS AT HANDPOST FARM, BASINGSTOKE ROAD, SWALLOWFIELD FOR RR WATERER AND CO

The Committee considered a report on this application set out on Agenda pages 259-273.

Mrs C Beatty addressed the Committee as a Local Ward member in support of the application.

RESOLVED That Application F/2004/1157 be approved subject to the Conditions set out on Agenda pages 259-262.

344. APPLICATION VAR/2004/1391 VARIATION TO CONDITIONS 12 AND 16 OF CONSENT 40500 TO ALLOW A SUBSTITUTION OF THE LAYOUT AT WORLD OF GARDENS, SWALLOWFIELD FOR BALCOMBE NURSERIES

The Committee considered a report on this application set out on Agenda pages 292-304.

Mr G Gray, representing the applicant, spoke in support of the application.

Mrs C Beatty addressed the Committee as a Local Ward Member in support of the application.

RESOLVED That Application VAR/2004/1391 be approved subject to the Conditions set out on Agenda pages 292-293.

Development Control Ref No	Received	Parish	Ward	Listed by:
F/2002/6176	20/03/2002	Finchampstead	Finchampstead South	Cllr Long

Applicant Mr & Mrs AE Bishop
Location Church Farm , Church Lane, Finchampstead
Proposal Proposed change of use of agricultural barns to B1 use

FOR CONSIDERATION BY Development Control Committee on 10/03/04
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

The proposed development is to change the use of existing agricultural barns to B1 use (approximately 229sqm).

The application is before Committee as it has been listed by Cllr Long for the following reasons:

- Church Lane is narrow and winding and rural in character. The exit will be on a bend and will be difficult to see.
- The site is close to a conservation area
- The farm is sited in an area of special landscape value

RECOMMENDATION

To GRANT planning permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. No part of any building hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.
Relevant Policies: Berkshire Structure Plan Policy T6; Deposit Draft Berkshire Structure Plan Policy T6; Wokingham District Local Plan (as proposed to be further modified) Policy WT6 and Appendix 7.

3. No building shall be occupied until space for parking bicycles has been provided in accordance with the approved drawings/details. *Reason: In order to ensure bicycle parking facilities are provided and to encourage use of sustainable modes of travel. Relevant Policies: Berkshire Structure Plan Policy LD5; Wokingham District Local Plan (as proposed to be further modified) Policy WT3.*

4. No other development shall be commenced until visibility splays of 2.4 metres by 25 metres have been provided at the junction of the new access with Church Lane. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5; Wokingham District Local Plan

(as proposed to be further modified) Policy WT7.

5. Prior to commencing work on site, provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times.
Reason: To prevent parking and queuing off site, in the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5 & T6; Deposit Draft Berkshire Structure Plan Policy T6; Wokingham District Local Plan (as proposed to be further modified) Policies WT7 & WT6.

6. No building shall be occupied until the access has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and convenience.
Relevant Policies: Berkshire Structure Plan Policy LD5; Wokingham District Local Plan (as proposed to be further modified) Policy WT7.

7. There shall be no external lighting used unless otherwise agreed in writing by the Local Planning Authority.
Reason: In light of the sensitivity of the site within the Countryside
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 & WOS6.

8. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any premises either attached to, or in the vicinity of the premises to which the application refers.
Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 & WOS6.

9. No deliveries shall be taken in or dispatched from the site outside the hours of 07.00 to 20.00 Monday to Saturdays nor at any time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.
Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 & WOS6.

10. Surface water control source measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences. *Reason: To prevent the increased risk of flooding and to improve water quality.*
Relevant Policies: Wokingham District Local Plan (as proposed to be further modified) Policies WIC15, WIC17.

11. The development shall be carried out in accordance with the landscape scheme received by the Local Authority on 22/12/03. The native hedgerow indicated as no.6 on the landscape plan should be continued along the entrance road in a manner which shall be submitted to and approved in writing by the Local Planning Authority. The works approved shall be carried out in the first planting and seeding seasons following the occupation of the building(s). Any trees or plants which, within a period of 5 years from the date of the planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy EN1; Deposit Draft Berkshire Structure Plan Policy EN1; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3, WBE1 & WBE11.

12. All new works and works of making good to the retained fabric shall be finished to resemble in size, colour, texture and profile those of the existing building, unless otherwise agreed in writing by the LPA.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant Policies: Wokingham District Local Plan (as proposed to be further modified) Policies WOS3.

13. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.
Reason: In the interests of visual amenity.
Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 & WBE1.

14. Prior to the commencement of development the following details shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented as approved.
a) new window details;
b) new door details; and
c) new roof details, including any new gutters.
Reason: In order to safeguard the special architectural or historic interest of the building.
Relevant Policies: Wokingham District Local Plan (as proposed to be further modified) Policies WOS3.

Informatives
1. The development accords with the policies contained within the adopted / emerging development plan and there are no material considerations which warrant a different decision being taken.

2. The Head of Engineering Services at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

3. If bats or signs of bats are encountered at any point during development then all works must stop immediately and local English Nature office and Wokingham District Council must be informed.

4. The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practises (please contact the Environment Agency for further advice).

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

Berkshire Structure Plan Policies: OS1, LD1, LD3, LD5, C1, C2, C9, C11, EN2, EN3, EN4, EN5, EN6, BU1, BU2, T3, T6, T7

South East Area Local Plan: STV2, SC2, SC6, SC7, SC15, SC21, SBE1, SBE2, SBE8, SBE9, SBE14, ST3, ST5, SPS2, SPS3

Wokingham District Local Plan as agreed to be further modified (Deposit Draft) Policies: WOS1, WOS3, WOS6, WOS7,WOS10, WCC1, WCC4, WLL2, WLL7, WNC3, WBE1, WBE10, WBE11, WHE4, WHE16B, WRE1, WRE2, WT2, WT3, WT6, WT7, WIC16

6. Adequate precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris on adjacent public highways. For further information contact Corporate Head of Environment on tel: 01189746302.

Author Heidi Lynch	**Email** development.control@wokingham.gov.uk
Service Development Control	**Telephone No** 0118 974 6428 / 6429
Date 1st March 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

The site is located within the countryside and is adjacent to a conservation area. There is also an Area of Special Landscape Importance within 80m of the site. The site has had two other relevant planning applications.

Planning application 99/70323/F was approved in January 2000 and has been implemented. This was for a change in use of farm buildings to B1 offices. The existing barns in this application had previously been used for a cattle yard and agricultural storage purposes and the proposal sought to convert all three buildings to office use. The conversion of the buildings required an extension, however this was considered to be small in respect of the overall scheme. Planning application F/2000/1528 sought an amendment to this approved scheme to amend the roof (as it was found to be unsound). The development proposed in the current scheme is located approximately 80m from the buildings in the previous scheme, but within the same farm complex.

The existing farm buildings are currently used for storage of foodstuffs as well as some livestock. The applicant has stated that the livestock and feeds can be kept elsewhere on the holding, as the building is not suitable due to the low eaves height, which makes it difficult to store and remove feed as well as clean out any livestock pens. The applicant has also stated that the buildings are unsuitable for livestock due to the lack of airflow.

CONSULTATION

Access & Movement: No objection subject to conditions.
Landscape Officer: No objection subject to conditions.
Conservation Officer: No objections subject to conditions
Environmental Health: No objections subject to conditions
Environment Agency: No objections subject to conditions.
Policy: No objections in principle.
Fire Officer: No objections and access for fire fighting should be as per the Building Regulations.
Archaeological Officer: No objections
Countryside Officer: No objections subject to informative.
Finchampstead Parish Council: No objections.
Local Residents: Six letters have been received with regard to this application. The main issues raised are as follows:

- Not an appropriate place to put another group of offices
- The adequacy of sewers and drainage systems
- Additional traffic from employees and deliveries will be a hazard and the condition of Church Lane is inappropriate to this development
- Site is not sustainable as there is no public transport.
- The widening of the proposed entranceway will enhance a dangerous situation, as vehicles will speed.
- Intensified use will be inappropriate to archaeological site and conservation area
- No evidence has been submitted to show that the existing buildings are not required for the farm and agricultural purposes. There is also no evidence showing that there is an economic need to convert the buildings as the farm appears viable.

APPRAISAL

Principle of Development

1. The farm is located beyond the identified settlement in the countryside. National Planning Policy in PPG7 makes it clear that the countryside should be safeguarded for its own sake and that the guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. A competitive and sustainable agricultural industry is vital to the economic, social and environmental well being of rural areas. This application seeks consent to use the existing farm buildings at Church Farm for B1 use. PPG7 states that it is 'usually preferable for farm diversification schemes to re-use good quality existing buildings and put them to a new business use, rather than build new buildings in the countryside'. PPG7 also encourages rural enterprise and the recently published consultation draft PPS7 also supports commercial enterprise. The proposed development is therefore in line with PPG7.

2. Policy WCC1 of the Wokingham District Local Plan (as agreed to be further modified) reiterates the advice in PPG7 and states that development in the countryside will be strictly controlled. Only certain types of development will be permitted. Acceptable forms of development include the re-use and adaptation of existing buildings and diversification of an established agricultural business. The proposed development is therefore acceptable in principle. This is subject to it being appropriate in scale, form, materials, design and character to its location in the countryside.

3. Policy WRE1 of the Wokingham District Local Plan (as agreed to be further modified) states that farm diversification is acceptable in principle as long as it does not have a

detrimental impact on the character of the site, there are no overriding amenity, environmental or road safety objections and the proposal does not generate significant additional vehicle movements and is accessible by modes of transport other than the car.

4. Policy WRE2 outlines the criteria to be considered when assessing applications to re-use and adapt rural buildings. One of the considerations is that the building must be suitable for the proposed use without major rebuilding or alteration. The structural report submitted with the previous application confirms that this is the case.

5. The principle of converting these farm buildings is therefore broadly acceptable. However, the application must also be assessed in the context of the additional criteria outlined in the aforementioned policies relating to detailed issues such as impact on character of area, neighbours, environmental and sustainability issues.

Impact upon Countryside & Landscape Issues
6. Policy WLL7 of the Wokingham District Local Plan (as agreed to be further modified) states that new development will need to respect the landscape character of the area and provide measures for the protection and enhancement of the landscape character, particularly boundary features. The site is located within the countryside and just outside of the Conservation Area – therefore any redevelopment of the site should be sensitively considered.

7. The barns within the site are partly visible from Church Lane with a clear view of the cattle-shed (to be demolished) from the lane. To the east of the existing access a grassed open space supports a number of fruit trees many of which are adjacent to Church Lane, providing an informal setting to the farm buildings. The proposed development will change the site access point and this will require the removal of many of the existing fruit trees. This will open up views into the site, especially of the proposed parking area, which is not considered to be in keeping with the rural nature of the surrounding landscape. However the applicants have submitted a landscape plan for the frontage of the site as well as additional planting to the west of the proposed access. The Landscape Officer considers this will sufficiently mitigate the adverse visual impact to make the proposed development acceptable.

8. The building will have no further impact upon the Conservation Area that is located 40m to the west as it will be well screened by vegetation and other buildings.

Impact upon the residential amenity of the neighbouring dwellings:
9. Policy WOS3 of the Wokingham District Local Plan (As agreed to be further modified) emphasises that development should integrate into the local context without detriment to the amenities of adjoining land uses and occupiers. Policy WOS6 refers to noise, hours of operation, pollution and light pollution. WOS7 refers specifically to noise.

10. The nearest properties to the application site are Church Farm Bungalow to the east of the buildings, and Dunrobin, Kingscote, White Cottage and Reddoro to the south of the site on the opposite side of Church Lane. The properties on the opposite side of Church Lane will be at least 35m from the buildings to be restored. As the buildings already exist there will be no further impact upon the surrounding properties in terms of being over-bearing. The increased levels of traffic to and from the proposed development will be screened from Church Farm Bungalow due to the existing buildings. The proposed new access way is likely to have no further impact upon the

residents on the opposite side of the road than the existing access way. Residents have raised concerns over visual light intrusion from vehicles entering and leaving the site during winter months. However this is not an adequate reason to justify refusal of this application. Also, B1 uses are by their nature appropriate in residential areas, as they should not result in disturbance and nuisance to neighbouring properties. They would otherwise be classed as B2 uses. Conditions pertaining to noise levels and deliveries to the site will ensure the residential amenity of surrounding property owners will not be detrimentally affected. Conditions can also ensure external lighting will not detrimentally impact upon residential properties.

Access and Movement:
11. The existing access way to the site will be stopped up and a new access way will be provided further to the east along Church Farm. The Highways Authority consider the proposed access and parking layout to be acceptable and therefore have no objections to the proposed development.

Flooding Issues:
12. The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding.
Concerns of Parish Council and Local Residents.
13. The issues raised have been addressed in the report above.

CONCLUSION

The site is located within the countryside and comprises buildings formerly used for agricultural purposes. The proposed development is acceptable in principle under policies in the Wokingham District Local Plan (as agreed to be further modified) and is considered to have no significant detrimental impacts upon the countryside. There will be no significant detrimental impact upon local residents and the development will also result in the removal of a modern farm building towards the front of the site. With additional landscaping the appearance of the site will be visually enhanced. The scheme is therefore considered to be acceptable.

Pages 125-130 of the agenda only available in hard copy

Mr N Agg, representing the applicant, spoke in support of the applications.

Mr I Brown and David Lee addressed the Committee as local Ward Members objecting to the applications.

Notwithstanding the Development Control Manager's recommendation that planning permission be granted for both applications, the Committee expressed concerns relating to several aspects of the proposals, particularly their density and design, the proximity of the three-storey element to the A329M, the proposed access via Rosebay, the lack of on-site open space provision and the position of on-site open space.

Members were advised that the site had been allocated as a priority housing site within the approved Local Plan and that the proposed housing density of 32 per hectare fell within approved guidelines. Increasing the amount of on-site open space provision would reduce this density to an unacceptable level and would require the application to be substantially altered. The applicants had submitted an approved noise impact assessment, and Officers in Planning and Environmental Health considered that this accorded with government guidance contained within PPG24. The Development Control Manager advised that, should the Committee be minded to refuse the applications, there was a likelihood that, in the event of a successful appeal, substantial costs would be awarded against the Council.

The Committee took the view that the applications should be deferred to enable a site visit to take place to allow Members to assess the suitability of the proposed access from Rosebay, and for further negotiations to establish whether the applicant would be prepared to withdraw their proposal to use Rosebay as a vehicular access. In addition, the Committee requested further information regarding the likely effects of traffic noise, and further consideration be given to the location of the proposed on-site open space provision.

RESOLVED That Applications F/2003/9450 and F/2003/0876 be deferred:

- to enable a site visit to take place to allow Members to assess the suitability of the proposed access from Rosebay;
- for Members to assess the proposed location of the 3-storey development as it related to the A329M and noise issues associated therewith;
- for further consideration of the location of the proposed on-site open space;
- for further negotiations to establish whether the applicant would be prepared to withdraw their proposal to use Rosebay as a vehicular access.

311 APPLICATION F/2002/6176 CHANGE OF USE OF AGRICULTURAL BARNS TO B1 USE AT CHURCH FARM, CHURCH LANE, FINCHAMPSTEAD FOR MR AND MRS BISHOP

The Committee considered a report on this application set out on Agenda pages 118-130.

The Development Control Manager reported the receipt of an additional letter of objection.

Mrs M Long addressed the Committee as a Local Ward Member objecting to the application.

At 10.30pm, the Committee resolved in accordance with Council Procedure Rule 7 to continue the meeting for a maximum of 30 minutes to enable the remaining business to be concluded.

In response to the local Member's concerns regarding increased traffic generation, the Highways representative advised that he did not consider an

estimated additional 20-35 vehicle movements per day to be unacceptable and that Church Lane was adequate to cope with this increased usage.

RESOLVED That Application F/2002/6176 be approved subject to the conditions set out on Agenda pages 118-121.

Development Control Ref No	Received	Parish	Ward
F/2003/0744	11/12/2003	Shinfield	Shinfield

Applicant Fenchurch Estates Ltd
Location Diddenham Manor Farm, Lambwood Hill, Grazeley
Proposal Proposed change of use and conversion of agricultural buildings to B1 use.

FOR CONSIDERATION BY Development Control Committee on 24/02/04
REPORT PREPARED BY Corporate Head of Planning

SUMMARY

This full application is to change the use of existing farm buildings at Diddenham Manor Farm, to B1 use together with the creation of car parking areas. The application is an amendment to a previous planning application F/2002/7347 for the change in use of agricultural buildings to B1 use, which was approved subject to a legal agreement last year. The legal agreement has yet to be completed.

The application is before Development Control Committee as comprises 1761sqm of development and is therefore considered a major application. The proposal also requires a legal agreement including financial contributions.

RECOMMENDATION

To GRANT Planning Permission subject to conditions and a Section 106 agreement as set out in paragraphs 15 & 16. Should the Section 106 agreement not be completed within 6 months of the date of the Committee resolution, the Development Control Manager is authorised to refuse the proposals on the basis of lack of infrastructure contributions. The conditions are as follows:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. Immediately following the implementation of this permission, 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 buildings, extensions or alterations permitted by Part 8 of the Second Schedule of the 1995 Order shall be carried out without the prior written permission of the Local Planning Authority.
Reason: To safeguard the character of the premises and the residential and visual amenities of the occupiers of adjoining properties.

3. No part of any building hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

4. Before the development is occupied, a minimum of three parking bays are to be marked at any one time for use by disabled in accordance with details to be submitted

to and agreed in writing with the Local Planning Authority.

Reason: To ensure adequate parking facilities on the site for disabled.

ore the development is occupied, a minimum of five motorcycle parking spaces shall be provided in accordance with details to be submitted and agreed in writing with the Local Planning Authority. These spaces shall thereafter be retained for that purpose at all times.

Reason: To ensure adequate parking facilities on the site.

6. No other development shall be commenced until visibility splays of 2.4 metres by 33 metres have been provided at the site entrance onto the public highway. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
Reason: In the interests of highway safety and convenience.

7. No other development shall commence until a visibility splay of 4.5m by 120m has been provided in a southwesterly direction at the unnamed lane junction (linking Beech Hill and Grazeley) with Bloomfield Hatch Lane. The land within the visibility splay shall be cleared of any obstruction exceeding a height of 0.6m in height above the level of the carriageway.

Reason: In the interests of highway safety and convenience.

8. There shall be no external lighting used unless otherwise agreed in writing by the Local Planning Authority.
Reason: In light of the sensitivity of the site within the Countryside

9. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. This shall include details of planting on the site boundaries including replanting hedgerow and hedgerow trees. It shall also include a design statement stating how the proposals will fit into the countryside location. The approved landscaping scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of any of the building(s) hereby approved and retained.
Reason: In the interests of visual amenity.

10. A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the business units. The landscape management plan shall be carried out as approved.
Reason: In order to ensure that the approved landscaping is satisfactorily maintained.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any

trees or plants which within a period of 5 years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of visual amenity.

12. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority during development and for a period of five years after completion of the development hereby approved. The branch structure and trunks of the trees to be retained and their root systems shall be protected from any damage during site works, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.
Reason: The existing trees/hedgerows/shrubs represent an important public visual amenity in the area.

13. No deliveries shall be taken in or dispatched from the site outside the hours of 07.00 to 20.00 Monday to Saturdays nor at any time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

14. All new works and works of making good to the retained fabric shall be finished to resemble in size, colour, texture and profile those of the existing building, unless otherwise agreed in writing by the LPA.
Reason: To ensure that the external appearance of the building is satisfactory.

15. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.
Reason: In the interests of visual amenity.

16. No operations associated with the use hereby approved shall be undertaken otherwise than inside buildings, and no operations, open storage, siting of containers or parking of vehicles other than as stated below shall be undertaken outside the building. The only exceptions to the above restrictions are: (a) cars of visitors to and/or employees based at the site may park on any area shown on the approved plans or as otherwise agreed in writing by the Local Planning Authority. (b) commercial vehicles may park on the site between the hours of 7am to 7pm whilst loading/unloading only.
Reason: In the interests of the visual amenities of the rural area.

17. No materials produced as a result of the site development or clearance shall be burnt on site. All reasonable steps, including damping down site roads/tracks shall be taken to minimise dust and litter emissions from the site whilst works of construction and/or demolition are in progress.
To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring

properties or the area generally.

18. No development shall take place within the area indicated until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the "Watching Brief" proposals agreed pursuant to this condition and shall be carried out by a suitably qualified investigating body approved in writing by the Local Planning Authority.
Reason: To ensure that any archaeological evidence discovered during ground works is adequately recorded.

19. No soakaways shall be constructed in contaminated ground.
Reason: To prevent pollution of groundwater.

20. No development shall commence until details for the parking of motor vehicles and for the loading and off-loading of commercial vehicles have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of any of the approved development, and thereafter be retained. No development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modifications) or not: shall be carried out on the land so shown or in such a position as to preclude vehicular access to this space.
Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

21. Prior to commencing work on site, provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times.
Reason: To prevent parking and queuing off site, in the interests of highway safety and convenience.

22. Precautions shall be taken for the duration of the construction period to prevent the deposit of mud and similar debris (including blown litter) on the adjacent public highways, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.
Reason: In the interests of highway safety and convenience.

23. Development shall not begin until surface water drainage works have been carried out in accordance with details to be submitted to and approved by the District Planning Authority. *Reason: To ensure adequate provision is made.*

24. The buildings shall not be occupied until foul drainage works have been provided to serve the development hereby permitted in accordance with details to be submitted to and approved in writing by the Local Planning Authority. *Reason: To ensure adequate provision is made.*

25. Details of land drainage works together with details of the stage of the development at which the works will be brought into use, are to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development

on the site. The work shall be constructed and implemented in accordance with those details. *Reason: To ensure adequate provision is made.*

26. Details of surface water balancing works together with details of the stage of the development at which the works will be brought into use, are to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. *Reason: To ensure adequate provision is made.*

27. Before any works begin on site, a survey needs to be undertaken by a trained and licensed newt worker as the site lies within 500m of a Great Crested Newt breeding pond. A newt mitigation strategy also needs to be formulated in conjunction with English Nature. Both the assessment and mitigation strategy need to be submitted and approved in writing by the Local Planning Authority and English Nature before any works begin on site. *Reason: To ensure the protection of a legally protected species.*

28. The proposed rooflight windows shall be set flush with the adjacent roofing materials, and not project above the plane of the roof in which they are located. They should also have mullions to reduce the size of glass. *Reason: In the interests of visual amenity and to safeguard the character of the building.*

29. Before development commences, the south elevation drawing shall be amended and approved in writing by the Local Planning Authority to show the ground floor windows of unit 1 extending to the ground, and the doors on unit 1 to be moved further apart against the building wings. *Reason: To safeguard the character of the building.*

Informatives

1. The development accords with the policies contained within the adopted / emerging development plan and there are no material considerations which warrant a different decision being taken.

2. The Head of Environment Services at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

3. In order to prevent the pollution of groundwater, no soakaways should be constructed such that they penetrate the water table, and they should not in any event exceed 3 metres in depth below existing ground level.

4. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions. *Contact Claire Murphy on 01276 454509 for further details.*

5. Culverting of a watercourse requires the prior written approval of the Local Authority under the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its consent for such works will normally be withheld.

6. The applicant is advised that any drainage to be carried out on site should be carried out in accordance with sustainable urban drainage practises (please contact the Environment Agency for further information).

7. If bats or signs of bats are encountered at any point during the conversion of the barn building complex, then all works must stop immediately and the local English Nature office informed. This is to ensure the survival of a legally protected species.

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

Berkshire Structure Plan Policies: OS1, LD1, LD3, LD5, LD6, C1, C2, C9, C11, EN2, EN3, EN4, EN6, BU1, BU2, T2, T4, T6

Loddon Area Local Plan: LTV2, LC6, LC7, LC10, LC21, LBE1, LBE2, LBE6, LBE8, LBE22, LE2, LE4, LT5, LT6, LT7, LT8, LT11, LT12, LPS2, LPS3, LPS4,

Wokingham District Local Plan as agreed to be further modified (Deposit Draft) Policies: WOS1, WOS3, WOS4, WOS6, WOS7,WOS10, WCC1, WCC4, WLL7, WNC3, WNC5, WBE1, WBE10, WHE15, WHE16B, WRE1, WRE2, WR1, WR8, WT1, WT2, WT3, WT3A, WT6, WT7, WT9, WIC16

9. This decision was made with respect to the Site Plan and the following plans:

2301/01 Rev E received by the Local Planning Authority on 06/02/04
2301/02 Rev D received by the Local Planning Authority on 06/02/04
2301/03 Rev C received by the Local Planning Authority on 06/02/04
2301/04 Rev D received by the Local Planning Authority on 06/02/04
2301/05 Rev D received by the Local Planning Authority on 06/02/04
2301/06 received by the Local Planning Authority on 11/12/03

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Date 09/02/04	

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

Diddenham Manor Farm was originally part of the Englefield Estate and was probably built in the late 1800 as a model farm. The farm buildings comprise a traditional range of brick and slate farm buildings that are arranged around 3 small inner courtyards. The farm is not listed but is very characteristic of this part of Berkshire. In addition to the more traditional farm buildings there have been some modern additions including a grain store, covered yards and piggeries. Following the decision to abandon the pig enterprise 2 1/2 years ago most of these buildings are now redundant.

The application site is located south of Grazeley and bounded to the north by open farmland and beyond that, properties in Mortimer Road. To the east is open farmland and beyond that the A33. To the south is farmland and to the west is an unclassified unnamed road that forks off just before Lambwood Hill.

Members may recall a previous application on this site for the proposed change of use of the agricultural buildings to B1 use, together with car parking, landscaping and demolition of some buildings (F/2002/7347). This application was approved at Development Control Committee in April 2003 subject to a legal agreement. This agreement has not yet been completed. The current application seeks amendments to this previous scheme.

The main amendments to be considered as part of this application are as follows:

- A minor element of building shown to be retained in the previous scheme is to be demolished and incorporated within units 5 & 6;
- One wing of the building incorporating units 5 & 6 is to be made wider and higher;
- Alterations to the appearance of the buildings and amended fenestration;
- Revised car parking and access road layout; and
- Insertion of additional mezzanine accommodation in units 1 & 4.

In the original scheme the vacant buildings on the site equated to 3000m^2 of unused floorspace and it was proposed to convert 1575m^2 for use as B1 units. The scheme also involved the demolition of many of the modern farm buildings, although the grain store and some other storage buildings would need to be retained to serve the needs of the holding. The present scheme proposes to convert 1761m^2 for use as B1 units.

The development is speculative and there is not a known occupier at this point in time.

CONSULTATION

Access & Movement: No objections subject to legal agreement and conditions.
Policy: No objection to principle of development
Countryside Officer: Recommends bat and newt surveys be carried out.
Conservation Officer:
Drainage Officer: No objections.
Environmental Health: No objections.
Environment Agency: No objections.
Thames Water: No objections.
Archaeological Officer: No objections subject to conditions.
Landscape Officer: No objections subject to conditions.
Shinfield Parish Council: Concern over water run-off (see comments attached)
Local Residents: One letter of objection has been received from Diddenham Manor Farmhouse. The issues raised pertain to a first floor window on the proposed scheme which will overlook and result in a loss of privacy to this property.

APPRAISAL

Principle of Development

1. The farm is located beyond the identified settlement in the countryside. National Planning Policy in PPG7 makes it clear that the countryside should be safeguarded for its own sake and that the guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. A competitive and sustainable agricultural industry is vital to the economic, social and environmental well being of rural areas. This application seeks consent to use the redundant farm buildings at Diddenham Manor farm for B1 use. PPG7 states that it is 'usually preferable for farm diversification schemes to re-use good quality existing buildings and put them to a new business use, rather than build new buildings in the countryside'. PPG7 also encourages rural enterprise and the recently published consultation draft PPS7 also supports commercial enterprise. The proposed development is therefore in line with PPG7.

2. Policy WCC1 of the Wokingham District Local Plan (as agreed to be further modified) reiterates the advice in PPG7 and states that development in the countryside will be strictly controlled. Only certain types of development will be permitted. Acceptable forms of development include the re-use and adaptation of existing buildings and diversification of an established agricultural business. The proposed development is therefore acceptable in principle. This is subject to it being appropriate in scale, form, materials, design and character to its location in the countryside.

Policy WRE1 of the Wokingham District Local Plan (as agreed to be further modified) states that farm diversification is acceptable in principle as long as it does not have a detrimental impact on the character of the site, there are no overriding amenity, environmental or road safety objections and the proposal does not generate significant additional vehicle movements and is accessible by modes of transport other than the car.

Policy WRE2 outlines the criteria to be considered when assessing applications to re-use and adapt rural buildings. One of the considerations is that the building must be suitable for the proposed use without major rebuilding or alteration. The structural report submitted with the previous application confirms that this is the case.

Another material consideration to be considered is the existing planning approval F/2002/7347 (this approval is still subject to a legal agreement being signed). The broad principles of the previous application were considered to be acceptable. The current application involves small amendments to the original scheme. If the amendments result in no further impact upon the countryside, amenity of surrounding property owners, sustainability and environmental issues, it will be considered acceptable.

6. The principle of converting these farm buildings is therefore broadly acceptable. However, the application must also be assessed in the context of the additional criteria outlined in the aforementioned policies relating to detailed issues such as impact on character, neighbours, environmental and sustainability issues.

Impact upon Countryside & Landscape Issues

7. The site is located within the countryside and is characterised by a mixed agricultural landscape of both arable and pasture large-scale irregular fields. The flat landscape is in a fairly exposed location with open views towards the site from various locations

(from the rear of properties to the north, from the A33 to the east and farmland to the south).

8. Policy WLL7 of the Wokingham District Local Plan (as agreed to be further modified) states that new development will need to respect the landscape character of the area and provide measures for the protection and enhancement of the landscape character, particularly boundary features.

As part of the original scheme it was considered that whilst views of the farm buildings would be improved through the demolition and removal of some outbuildings, the additional car parking would need to be screened. It was considered that the vehicles would have the potential to have an urbanising effect on the countryside without adequate screening. On the previous scheme the majority of car parking was shown to be located in the north east corner of the site with landscaping located around it. The current proposal shows an amenity area to the east of the buildings and the car parking is located close to and adjacent to the buildings. It is therefore dispersed around the buildings rather than condensed in one area. The proposed parking is considered to relate well to the existing buildings and has less of an impact on the wider countryside than the previous scheme.

10. The proposed changes to the buildings are considered to be minor and will not impact upon the character of the existing buildings, or have further impact upon the open character of the countryside.

Impact upon the residential amenity of the neighbouring dwellings:

11. Policy WOS3 of the Wokingham District Local Plan (As agreed to be further modified) emphasises that development must be able of integrate into the local context without detriment to the amenities of adjoining land uses and occupiers. Policy WOS6 refers to noise, hours of operation, pollution and light pollution. WOS7 refers specifically to noise.

12. The nearest property to the application site is Diddenham Manor Farmhouse. This is located approximately 13m away from the building at the closest point. The owner of this property has concerns over the windows at first floor level in the south elevation of the proposed development. The issues relate primarily to overlooking and loss of privacy. It is considered that as the proposed windows are 20m away from the flank elevation of Diddenham Manor Farmhouse, there would be no detrimental impact upon the privacy of the Farmhouse. It is also important to note that there were first floor windows shown in the same location as the previously approved scheme, and this was not considered to be an issue.

Access and Movement:

13. PPG7 emphasises that regard must be had to the locational considerations to 'avoid major developments in locations not well served by public transport or otherwise readily accessible (currently or potentially) to a local residential workforce'.

14. In the previous application, the applicant acknowledged the location of the site within the countryside and the lack of public transport provision, and agreed to provide by means of a legal agreement, a travel plan including a mini bus link between the site and a nearby park and ride. A financial contribution was also required for the provision of any future footway and surface dressing improvements along the lane leading to the site from Bloomfield Hatch Lane. It was considered at the time that people with cars

would be unlikely to park at the park and ride and travel by minibus, however it was hoped that the minibus would enable the site to be accessed by people travelling from further afield by public transport, or who could walk to the park and ride. The closest park and ride facility is currently at Madjeski Stadium however in the future there is one proposed at Mereoak. The mini bus link under the previous scheme would therefore have gone to the Madjeski Stadium park & ride in the short term and Mereoak park & ride in the long term.

15. The Highways Authority considers the proposals above should be retained as part of a section 106 agreement. However the mini-bus link should be provided to either the park and ride as stated above, or another public transport facility to be agreed in writing with the Highways Authority. More specifically the following should be secured:

- Provision and operation of a Travel Plan that shall include the provision of a mini-bus service to run twice daily between the site and a Park & Ride site, or another public transport facility to be agreed in conjunction with the Highways Authority.
- A financial contribution of £10,000 towards the provision of a footway and surface dressing improvements along the lane leading to the site from Brookfield Hatch Lane.

16. The efficacy and viability of the minibus service will be reviewed as part of the annual review of the Travel plan. The applicant suggests that if as part of that review, it is agreed that the minibus service is not being effectively used, it will cease to operate and an appropriate financial contribution will be made towards integrated transport measures locally.

17. The current application has reduced the number of car parking spaces available (by 3) however this is not considered to have a detrimental impact upon the scheme.

Flooding Issues:

18. The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding. However Shinfield Parish Council have expressed concern regarding water run-off due to the increased hardstanding on the site. This is because Lambwood Hill junction has a history of localised flooding. There are concerns that any increase in the amount of hardstanding on the site will exacerbate this flooding. The Environment Agency have not raised any concerns about the likelihood of increased flooding and the amount of hardstanding will actually decrease as a result of the application, due to the number of buildings to be demolished.

Services, Amenity and Infrastructure Contributions

19. No contributions are required except for that already mentioned above with respect to highways.

Concerns of Parish Council and Local Residents.

0. The issues raised have been addressed in the report above.

CONCLUSION

The site is located within the countryside and comprises buildings formerly used for agricultural purposes. The proposed development is acceptable in principle under policies in the Wokingham District Local Plan (as agreed to be further modified) and is considered to have less of an impact upon the countryside than the previously approved scheme. Although the site is not well located for access by public transport or on foot, a legal agreement will ensure the provision of a minibus service and contribution towards

the provision of a footway. There will be no additional impacts upon local residents and the development will also result in the loss of a number of modern farm buildings. With additional landscaping the appearance of the site will be visually enhanced. The scheme is therefore considered to be acceptable.

approve Application F/2003/0766 subject to:

(1) the receipt of revised plans relating to the Access and Movement Officer's comments and an additional detailed plan showing the construction of the internal access road to the boundary of the Taylor Woodrow site to the north-east;
(2) the completion of a Section 106 legal agreement to secure the contributions set out in the report. Should the legal agreement not be completed within 6 months of the Committee decision, the Development Control Manager be authorised to refuse planning permission due to a lack of infrastructure contributions;
(3) the Conditions set out on Agenda pages 55-58;
(4) Additional Conditions 22-25 set out on page 3 of the Members' Update;
(5) An additional Informative set out on pages 3-4 of the Members' Update.

Mrs M Robertson requested to be recorded as voting against the proposal to grant planning permission.

297 APPLICATION F/2003/0744 CHANGE OF USE AND CONVERSION OF AGRICULTURAL BUILDINGS TO B1 USE AT DIDDENHAM MANOR FARM, LAMBWOOD HILL, GRAZELEY FOR FENCHURCH ESTATES LTD

The Committee considered a report on this application set out on Agenda pages 126-144.

The Development Control Manager drew Members' attention to an additional recommended informative advising that details of any proposed mounding at the front of the site be discussed with the Council's Landscape Officer before submitting the scheme (detailed wording set out in the Members' Update).

RESOLVED That Application F/2003/0744 be approved subject to the completion of a Section 106 Legal Agreement as set out in paragraphs 15-16 of the report (Agenda page 135) and to the Conditions set out on Agenda pages 126-130. Should the legal agreement not be completed within 6 months of the Committee decision, the Development Control Manager be authorised to refuse planning permission due to a lack of infrastructure contributions.

298 APPLICATIONS F/2003/0850 ERECTION OF TWENTY-EIGHT DWELLINGS AND GARAGES WITH ACCESS ROAD. DEMOLITION OF EXISTING DWELLINGS AND F/2003/0849 ERECTION OF THIRTY DWELLINGS, GARAGES WITH ACCESS ROAD. DEMOLITION OF EXISTING DWELLINGS AT 33-41 ARBOR LANE, WINNERSH FOR PERSIMMON HOMES

The Committee considered a report on this application set out on Agenda pages 156-180.

The Development Control Manager drew Members' attention to appeal decisions since the publication of the Agenda for the previous two planning applications on the site. The appeals had been dismissed, and a report on the Inspector's reasoning was set out in the Members' Update. The Chairman adjourned the meeting to allow the Committee to read the report.

The Committee was advised that two additional letters of objection had been received raising issues which were addressed in the report.

Mr D Jupp, representing Winnersh Parish Council, spoke objecting to the applications.

Mrs P Rowell, representing Winnersh Residents for action on Planning, spoke objecting to the applications.

Development Control Ref No:	Received	Parish
F/2002/7241 F/2002/7240	14.08.02	Remenham

Applicant: T A Copas
Location : White Hill Farm, Remenham Church Lane, Remenham
Proposal: Proposed Change of Use of Agricultural Buildings to Storage Use (B8).

REPORT PREPARED FOR: DEVELOPMENT CONTROL COMMITTEE.

REPORT PREPARED BY: Head of Planning and Transportation and Heidi Lynch.

SUMMARY:

1. **Planning History** – The site is part of a working farm and comprises two large buildings (containing four units). The buildings on site were originally constructed under agricultural permitted development rights and were originally used for grain storage. In 1996 temporary permission was given for a proposed change of use of the agricultural buildings for storage (96/63475/TEM). The consent given was personal to three specific users and two conditions required specific works to be carried out (landscaping and painting of buildings, and highway improvements). Temporary permission was given so the impact of the proposed use could be determined further. In December 1988 a five-year extension to the permission was given for the change of use for storage purposes (98/67128/T). The temporary use for storage must cease by 31.05.2003 under this consent. The applicant has confirmed that the buildings in question are no longer required for agricultural use because of changes made to the farming operations in the current agricultural climate.

2. **Proposal** – The proposed development is for a permanent change of use the agricultural buildings to storage use (B8).

   A duplicate application has been submitted (F/2002/7240). The applications are before Committee as they constitute major development due to the size of the buildings.

RECOMMENDATION: GRANT PLANNING PERMISSION - subject to conditions.

Background Papers
Held by: Planning Reception
Division: Development Control
Dept: Environmental Services

Contact No: 0118 974 6428/ 6429
E Mail: development.control@wokingham.gov.uk

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

BACKGROUND

3. **Consultations** -
   - **Remenham Parish Council:** Council felt that the present situation of temporary permission was adequate in that it retained some degree of control over the use of the barns. If there was no further agricultural need for the barns, or the temporary permission had expired, the barns should be removed. It is not appropriate to allow a permanent change of use to commercial storage in this green belt location.
   - **Access & Movement:** No objections subject to condition.
   - **Countryside:** No ecological objections.
   - **Thames Water:** No objections.
   - **Drainage:** No objections.
   - **Policy:** No objections in principle.
   - **Landscape:** No objections.
   - **Environmental Health:** No objections subject to conditions.
   - **Environment Agency:** No objections subject to condition.
   - **Neighbours:** One neighbour objected to the application for the following reasons:
   - Copas Farms originally erected the buildings in the knowledge they would probably get a change of use for them and therefore make more money from them;
   - At the present time large articulated trucks come to the site down a very narrow lane and the side of the lane is becoming worn away; and
   - The trucks are dangerous especially for the safety of children in the area.

4. **Appraisal** – The main considerations are:

   A. Principal of Development
   Wokingham District Local Plan (Deposit Draft): WOS2, WGB1, WGB4, WCC5, WEM4, WRE1, WRE2,
   Berkshire Structure Plan: C2, C4, BU1, C11

   B. Impact on the Green Belt and surrounding area:
   Wokingham District Local Plan (Deposit Draft) policies: WOS2, WOS3, WOS6, WOS7, WLL2, WGB1, WGB4, WBE1
   Berkshire Structure Plan: C4, C8, LD1, LD3

   C. Impact on neighbouring properties:
   Wokingham District Local Plan (Deposit Draft): WOS3, WOS6, WOS7, WBE1,
   Berkshire Structure Plan: EN2, LD1, LD3

   D. Access & Movement
   Wokingham District Local Plan (Deposit Draft): WOS3, WGB4, WT4, WT6, WT7
   Berkshire Structure Plan: LD5, T7

   E. Concerns of the Parish Council and local residents.

   F. Flooding Issues.
   Wokingham District Plan (Deposit Draft) policy WIC16
   Berkshire Structure Plan policy EN3

A. **The Principle of the Development**

PPG7 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 PPG7 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. PPG7 encourages business re-use of redundant buildings rather than residential.

The proposed development lies outside of a defined settlement boundary where development is only allowed in exceptional circumstances (Policy WOS2 Wokingham District Plan). The site lies within the green belt and within an Area of Special Landscape Importance where there is a presumption against inappropriate development. Policy WGB1 (Wokingham District Plan) gives a list of categories where development in the green belt would be considered acceptable in principle. One of these is the re-use and adaptation of existing buildings, which the proposed development fits into. The re-use of buildings in the green belt does not generally prejudice the openness of the area due to the buildings already existing. In principle the proposed development is therefore acceptable. Policy WGB4 specifically refers to the re-use and adaptation of existing buildings within the green belt. Policy WRE2 Wokingham District Plan also states that the re-use and adaptation of rural buildings for commercial uses is acceptable in principle if specific criteria are met.

Policy WEM4 gives criteria for storage development (B8 use) outside of existing core employment areas. In this case, the proposed development will not result in the loss of a building used for retail use and does not result in a net loss of floor area catering for a local need.

Proposals for farm diversification are generally acceptable in principle subject to the impact on amenity, environment, scale, local character, traffic/road safety and agricultural land (policies WRE1 Wokingham District Plan and C11 Berkshire Structure Plan).

B. **Impact upon the green belt & area of special landscape importance**

The site is located within the metropolitan green belt as well as within an area of special landscape importance (ASLI). The buildings on site already exist and so the permanent change of use proposed will have no further impact on the 'open nature' of the green belt as such or the surrounding area of natural beauty. The previous consents given on this site had conditions regarding landscaping. The landscaping works have been carried out and this helps to screen the existing buildings from the surrounding area. There are existing bunds around the site, which also help to screen the buildings from the surrounding area.

A permanent B8 use on the site may change the intensity of use on the site and could result in urbanising effects such as vehicle movement and intensity of use, noise and lighting. The existing consent gave permission for storage use to specific occupiers named on the permission to enable control to be exercised and the effects of the use to be gauged. It is considered that the use of the site for storage purposes has not given rise to any material issues of concern. Whilst a permanent consent would not be restricted to specific occupiers, it is

considered that with the imposition of appropriate conditions, the development could be acceptable.

The use of the land surrounding the buildings is also important in the context of the area of natural beauty and the surrounding green belt. It is important to ensure the B8 use of the site is contained within the existing buildings, and does not extend into the area surrounding the buildings. This will ensure the site is tidy and uncluttered and will therefore have little impact on the surrounding area. Again, appropriate conditions could be imposed to provide for appropriate controls here.

The impact on the green belt is therefore considered acceptable.

C. **Impact on neighbouring properties**
The closest residential properties are located approximately 14m to the south of the closest building on the application site. There is no screening between the residential dwelling and building and it is recommended this be conditioned. The effects of temporary storage use on the site on the neighbouring property owners have well been established and these are not considered to be any different from permanent storage use on the site.

It is therefore considered there will be no further effect on the amenity of neighbouring property owners.

D. **Access & Movement**
Highway works were undertaken as part of the initial temporary consent to overcome damage being caused to highway verges on Remenham Church Lane. These works are considered adequate in terms of the permanent use of the site for B8 use. It is also important to note that if the buildings returned to agricultural use, large vehicles would also be using the site.

E. **Concerns of the Parish Council and local residents**
These have been addressed above.

F. **Flooding**
The application site does not contain any land shown on plans supplied by the Environment Agency as being liable to flooding.

5. **Conclusion** – It is considered the change from temporary to permanent use of the buildings would be acceptable subject to conditions.

6. **Recommendation** – GRANT Planning Permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

   Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for along the southern site boundary adjacent to the adjoining residential property. The approved

landscaping scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of any of the buildings hereby approved and retained.

Reason: To safeguard the visual amenities of neighbouring properties and the locality.

3. All planting, seeding and turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings; and any trees or plants which within a period of five years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

   Reason: In the interests of visual amenity.

4. 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.

   Reason: To protect the occupiers of neighbouring properties from noise and disturbance.

5. Deliveries by commercial vehicles shall only be made to or from the site between 0800 hours and 1800 hours Monday to Friday/Saturday and at no time on Sundays or bank or other public holidays without prior agreement in writing of the Local Planning Authority.

   Reason: To protect the occupiers of neighbouring properties from noise and disturbance.

6. Commercial vehicles (including fork lift trucks) shall only be started up, manoeuvred, operated, loaded or unloaded between 0800 hours and 1800 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.

   Reason: To safeguard the residential amenities of the occupiers of adjoining properties.

7. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity.

   Reason: In the interests of visual amenity.

8. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space herein approved has been provided. The vehicle parking and turning space shall be permanently maintained and used for no other purposes.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.

9. No operations associated with the use hereby approved shall be undertaken otherwise than inside the buildings, and no operations, open storage, siting of containers or parking of vehicles other than as stated below shall be undertaken outside the building. The only exceptions to the above restrictions are: (a) cars of visitors to and/or employees based at the site may park on any area shown on the approved plans or as otherwise agreed in writing by the Local Planning Authority. (b) commercial vehicles may park on the site between 0800 hours to 1800 hours whilst loading/unloading only. (c) Waste materials contained within suitable and sufficient waste containers for removal.

   Reason: In the interests of the visual amenities of the rural area.

10. The premises shall be used for storage and distribution and for no other purpose (including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. 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 change of use to B1 use may occur.

    Reason: In granting this permission the Local Authority has had regard to special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use.

11. No trees, hedgerows or shrubs within the curtilage of the site, shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local Planning Authority for a period of five years after the date of this consent. Any trees, hedgerows or shrubs which die or become dangerous, damaged or diseased before the end of a period of five years from the date of this consent shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1st November to 31st March) following their loss or removal.

    Reason: The existing trees/hedgerows/shrubs represent an important public visual amenity in the area.

INFORMATIVES

1. In order to prevent the pollution of groundwater, it is advised that no soakaways should be constructed such that they penetrate the water table, and they should not in any event exceed 3 metres in depth below existing ground level.

2. 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 454509 for further details.

3. 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: LD1, LD3, LD5, C2, C4, C8, C11, EN2, EN3, BU1, T7

   Wokingham District Plan (Deposit Draft) policies: WOS2, WOS3, WOS6, WOS7, WCC5, WLL2, WGB1, WGB4, WBE1, WEM4, WRE1, WRE2, WT4, WT6, WT7, WIC16
   PPG25
   PPG7

Plans available in hard copy only.

noted that traffic was already generated from the present use.

In relation to noise generated by the delivery of fridges and the removal of recycled materials Members accepted that the applicant proposed mitigating measures. However they commented that it had not yet been demonstrated to Members' satisfaction that these measures were strong enough to protect the residential amenity of residents, even with the addition of an additional acoustic fence at the site boundary. Concern was also expressed about noise generated from the forklift trucks during the loading and unloading process.

The Team Leader for Highways Development clarified that had the access to the proposal site fallen within the boundary of Wokingham District Council as a Highways Authority it would on balance have been assessed as acceptable. Officers also informed Members of the arrangements for the enforcement of conditions relating to pollution and noise.

After further discussion it was;

RESOLVED: That Application No: 2002/7041 be deferred to allow for a site visit to be undertaken and for further clarification of highways issues in consultation with the Royal Borough of Windsor & Maidenhead.

157. APPLICATION NOS: 2002/7241 & 7240, PROPOSED CHANGE OF USE OF AGRICULTURAL BUILDING TO STORAGE USE (B8), WHITE HILL FARM REMENHAM CHURCH LANE REMENHAM, FOR: T A COPAS

The Committee considered a report about this application set out on Agenda pages 104 to 112.

Frank Browne a local Member attended the meeting and gave his views on the proposal.

In debating the proposal, a number of Members commented that they were sympathetic to the comments made by Remenham Parish Council relating to the control offered by a temporary permission. Other Members commented they felt that a Green Travel plan would be appropriate.

In response to Member questions, Officers clarified that Government advice was that temporary permission should only granted for a limited time period and should not be continuously extended. The Team Leader for Highways Development confirmed that the number of expected traffic movements arising from the proposal was not considered to be sufficient to warrant the imposition of a Green Travel Plan.

After further debate it was;

RESOLVED: That Application Nos: 2002/7241 & 2002/7240 be approved subject to the conditions set out on Agenda pages 107 to 110.

158. APPLICATION NO: 2002/7208, PROPOSED VARIATION TO CONDITION 15 OF CONSENT F/2001/5438 TO ALLOW 24 HOUR OPENING OF FILLING STATION AND SALES BUILDING, SHEPHERDS HILL FILLING STATION 705 LONDON ROAD WOODLEY, FOR: BP OIL UK LTD

The Committee considered a report about this application set out on Agenda pages 113 to 125.

Mrs. Carol Jewel representing Woodley Town Council attended the meeting and spoke in opposition to the proposal.

Mr. R Clark representing the applicant attended the meeting and spoke in favour of the proposal.

Structure Plan 2001 – 2016
Plan as Adopted July 2005

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Policy E3 : Diversity of Employment

1. The local planning authorities will seek to ensure the provision of adequate supplies of space for small- and medium-sized enterprises.

2. The local planning authorities will seek to ensure the provision of a variety of flexible and appropriate accommodation for a range of economic activities, which support the local economy and maintain economic diversity.

Reason for the Policy

7.14 Today's high-profile companies were once start-ups. With the increasing pace of technological change, it is increasingly necessary for there to be opportunities for people with new ideas to be able to put them into practice. Therefore premises for small and medium size enterprises are vital. The provision of such premises should include incubator and flexible 'grow-on' space that can support the development of small and growing knowledge based businesses.

7.15 Commercial land in Berkshire is in great demand and therefore expensive. This means that certain activities are increasingly forced out to cheaper areas. Such activities include vehicle repair, road maintenance, builders' yards and depots for a variety of service activities. These services are vital to the running of the local economy and there need to be opportunities for them to locate near to their markets. In addition, the cost of land can jeopardise the continuation of manufacturing and warehousing activity, which contribute to the variety of jobs available locally and to the overall national output. Their ability to continue to perform these functions should be ensured.

How it will be carried out

7.16 Local plans will identify areas where the provision of accommodation for these kinds of enterprises and land uses will be provided, or may include policies, which limit their loss as appropriate. This would not rule out the possibility of redevelopment and renewal, but would restrict their use for other types of activity, which are being adequately catered for elsewhere.

Business Clusters

7.17 A 'business cluster' has been defined as 'a geographic concentration of interconnected companies, specialised suppliers, service providers, firms in related industries and associated institutions, in particular that compete but also cooperate' [38]. RPG9 encourages the growth of clusters throughout the South East, where this is economically beneficial and environmentally acceptable, and within the Thames Valley sub-region particular emphasis is given to the need for joint working to enable such clusters to develop in a sustainable way.

7.18 Typically then, clusters comprise companies that are not just grouped in the same location but work together to their mutual benefit as well as compete. However, clusters are highly individualistic and there is no definitive view of what constitutes a

[38] Research Report; "Planning for Clusters Department for the Environment", Regions and Transport, HMSO 2000.

Berkshire Structure Plan 2001 – 2016

Foreword

1.01 This Structure Plan for Berkshire has been produced by the six Unitary Authorities through a Joint Strategic Planning Unit, which has served Berkshire since the abolition of Berkshire County Council in 1998. The Joint Unit was established by the six Unitary Authorities in 1998 to carry out the core strategic planning functions of the former County Council on their behalf, and is jointly funded by them. The Plan was adopted by the First Secretary of State on 15th July 2005.

Relationship of this Plan to the Planning and Compulsory Purchase Act 2004

1.02 The Planning and Compulsory Purchase Act 2004 (the Act)[1] came into force in September 2004. This was after consideration of responses to the consultation on Proposed Modifications to the Deposit Draft Structure Plan but prior to the adoption of the Plan.

1.03 The Act establishes provisions that replace regional planning guidance and structure plans with regional spatial strategies. The Regional Spatial Strategy (RSS) for the South East Region, which includes Berkshire, is called the 'South East Plan' and is currently being prepared by the South East England Regional Assembly (SEERA), the regional planning body. Local plans, including those for Minerals and Waste, are each replaced by a suite of documents referred to as 'Local Development Documents' (LDDs).

1.04 To avoid confusion and for consistency please note that references in this plan to 'Local Plans' also refer to 'Local Development Frameworks' under the new Act. Guidance drawn from regional planning guidance will need to be considered within the context of the South East Plan.

1.05 In the interim, between the enactment of the Bill and the adoption of RSS and LDDs, it is anticipated that the Unitary Authorities will 'save' policies in this Structure Plan for up to 3 years after its adoption. These, with Local Plans, will form part of their Local Development Frameworks (LDFs) until their Local Plan policies are superseded by those adopted under the new Act. The details of this process will be set out in their Local Development Schemes.

[1] Planning and Compulsory Purchase Act 2004, Chapter 5, TSO 2004

Reason for the Policy

4.15 To direct facilities used by many members of the public to locations where they will be accessible to the largest number of people, whether or not they have access to a private car.

How it will be carried out

4.16 Those seeking to carry out developments covered by this Policy will be expected to show that they have carried out a sequential test to choose the most sustainable site. They will also show how their intended catchment is able to access the chosen site by alternatives to the private car. To illustrate the relationship between scale of development and accessibility, proposed developments drawing from a large catchment should aim to locate where access by public transport has the best possible fit to the catchment, or where there is a realistic possibility of providing it. They should show the degree of fit between their intended catchment and the supporting network of existing and proposed public transport services. This policy is intended to deal with major development proposals that are likely to be significant trip attractors, and whose catchments are at least as wide as the settlement within which they are proposed. Examples of such uses could include public service facilities, such as health, education, police, probation and the judiciary.

Policy DP3 : Green Belt

1. The Metropolitan Green Belt in Berkshire will comprise:

the Boroughs of Slough and Windsor & 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;

the part of Wokingham District north and east of Twyford but excluding Wargrave;

the part of the Borough of Bracknell Forest north of Binfield and Warfield and east of Bracknell.

2. The precise boundaries of the Green Belt, and of the settlements enclosed by, but excluded from it, have been identified in local plans. Green Belt boundary changes will only be made in exceptional circumstances through local plan reviews.

3. Planning permission will not be given, except in very special circumstances, for new buildings for any purpose other than:

(a) agriculture and forestry;

(b) essential facilities for outdoor sport and recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

(c) limited extension, alteration and replacement of existing dwellings;

(d) limited infill in recognised settlements defined in local plans;

(e) small-scale affordable housing on other sites in recognised settlements defined in local plans; or

(f) limited infilling in, or redevelopment of, existing major developed sites identified in local plans

Reason for the Policy

4.17 To prevent the outward sprawl of London; to prevent the coalescence of towns in east Berkshire; to safeguard the countryside from unnecessary encroachment; to preserve the setting of historic towns and to assist urban regeneration. The Berkshire part of the MGB forms part of a ring around London whose general treatment is best handled at regional level. RPG9 advises that there is no regional case for reviewing the existing green belt boundaries in the South East.

How it will be carried out

4.18 Through local plans and development control. Existing local plans in Berkshire define the detailed boundaries of the green belt. Changes to these should only be made through the local plan review process. In making changes, local plans would need to demonstrate that exceptional circumstances apply, that consideration has been given to the possibilities for development within the urban areas contained within the green belt, or in areas beyond it, and that the proposals promote the most sustainable form of development.

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

4.19 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

4.20 Local plans and Supplementary Planning Guidance (SPG) will set out the detailed requirements for infrastructure, services and amenities to be provided in association with development. However, the specific case of transport infrastructure is also addressed in Policy T4, 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.

CHAPTER 5

ENVIRONMENT

Context

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' (SAC). These sites merit protection in their own right. In addition, the area has a rich historic heritage, ranging from places of international importance, such as Windsor Castle, down to more locally important monuments and landmarks.

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. However, the two should not necessarily be seen as being in conflict. Maintaining and enhancing the diversity and attractiveness of the natural environment is 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.

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 AONB 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 the primary aim of the AONB. Major development 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

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[14] 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[15] 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

5.06 A Berkshire-wide Landscape Character Assessment[16] (BLCA) has been carried out which highlights geographical Character Types, their component Character Areas, and brief strategy options. The Assessment has been informed by (and will be used in conjunction with) the North Wessex Downs AONB Integrated Landscape Assessment[17], which was undertaken at a similar scale by the Countryside Agency in 2002. The BLCA will act as the context for the development of district-level assessments, where required, which will identify the landscape character in more detail and allow the Unitary Authorities to develop management strategies that best suit the condition and quality of each area. They will also act as a guide to local plans and development control by indicating the particular local qualities of the landscape, which development proposals should respect. Development proposals should be informed by and fully justified in terms of the BLCA.

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[14] Countryside and Rights of Way Act 2000, HMSO 2000

[15] North Wessex Downs AONB Management Plan, 2004

[16] Berkshire Landscape Character Assessment, The Berkshire Unitary Authorities Joint Strategic Planning Unit, 2003

[17] North Wessex Downs AONB Integrated Landscape Assessment, 2003

5.14 Where appropriate, the Unitary Authorities will produce Biodiversity, Habitat and Species Action Plans (SAP). 'A Framework for Biodiversity Action in Berkshire' provides the Unitary Authorities with an agreed foundation upon which to base their actions, and translate national targets identified in the UK BAP to the local level. A series of countywide HAP will also be prepared for those nationally important habitats, which lie within Berkshire. At the local level, local biodiversity action plans will be produced which will be developed into effective local partnerships to take forward actions into the future. Sites suitable for the restoration and re-creation of national and local BAP priority habitats will be safeguarded in local plans. Where appropriate, local authorities will assist and consult the Thames Valley Environmental Records Centre (TVERC).

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

5.15 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, historic buildings, conservation areas, historic parks and gardens, archaeological remains, battlefields and the historic landscape including field patterns, 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

5.16 In line with PPG15[22], 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'[23] will only be permitted where a registered landscape or its setting is unharmed.

[22] PPG15 Planning and the Historic Environment, HMSO 1994
[23] Register of Parks and Gardens of Special Historic Interest in England, English Heritage

5.17 In accordance with PPG16[24], where development is proposed in areas of archaeological potential, developers may be required to commission an independent assessment of the site (in consultation with the local planning authority) prior to the application being determined. This will assist the Unitary Authorities in deciding whether development is appropriate. Where development is permitted, the Unitary Authorities 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 Unitary Authorities maintain a Sites and Monuments Register (or Historic Environment Records), which will assist in the identification of the areas where archaeological investigation is most likely to be needed.

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.

5.19 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.

Policy EN5 : Air Pollution and Nuisance

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 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.

Reason for the Policy

5.20 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.

How it will be carried out

5.21 Through local plans and development control in consultation with the Environment Agency. Local plans will have regard to PPG24[25] in respect of noise pollution. In line with PPG23[26] they will also 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 Unitary Authorities will investigate the need to identify Air Quality Management Areas.

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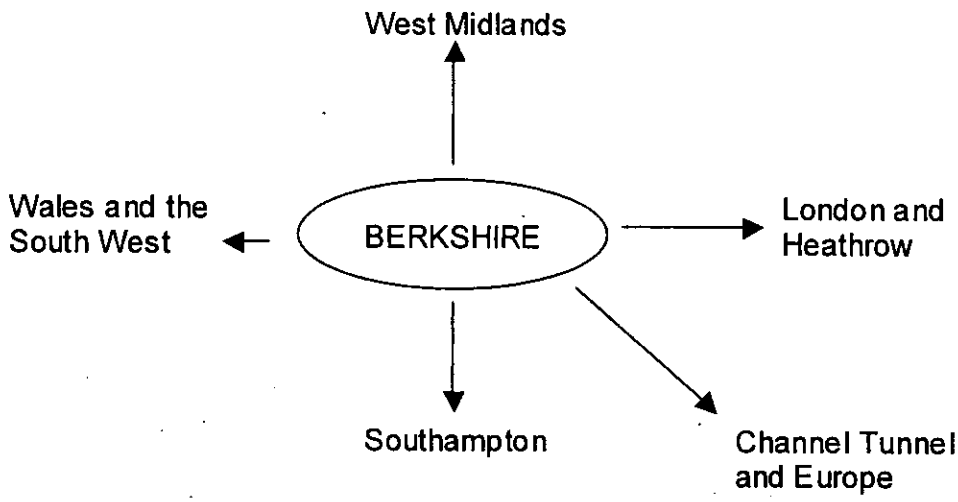
[24] PPG16 Archaeology and Planning, HMSO 1990
[25] PPG24 Planning and Noise, HMSO 1994
[26] PPG23 Planning and Pollution Control, HMSO 1994

and private investment through a further development of public and private partnerships, and the targeting of increased resources across rail, road and public transport to deliver real improvements which make transport more effective and attractive for everyone".

Figure 9.1 Berkshire's Pivotal Position in the Communications of the South East



9.05 SEERA produced a Draft *'Regional Transport Strategy'* which was subject to public examination in July 2003. Following the publication of a set of Proposed Changes in March 2004, the Government Office for the South East (GOSE) published the final Regional Transport Strategy in July 2004. This replaces Chapter 9 (Transport) of RPG9. It sets out a vision of a high quality transport system to act as a catalyst for continued economic growth and to provide, for an improved quality of life for all in a sustainable and socially inclusive manner (para. 9.7). The target is a regional transport system, which progressively reaches the standards of the best in North West Europe. Some of the key elements of that strategy – such as the network of hubs, spokes and gateways – have been applied to, and developed in, this Plan.

Policy T1 : Transport Strategy

1. Within Berkshire, there will be a strategy to concentrate on the improvement of transport nodes and the multi-modal spokes that link them, in order to assist the concentration of development in the Major Towns, to assist the objective of urban regeneration and to ensure that the best use is made of modes of travel other than the car.

2. The Councils will use their planning powers to:

- **(i) reduce the need to travel, especially by car;**
- **(ii) promote alternative modes of travel to the car;**
- **(iii) increase the safety of travel;**
- **(iv) provide improved access to jobs, leisure opportunities and services for all members of the community;**
- **(v) secure the reliable movement of goods, in a manner compatible with the principles of sustainable development.**

Reason for the Policy

9.06 The spatial strategy of this Structure Plan is to focus major development on the seven Major Towns of Berkshire, thereby assisting in their regeneration and

contributing to a sustainable approach to the use of land and resources (see paragraphs 4.01 to 4.07). The transport strategy of this Plan is to improve the links between the Major Towns, especially the quality of public transport, so as to help reinforce their role as multiple, interlinked centres, which perform complementary functions.

9.07 The Unitary Authorities' planning powers should be used to reduce the need to travel, promote alternative means of travel, increase safety and access so as to ensure that the operation of the planning system is consistent with the guidance given for the preparation of local transport plans.

How it will be carried out

9.08 By investment by central Government through the SRA and the Highways Agency and through LTPs. Particular emphasis should be given to proposals, which improve public transport. Also through other policies in this Structure Plan, especially Policy DP1, Policy DP2, Policy DP4, Policy DP5, Policy H3, Policy H6, Policy E1 and Policy S1, and, through local plans and development control.

Policy T2 : Strategic Transport Network

The strategic transport network comprises regionally significant corridors of movement and other major corridors of movement. These are identified on the key diagram and described in more detail below. The strategic transport network will be used as a framework for the preparation of local plans and local transport plans and as an aid to setting priorities for investment.

Reason for the policy

9.09 To set priorities for transport investment in the sub-region and provide clear guidance for LTPs.

9.10 There are two main types of movement of strategic interest within Berkshire: movement, which is of regional significance (which includes movements between other regions and abroad) and movement between the Major Towns identified in the spatial strategy (Policy DP1) as the focus for major development. Movement of regional significance comprises:

- **east-west movement** through the area;
- **orbital movement** around London;
- **north-south movement** through the area; and,
- **access to the major gateways** serving the area, in particular Heathrow and Gatwick Airports.

9.11 Movements of regional significance and other major corridors of movement are represented on the key diagram as lines (or spokes) linking the Major Towns in Berkshire with each other, and with key locations in adjoining areas. These corridors of movement do not necessarily represent specific roads or railway lines, but may encompass a number of routes. For example, the east-west lines linking London, Slough, Maidenhead and Reading cover both the M4 and A4, and the main Great Western railway line. The different types of movement are looked at below.

9.12 **East-west movement:** this encompasses both inter-regional journeys linking the South West and Wales with London and Europe, and movement between

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 RTS or through the preparation of this Structure Plan by the Unitary Authorities, 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

9.23 Through development control and local plans.

Policy T4 : 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.

Reason for the Policy

9.24 It is the policy of the Unitary Authorities 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

9.25 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 Unitary Authorities will require a transport assessment of the scheme. This will measure 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 Unitary Authorities 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 those in Circular 1/97[44]. This policy does not go into detail about the measures to be

[44] Circular 1/97 Planning Obligations 1997

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.

Policy T5 : 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 maximum parking standards 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.

2. Local plans will set maximum parking standards for broad classes of development, which seek to achieve the aims of this policy while taking account of the criteria above. Maximum standards for major developments within Use Class B1 will be set within the range of one space per 35 sq.m to 100 sq.m. Local plans will show the basis for, and justification for, those standards and will keep them under review.

Reason for the Policy

9.26 The availability of car parking at either end of a journey is a powerful influence on the choice of mode of travel. It is also an incentive to visit a particular destination, and influences a firm's choice of which buildings to occupy. In any strategy for limiting the rate of growth of car use, it is essential that the availability of car parking is controlled. It is also important to seek co-ordination of parking availability between areas. The towns in the Berkshire area and its surroundings are close together, and the east of the County is influenced by proximity to London. If parking provision is generous in one area and limited in another, this could cause diversion of business and discourage the introduction of more careful parking standards aimed at reducing the growth in car traffic.

9.27 While it is generally desirable to limit the provision of car parking, the practicality of doing so will depend on how easy it is, or will be, to provide alternatives to car travel. In preparing parking standards and in managing car parks, the local planning authorities will have regard to the accessibility of areas by public transport. The Unitary Authorities have commissioned a study on the relative accessibility of Berkshire towns which may help Authorities set their parking standards relative to those in other parts of Berkshire, in pursuit of the objective of avoiding the diversion of development from one area to another.

9.28 In using accessibility information, it is important however, not to create situations where the parking standards in peripheral locations are much more generous than those in central locations, to the point where development is attracted to peripheral sites. These sites already have the advantage of less congestion in their vicinity. There has already been an outward tendency in commercial development over the last twenty years, which has created travel patterns, which cannot easily be converted to public transport. The locational policies of this Plan seek to discourage

WOKINGHAM DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY TA COPAS FAMILY SETTLEMENT

PLANNING APPLICATION FOR THE CHANGE OF USE FROM AGRICULTURAL BARNS TO B1 OFFICE USE AND B8 STORAGE AT REMENHAM FARM, REMENHAM LANE, REMENHAM, HENLEY-ON-THAMES

PLANNING APPLICATION No. F/2002/7868

APPEAL REFERENCE: APP/X0360/A/04/1162950

STATEMENT BY THE HIGHWAY AUTHORITY

1.0 BACKGROUND

1.1 This statement addresses the Highway Authority's position regarding planning application number F/2002/7868 for the change of use from agricultural to B1 office use and B8 storage at Remenham Farm, Remenham Lane, Remenham, Henley-on-Thames.

1.2 The application was considered by the Development Control Committee of the council on 21st April 2004 and was refused. There are six reasons for refusal; two of which (reasons 3 and 4) relate directly to highways matters.

2.0 REASON 3

2.1 Reason for refusal 3 considers that the surrounding highway network is unsuitable in width and construction to accommodate the increase in traffic resulting from the proposed development. This would be detrimental to highway safety and the convenience of all road users.

2.2 The amount of traffic attracted to the site has been estimated by the appellant's consultants to be between 12 and 15 movements during each of the morning and evening peak hour periods. This estimate relies on the

proposed Travel Plan being reasonably successful and seems to suggest that the 30 or so 'staff' cars in the car park would arrive and depart over two-hour periods in the morning and evening. It is nevertheless indicated that these 12 to 15 movements would represent an increase of around 10% when compared to a pm peak-hour traffic survey which recorded an existing traffic flow of 144 vehicles.

The original traffic surveys raised concerns that Henley Regatta traffic had given an artificially high figure for the number of existing traffic movements. A survey was carried out by Wokingham District Council between 0800 and 0900 on Friday 5th November 2004 at a point on Remenham Lane at the site access. This survey recorded 23 southbound movements and 1 northbound movement. This indicates a morning peak hour traffic flow increase of around 60% as a result of the development proposal.

The predicted 12 to 15 northbound vehicles in the morning peak hour would be conflicting with the existing 23 southbound vehicles. 17 of these southbound vehicles were recorded between 0830 and 0900. This is at a time when the majority of the site's employees would be travelling northbound to work. The situation where each northbound vehicle meets four southbound vehicles would not be uncommon. Remenham Lane is predominantly single track with blind bends and few passing places (either formal or informal). The increase in the number of conflicting movements would result in an increase in accident risk at the bends and an increase in the amount of verge damage as vehicles seek to pass each other at inappropriate locations.

2.3 Remenham Lane is a quiet country lane and a large increase in the amount of traffic (some of which would be reversing to find passing places) would be a danger to walkers, cyclists and equestrians. This danger would further discourage these people from enjoying the amenities of the lane.

2.4 Measures to mitigate the impact of additional traffic (traffic calming, signing and formalised passing places) would have an unacceptably urbanising effect on the lane and do little to encourage walkers, cyclists and equestrians.

3.0 REASON 4

3.1 Reason for refusal 4 considers that the proposed development would be in an unsustainable location and, as a consequence, future employees would be reliant on the private car as a means of travel to and from work. This is contrary to a range of policies which do not just seek to reduce reliance on the private car as a means of transport but require development to encourage walking, cycling and the use of public transport.

The unsustainability of the site is acknowledged in the 'Transport Assessment - Addendum No. 1' prepared by Oscar Faber in October 2001 as follows;

Rail Travel - *"The railway station is a relatively long walk from the site. It is therefore unlikely that employees would regularly use this mode of travel to get to work."*

Bus Travel - *"The services provided are relatively infrequent and the routes are remote to the site. It is therefore unlikely that employees could be encouraged to travel to work by public transport"*

Walking - *"The location of the development is not likely to encourage a significant number of walking journeys"*

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

3.2 The appellant has indicated that a Travel Plan would be submitted. It is however noted that PPG13 at (paragraph 89) advises that *"However, unacceptable development should never be permitted because of the existence of a Travel Plan."* This development is in a location which is acknowledged to be unsustainable. The objectives of PPG13 (paragraph 4) are to;

promote more sustainable transport choices for both people and moving freight;

promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and

reduce the need to travel, especially by car.

3.3 The key element of the proposed Travel Plan would be the introduction of a shuttle taxi/minibus service for employees travelling between the site and Henley, and the assumption that this would be used by 22% of

employees. There would still be 71% of employees expected to arrive and depart by car.

This proposal does not promote more sustainable transport choices nor does it (by its location) reduce the need to travel, especially by car. In terms of promoting accessibility by public transport and walking the estimated modal split is 0% for public transport and 0% walking. Cycling seems to do rather better (9%) but this is based on 6 cycle parking spaces being provided with 4 of them being used. Cycling in Remenham Lane is not an attractive proposition (particularly during dark, wet winter nights) and the additional traffic could only make it less attractive.

3.0 CONCLUSION

3.1 This development proposal is unacceptable by reason of its unsustainable location. It does not encourage walking, cycling and the use of public transport as a means of travel. The consequent increase in the number of traffic movements would be to the detriment of highway safety and would contribute to discouraging walking and cycling as a means of travel.

I therefore respectfully request that the appeal be dismissed.

Steve McMillan

07/11/2004

TOWN AND COUNTRY PLANNING ACT 1990

SECTION 78 APPEAL

APPELLANT:	**T A Copas Family Settlement Trust**
APPEAL SITE:	**Remenham Farm, Remenham Lane**
REASON FOR APPEAL:	**Refusal of planning permission for the change of use of agricultural barns to class B1 office use and Class B8 storage use.**

LOCAL PLANNING AUTHORITY REFERENCE : F/2002/7868

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS REFERENCE : APP/X0360/A/04/1162950

1.00 SITE DESCRIPTION

1.01 The appeal relates to a group of barns, located on a 0.29 hectare site to the north of Remenham Lane. The barns originally formed the farmyard for Remenham Farm, a grade II listed building, which lies to the south of the appeal 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.

1.02 The buildings form a quadrangle but a large proportion of the central courtyard is covered over. The appeal proposal is for the change of use of the existing barns to provide 789 m^2 Class B1(b) research & development use and 244 m^2 for Class B8 storage and distribution use. Parking would be split between the partially covered central courtyard and the open area north-east of the buildings.

1.03 The buildings are currently used for storage of equipment associated with the corporate entertainment use of the site (investigations, by the Enforcement Team, to establish whether this is the authorised use of the site, are currently ongoing) and 115 m^2 of the B1(b) floorspace would be used for this purpose for one week each year.

1.04 The area in which the appeal site is situated is within the Remenham Church Conservation Area and the wider area is designated as Countryside, Metropolitan Green Belt, the Thames River Valley and an Area of Special Landscape Importance.

1.05 The Council's Landscape Character Assessment identifies the area as A1, the Thames River Valley. Key characteristics of the area include small settlements clustered along the edge of the flat, open floodplain and peaceful, largely rural qualities. The area is semi-enclose by adjoining chalk landscapes: the area to the east of Remenham Lane falls within area D1, Remenham Wooded Chalk Slopes. Relevant

Extracts from the Council's adopted supplementary planning guidance are contained in Appendix 2.

1.06 A site location plan at scale 1:1250 is contained in Appendix 1.

2.00 RELEVANT PLANNING HISTORY

2.01 There have been a number of previous applications relating to buildings at Remenham Farm. Of relevance to this appeal, a very similar application to the appeal proposal was submitted to Wokingham District Council in 2000 (application reference F/2000/2670) but was withdrawn prior to determination. The appeal proposal differs from the previous one in that there have been some amendments to the proposed elevations and additional supporting information was submitted, in particular a transport assessment. Also the application was revised to omit the proposed caretakers dwelling, which was not included in the description of development. The application was refused on 28 April 2004 for the following reasons:

2.02 The application that is the subject of this appeal (application reference F/2002/7868), together with a duplicate (reference F/2002/7867), were received on 24 October 2002. Initially it was intended that the applications should be in outline with details of the siting and access to be determined but, in planning law, it is not permissible to make and outline application for the change of use of existing buildings. It was considered that sufficient information was available for the applications to be assessed as full planning applications and consultees were informed of this change. The applications were reported to the Development Control Committee on 21 April 2004 but the consultation period did not end until the following day, so Members resolved that, subject to no new substantive planning issues being raised during the remainder of the consultation period, the Development Control Manager should be authorised to refuse both applications under delegated powers. The reasons for refusal are as follows:

Dec 2002

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 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; and Wokingham District Local Plan policies WOS1, WOS3, WOS10, WCC1, WLL2, WLL3, WGB1, WBE1, WHE2 and WRE2.

3.00 POLICY BACKGROUND

3.01 The development plan for the area comprises the Berkshire Structure Plan 1991-2006 and Wokingham District Local Plan. There is also an emerging structure plan. The relevant policies in each plan are set out below.

3.02 The Berkshire Structure Plan (1991-2006) was adopted on 4 November 1995. The relevant policies are:

OS1	The Overall Strategy
LD1	Sustainable Development
LD3	Environmental Impact of Development
LD5	Transport Considerations in Dealing with Development Proposals
C2	Development Outside Built-Up Areas and Settlements
C4	Control of Development in the Metropolitan Green Belt
EN5	Areas of Special Character Including Conservation Areas
BU1	Assessment of Proposals for Further Business, Industrial, Distribution and Storage Development

3.04 The local plan is the Wokingham District Local Plan, which was adopted on 11 March 2004. The following policies are relevant:

WOS1	Overall Strategy
WOS3	Development Control Principles

WOS10	The Historical Environment
WCC1	Development in the Countryside
WLL2	Areas of Special Landscape Importance
WLL3	The Thames Valley
WGB1	Development in the Metropolitan Green Belt
WGB5	Re-use and Adaptation of Existing Buildings in the Metropolitan Green Belt
WBE1	Design and New Development
WHE2	Development in and Adjoining Conservation Areas
WRE2	Re-use and adaptation of buildings for Commercial Uses
WT1	Location of Development
WT5	Environmental Aspects of Traffic
WT7	Road Safety

3.06 PPG2, PPS7, PPG13 and PPG15 are relevant to this appeal.

4.00 THE COUNCIL'S CASE

4.01 There are six reasons for refusal. Reasons 1, 2 and 6 relate to the impact upon the character and amenities of the area and will be considered below. Reason 5 relates to the failure to secure contributions towards highway safety and sustainable transport initiatives and the policy background to this reason will also be set out in this statement. Reason 3 relates to highway safety and reason 4 to the unsustainable location. These will be addressed in a separate statement prepared by the Highway Officer.

The impact upon the character and amenities of the area

4.02 The development plan contains a number of policies that require a high standard of development, appropriate to its context. Policy OS1 of the Berkshire Structure Plan sets out an overall strategy for development, which includes (iii) protecting and enhancing the quality of the landscape, environment and heritage. Berkshire Structure Plan policy LD3 establishes that proposals will only be permitted where they do not

give rise to an unacceptable impact on the environment, including harm to the character and appearance of the area, or the amenities of neighbouring land uses. Wokingham District Local Plan policy WOS1 D) also requires new development to make a positive contribution to the character, environment, landscape and heritage within the plan area and policy WOS3 A) of this plan requires development 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.

4.03 In the case of the appeal proposal the environment is a sensitive one. The site forms part of the setting of two listed buildings as well as being located within the Remenham Church Conservation Area and a number of countryside and landscape designations also apply to the area.

4.04 Berkshire Structure Plan policy EN5 establishes that conservation areas will be protected from change damaging to their character and appearance and Wokingham District Local Plan policies WOS10 and WRE2 confirm that the Council will seek to preserve and enhance the character of conservation areas.

4.05 Berkshire Structure Plan policy C2 and Wokingham District Local Plan policy WCC1 establish that development outside defined settlement boundaries will be strictly controlled. Development is only acceptable in principle in specified circumstances, which include WCC1 D) re-use and adaptation of existing buildings. Similarly, Berkshire Structure Plan policy C4 and Wokingham District Local Plan Policy WGB1 establish types of development that are acceptable in principle in the Green Belt, which also include WGB1 F) re-use and adaptation of existing buildings. There is a presumption against inappropriate development that would compromise the open character of the Green Belt and the four policies make clear that, where development that is acceptable in principle it should not harm the rural character of the area

or openness of the Green Belt due to its scale, form, siting, materials, design and character.

4.06 Wokingham District Local Plan policy WGB5 amplifies the advice regarding re-use of buildings in the Green Belt. The change of use of such buildings will not be permitted if the new use and any associated uses have a greater impact than the present use on the openness of the Green Belt. Proposals will be expected to comply with policy WCC5 or WRE2. WCC5 relates to re-use and adaptation of buildings for residential purposes and is not relevant to this appeal, since the part of the building that was identified as a caretakers dwelling has been omitted from the application site boundary. Policy WRE2 relates to re-use and adaptation of rural buildings for commercial uses.

4.07 Policy WRE2 sets out criteria for the assessment of proposals for the change of use of existing rural buildings to commercial uses. There requirements of this policy are that A) the form, bulk and general design of the building are in keeping with its surroundings B) the building should be suitable for re-use without major rebuilding or alteration C) there are no overriding 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.

4.08 It is not disputed that the existing buildings form an attractive group that make a positive contribution to the character of the conservation area and its wider setting but the proposal does not comply with criteria B) or C) of policy WRE2.

4.09 With regard to the requirements of criterion C), there are concerns regarding the historical environment, and visual and residential amenity, which will be set out in the following paragraphs. There are also objections on grounds of road safety, as set out in reason for refusal 3, which will be dealt with in the Highway Officer's statement.

Intensification in the use of the site

4.10 WCC1 and WGB1 require that, where proposed development is acceptable in principle, its scale and character are appropriate to the location. Berkshire Structure Plan policy LD3 establishes that proposals will only be permitted where they do not give rise to an unacceptable impact on the environment, including harm to the character and appearance of the area, or the amenities of neighbouring land uses. Wokingham District Local Plan policy WOS3 A) requires that development should be of an appropriate scale of activity and character to the area in which they are located and be integrated into the local context without detriment to the amenities of adjoining land uses and occupiers. Wokingham District Local Plan policy WBE1 requires development to take into account the surrounding landscape and policies WLL2 and WLL3 establish that development that would harm the special character of Areas of Special Landscape Importance and the Thames Valley not be permitted.

4.11 The key characteristics of the Thames River Valley character area are identified in Council's Landscape Character Assessment and include its peaceful, picturesque and largely rural qualities. Small settlements are clustered along the edge of the floodplain. Remenham is one of these settlements and within this hamlet, the appeal site is situated in a cluster of eight dwellings, a church and parish hall. In this context, the intensive use of the site resulting from a major commercial development, such as the appeal proposal would have a significant impact in terms of the level and pattern of activity in the vicinity. This level of use is reflected in the anticipated number of trips to the site, which the transport assessment indicates would be in the range 87-94 movements daily. This level of activity resulting from a commercial use of this scale would be detrimental to the quiet, rural character of the area and consequently to the residential amenity of occupants of nearby dwellings: the scale of the proposed development is inappropriate in this location.

4.12 While some of the parking would be contained within the central courtyard, the remainder would be located in the open area to the north-east of the buildings and this would be visible from the access road that serves the site and also forms a pedestrian link to the riverside footpath. The more intensive use of this area for parking would have an urbanising impact on the area, which would be harmful to its rural character.

4.13 The detrimental impact of the appeal proposal would not be restricted to its immediate environs. Wokingham District Local Plan policy WRE2 C) refers to activities associated with the use of the buildings. The third reason for refusal relates to the adverse impact on highway safety that would result from additional traffic using the narrow rural lanes in the vicinity but the additional traffic, together with any measures that may be taken to ameliorate the highway safety consequences, would also have an impact on the rural character of the area.

4.14 Wokingham District Local Plan policy WT5 establishes that 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. Remenham Lane forms the boundary between the Thames Valley and Remenham Wooded Slopes character areas and page 174 of the Council's Landscape Character Assessment identifies upgrading of the winding network of rural lanes as a threat to their inmate rural character. The document states that road improvements or widening that would threaten the rural character should be resisted.

4.15 The appellants' transport assessment sets out measures to improve access to the site, including provision of and improvement of existing passing places. Details of the location of passing places are set out in paragraph 4.4 and on drawing No 26639/sk1 in appendix B while

drawing No 26639/PASS/INT01 shows a typical construction detail for a passing place. Drawing No 26639/sk1 indicates that one new passing place would be provided in Remenham Lane, together with 'improvements' to three of the four existing informal passing places. Of eleven existing passing places in Remenham Church Lane seven are noted, in appendix E of the previous transport assessment, as unmade and four of these would be formalised. It seems likely that use of the remaining informal passing places would also increase. The provision of a new passing place, formalisation of passing places and probable erosion of the verges of the lane in the vicinity of the remaining informal passing places would have an adverse impact upon the rural character of the lanes.

Treatment of the north-west elevation of the building

4.16 In addition to the polices that seek to ensure that development across the district is appropriate to its location, Berkshire Structure Plan policy EN5 and Wokingham District Local Plan policies WOS10 and WRE2 require conservation areas to be protected from change damaging to their character and appearance. Development in conservation areas should preserve and enhance their character. The character of the Remenham Church Conservation Area is that of a quiet rural hamlet and the group of farm buildings contribute to this character. In addition to the harm that would be caused by the intensification of the use of the site, the sixth reason for refusal relates to the proposed treatment of the north-western elevation, facing the river Thames.

4.17 This building would probably have been open sided originally but is currently timber clad. It is proposed to glaze the majority of the 51 metre length of this elevation, with the glazed screens separated by piers. The extent of this glazing would have an urbanising impact on the appearance of the barn, which would be harmful to the rural character of the group. The large amount of glazing and would also permit light spillage from inside the buildings onto the riverside during

evenings or dark days, which would also be harmful to the rural character of the area. The impact of this unsympathetic design would be exacerbated due to the prominence of this elevation when viewed from the riverside footpath and from the river itself. The large expanse of glass in an area where natural surveillance is poor and illumination is undesirable could also present a security risk and lad to future pressure for security measures that may cause further harm to the appearance of the building.

Suitability of the buildings for the proposed uses

4.18 Criterion B of policy WRE2 requires that buildings are suitable for reuse without major rebuilding or alteration: it has not been demonstrated that this is the case and the second reason for refusal relates to this.

4.19 The Council requested a structural survey of the buildings, to enable their condition and the extent of works that would be required in association with the proposed change of use to be assessed but this was not forthcoming. A farmland strategy was submitted, which set out the context for the application and concluded that the existing buildings are not needed and, indeed would not be suitable for modern farming. However, this document did not provide any information regarding the condition of the buildings.

4.20 The majority of the buildings it is proposed to put to new uses appear to be of reasonably substantial construction and well maintained, although without a structural survey it has not been possible to confirm that there are not structural defects. There is one building which could not comply with the requirement that the building should be suitable for re-use without major rebuilding or alteration: the north-westerns side of the courtyard is formed by two parallel buildings, the inner one of which is clad in blockwork, timber, corrugated sheets with a corrugated roof and it is inevitable that this building would require extensive alterations, including new walls and a new roof, to make it fit for the proposed class

B1 business use. For this reason the appeal proposal fails to comply with policy WRE2 B).

Failure to secure contributions towards service and infrastructure needs

4.21 Berkshire Structure Plan policies OS1(vii) and LD6, and Wokingham District Local Plan Policy WOS4 require 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. Berkshire Structure Plan policy LD5 sets out transport considerations in dealing with development proposals.

4.22 Wokingham District Local Plan policy WT3 establishes that all traffic generating development will need to facilitate alternative modes of transport in addition to the private car, including provision of facilities and/or contributions to facilities to encourage walking, cycling and use of public transport. Employment development must also demonstrate how it can encourage reduction in demand for private car travel for journeys to and from work. In accordance with WT7 the road safety implications of proposals will be assessed and safety measures implemented where it is justified by a new development proposal.

4.23 The appeal site is not in a sustainable location and would have a detrimental impact upon highway safety, as set out in the third and fourth reasons for refusal. It is not considered that these objections can be overcome through sustainable transport and highway safety initiatives but were the appeal to be allowed such measures would be required to ameliorate the harm caused, albeit that they would also have an adverse impact upon the character of the area.

5.00 COMMENTS ON THE APPELLANT'S GROUNDS OF APPEAL

5.01 The appellant has suggested that it is unreasonable to refuse an application for reuse of rural buildings on the basis that it is in an unsustainable location because this form of development is acceptable in principle. The development plan should be read as a whole and, while it is accepted that the reuse of existing rural buildings is acceptable in principle, this consideration is not outweighed by the other issues in this case. The contribution that the existing buildings make to the conservation area and the desirability of retaining them does not outweigh the harm that would be caused to the character of the area by the appeal proposal.

5.02 The financial contribution sought would be used to improve access to the site for pedestrians, cyclist and motor vehicle drivers, in accordance with development plan policies. The proposal would not be acceptable without implementation of such measures.

5.03 The harm that would be caused by the proposed treatment of the Thames elevation has been described in this statement.

6.00 CONCLUSION

6.01 The scale of the proposed commercial use of the existing buildings would result in an intensification in the use of the site that would be inappropriate in this sensitive rural location and would be harmful to the peaceful, rural character and appearance of the area. The parking of vehicles on the site would have an urbanising affect detrimental to the visual amenity of the area, and the increase in traffic and upgrading of the rural lanes to provide access to the development would erode their rural character. Alterations to the buildings would have an urbanising affect, detrimental to the character of the group of buildings and its riverside setting, within the conservation area and wider landscape. Furthermore, it has not been demonstrated that the buildings can be converted without major alterations. For these reasons the proposal is

contrary to the development plan policies cited and the Inspector is requested to dismiss this appeal.

LIST OF APPENDICES

1. Location plan.

2. Extracts from the Council's Landscape Character Assessment.

3. Suggested conditions of appeal if allowed.

0.3.

LIST OF APPENDICES

1. Location plan.
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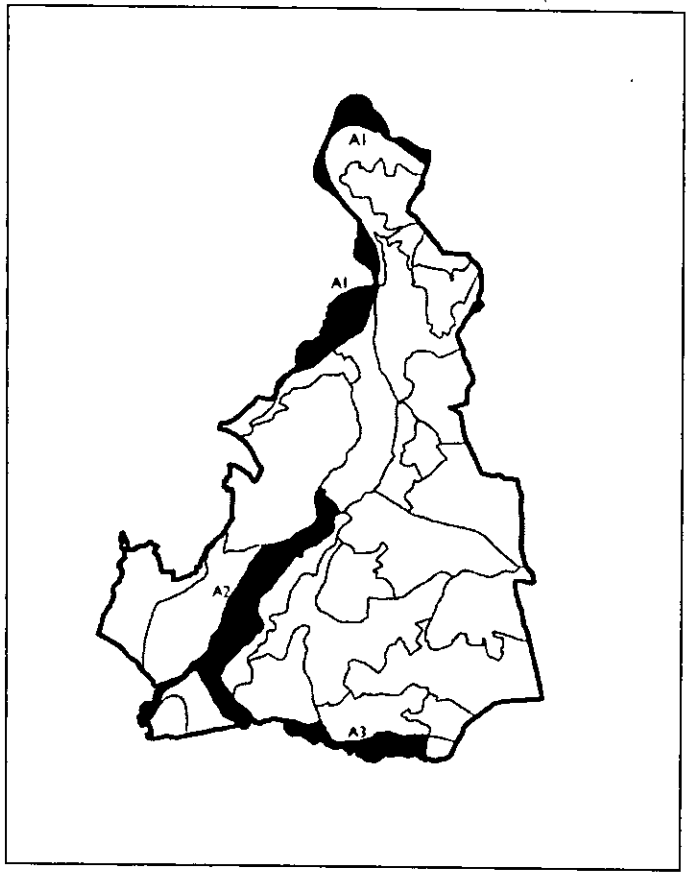
APPENDIX 1 -
Location plan.

APPENDIX 2 - Extracts from the Council's Landscape Character Assessment.

5. LANDSCAPE TYPE A: RIVER VALLEYS



Landscape Character Areas

A1: Thames River Valley

A2: Loddon River Valley

A3: Blackwater River Valley

Characteristics of Landscape Type

5.1. There are three character areas classified as being of the *River Valley* landscape type. These correspond to the valleys of the Rivers Thames and Blackwater which respectively, define the north and south boundary of the district and the Loddon which bisects the district, in a south-north direction. This landscape type is distinguished by a flat lowland alluvial/river terrace floodplain supporting a mixture of arable and pastoral farmland generally set within a partially wooded context creating a semi-enclosed landscape.

Key Characteristics

- Flat to gently shelving.
- Predominantly alluvial floodplain with some areas of river terrace.
- Important wetland and marginal habitats.

- Pastoral fields and meadows with large arable fields further away from river.

- Semi-enclosed landscape with open fields framed within a wooded backdrop.

Relationship to Berkshire Landscape Character Assessment

5.2. The *River Valley* landscape type corresponds to *Type B: Lower River Floodplain* of the *Berkshire Landscape Character Assessment*. The particular character areas are *B4: Hurley Thames*, *B6: Lower Loddon* and *B7: Blackwater*. Generally, there is good parity between the boundaries of the landscape types. The main distinction is that two small areas within the valleys of the Thames and Blackwater have been separated into the *River Valley with Open Water* landscape type. Additionally, there have been some minor boundary changes due to the more detailed scale of this assessment including some areas where *River Terraces* have been distinguished from the main valley landscape.

A1: THAMES RIVER VALLEY

DESCRIPTION

Introduction

5.3. *A1: Thames River Valley* defines much of Wokingham's northern boundary sweeping in a sinuous corridor some 13 km long between the village of Sonning, through Wargrave and Henley-on-Thames to Remenham and Aston at the district's northernmost point. Characterised by a flat floodplain landscape dominated by the river, this character area is defined by the steep chalk slopes of the *Remenham* and *Sonning Wooded Chalk Slopes* (D1 and D2) within Wokingham district and the dramatic chalk hills of the Chilterns to the north; the resulting 'borrowed character' creating a distinctive sense of enclosure opening out where the Loddon joins the Thames near Wargrave.

5.4. The floodplain landscape is characterised by large pastoral and arable fields, divided by paths, ditches and post and wire fences, creating a sense of openness on the floodplain. Through the heart of the landscape flows the River Thames, a large impressive river, popular with recreational users. The Thames exhibits large-scale meanders but is often hidden behind belts of bankside woodland. The Thames is joined by a network of smaller rivers, streams and channels. The channels are frequently lined with pollards forming important landscape features. The floodplain appears relatively unsettled. However, at the periphery of the character area, above the flood level, there are a number of small hamlets and the nuclei of some of the larger settlements, which have subsequently expanded away from the floodplain. In some parts such as around Charvil, access to the floodplain is limited, creating a locally strong sense of remoteness. Views of parklands and manor houses associated with the adjoining valley sides also create an impression of settlement and are important features of the landscape.

5.5. This stretch of the Thames has been a popular source of artistic inspiration - drawn by the water-dominant landscape clothed by

stretches of pasture, its architectural grandeur, vernacular detail and the special character of rural river-side villages and hamlets. The status of the Thames as a nationally-important river and its connotations and connection with the development of major English cities including Oxford and the capital London also add to its important perceptual qualities.

Location and Boundaries

5.6. The *Thames River Valley* character area occupies a corridor in the north and north west of Wokingham. The corridor relates to the floodplain of the River Thames, which marks the county boundary between Oxfordshire, Buckinghamshire and Berkshire. Hence the northern/westernmost boundary of this area is represented by the district boundary, although in reality this character area extends beyond. To the south/east the boundary is clearly defined by landform - namely the limit of the floodplain. For much of the area this corresponds with the obvious break of the steep chalk slopes of *D1: Remenham Wooded Chalk Slopes* and *D2: Sonning Wooded Chalk Slopes.* This approximately follows the 35m AOD contour line, which, north of Wargrave, largely (although not exactly) follows the line of the A321 and Remenham Lane. The boundary is less distinct where the Loddon and Thames Floodplains meet near Twyford/Charvil. Here the boundary follows features that approximate division between these two contiguous landscape types.

Key Characteristics

- Dominated by the River Thames, a large navigable river with pronounced meanders, sometimes braided into faster flowing smaller streams and interconnected with drainage channels. Joined by a series of rivers, streams and channels.
- Broad flat alluvial floodplain with pockets of River Terrace.
- Accentuated and semi-enclosed by adjoining steeply-sloping, open and wooded chalk landscapes of the Chilterns.
- Distinctive flat to gently shelving landform with adjoining strongly articulated chalk landscapes.

- Large open geometric fields of pasture and some arable farmland, often undivided or divided by drainage channels, paths or post and wire fences.
- Wetland character including wet meadow, wet woodlands and waterside features such as pollarded willow, supporting rate and important species.
- Popular recreational setting for rowing, canoeing, boating, fishing, walking and cycling with supporting facilities including boatyards, boatsheds, locks and towpaths.
- Peaceful natural landscape with characteristic small-scale wetland features such as pollarded willows.
- Small, nucleated and linear settlements clustered along the floodplain edge including hamlets (e.g. Aston) and the nuclei of larger towns and villages (e.g. Wargrave).
- Distinctive vernacular character typified by the use of warm red brick and flint.
- Views to prestigious large detached properties from the river.
- Influenced by adjoining formal parkland landscapes characterised by exotic evergreens including the romantic Temple Island.
- Peaceful, picturesque and largely rural qualities that have inspired literary and artistic interest.

Physical Landscape

5.7. The area is characterised by the presence of the River Thames, a large and mature river, which is often invisible except at close range, being hidden by vegetation. The River Thames has large pronounced meanders, of which this character area is one, but at the local scale appears to follow a straight and smooth course. The Thames becomes braided and branching in parts: notably north of Charvil, where St Patrick's Stream diverts and rejoins; and north of Wargrave where the Henerton Backwater is present. Along the main channel there are a

number of small islands or aits. There are also some locks, which are designed to assist navigation along the River.

5.8. The landscape surrounding the Thames is essentially a flat floodplain ranging from between 30 and 35m AOD, which in places is perceived to shelve very gently down to the water. The flatness (and openness) of this landscape is dramatically contrasted with some of the most elevated and steepest land in the area, particularly in the north where the floodplain abuts the precipitously rising *Remenham Wooded Chalk Slopes* and the strongly rolling hills of the Chilterns. Where the River Loddon joins the River Thames, west of Wargrave, the floodplain opens up becoming very wide and expansive.

5.9. The floodplain landscape is defined geologically by a wide alluvial corridor, which, in some areas, is abutted by pockets and bands of exposed first and second river terraces. These conditions gives rise to the argillic brown earth soils of the Thames series which vary from heavy loam soils over chalk to flint loam soils over gravel and lime-rich clayey floodplain soils which are influenced by the underlying middle chalk strata. Although the soils are generally well-drained and fertile they are subject to high groundwater and periodic flooding. Consequently, the area is a mosaic of arable and pastoral land uses including pasture and wet meadow in the most flood-prone areas, particularly close to the river, and arable farmland wherever conditions allow.

Historic Environment

5.10. Clearance of woodland from the valley floor, in order to cultivate the fertile river gravels, may have started as early as the Neolithic and was largely complete by the Late Bronze Age. There is little visible evidence of this landscape although cropmarks reveal evidence of prehistoric/Romano-British settlement and farming. Cultivation on the valley sides would have led to deposition of alluvium on the floodplain.

5.11. The bridging place at Sonning may date to Roman times. Sonning was an important ecclesiastical centre from the late Saxon period, and there was a Medieval bridge there (the present brick bridge, with

eleven arches spanning the three river channels was built in 1790). A bridge was also built at Henley in the 13th century.

5.12. Saxon settlement along the Thames valley is also evident in the Domesday settlement at Remenham, but most Medieval settlement is at the edges of the valley and there are few farms on the valley floor - a pattern which has largely survived to the present day.

5.13. In the Medieval period there were likely to be open fields along the river terraces and common meadows on the floodplain, although drainage may have allowed some mixed farming on the floodplain. The Domesday Book records numerous mills associated with settlements along the Thames, and some of the surviving Post-medieval mills are likely to be at the same locations.

5.14. The straight-sided rectangular fields that dominate the modern valley floor landscape indicate Parliamentary inclosure of probably early 19th century date. However, in places, such as around Remenham and between Sonning and Wargrave, 20th century boundary removal has created extensive prairie-style fields.

5.15. The main roads are determined largely by the course of the river, and its crossing points at Sonning, Henley and the Mill End ferry. The embankment at the base of White Hill on the post road from Maidenhead to Henley was part of a major regrading following the 1718 Turnpike Act, allowing coaches to ascend the hill rather than go the long route via Remenham. A lock was also built at Sonning. Since 1839 the Henley Regatta has been held on the Thames and for the last century the river has been used primarily for its amenity value. The valley is crossed by the branch line of the Great Western Railway from Twyford to Henley opened in 1857.

Designations	Summary of Importance
Scheduled Ancient Monuments	
BCC No 182	Cropmark N.E. of St Patrick's Avenue
Regional Archaeological Site	
	There are a number of scattered and isolated sites located throughout the Thames Valley.

Designations	Summary of Importance
Conservation Areas	
	Sonning Wargrave Remenham Henley Bridge Remenham Church
Listed Buildings	
	There are several listed buildings associated with the cores of the edge of floodplain villages including Remenham and the conservation areas of Sonning, Wargrave and Henley.
English Heritage Register of Historic Parks and Gardens.	
Temple Island (and Fawley Court) Grade II* Park Place and Temple Combe	Fishing Temple (probably by Wyatt 1771) on an island in the Thames .5Km northeast of Fawley Court (Buckinghamshire) conceived as a focal part within late C17 and mid-C18 park and landscape.

Ecological Character

5.16. The *Thames River Valley* character area forms a relatively narrow part of the floodplain, which abuts the steep chalk slopes to the south. The valley is characterised by seasonally wet alluvial soils, which support a range of wet grassland and woodland vegetation types. The banks of the river are fringed by alder (*Alnus glutinosa*), willow (*Salix* spp.) and poplar (*Populus* spp.).

5.17. However, the area has been subjected to widespread improvement and the majority of the floodplain is composed of improved grassland swards, used for livestock grazing. There are also smaller areas of arable land used for cereal cultivation.

5.18. The channel itself is managed for both boat traffic and flood defence purposes and although it maintains some ecological interest, important species such as Loddon pondweed (*Potamogeton nodosus*)

have declined and this plant may now be extinct in this stretch of the Thames. However the water retains a high quality diverse and comparatively productive fishery of which the Temple to Marlow reach is the highlight with excellent rheophilic (riverine) and limnophilic (stillwater) populations.

5.19. Where drainage has been less severe scattered fragments of semi-natural habitat have persisted in the Thames River Valley. There are six sites with Wildlife Heritage Site status, including two wet woodlands and three grassland sites with scrub and woodland elements. The woodland sites are typically composed of alder (*Alnus glutinosa*) and willow (*Salix* spp.) carr and support a range of wet woodland species including marsh marigold (*Caltha palustris*), meadow sweet (*Filipendula ulmaria*) and occasionally the rare and nationally important Loddon lily (*Leucojum aestivum*).

5.20. Wargrave marsh represents the largest remaining area of semi-natural wet grassland in this character area, and is an important site for breeding birds. This site once carried SSSI designation but its nature conservation value declined due to improvement for agriculture in the 1980's.

Designations	Summary of Importance
Sites of Special Scientific Interest	
None	
Local Nature Reserve	
None	
Wildlife Heritage Site/Registered Ancient Woodland	
None	
Wildlife Heritage Site	
River Loddon 76.18ha	River
Grassland slope 4.4ha - *Part of this sites also falls within D1*	Marsh, calcareous grassland
Wetland north of Wargrave 0.5ha	Grassland, woodland
Wargrave Marsh 4.7ha	Wetland, scrub, meadow
Meadow adjacent to River Thames 8.0ha	Grassland, woodland

Designations	Summary of Importance
Wood adjacent to Henley Rowing Club 0.4ha	Wet woodland
Wet woods 1.2ha	Stream, wet woodland

Rural Land Use

5.21. The main land uses within the *Thames River Valley* are farming, recreation and natural landscape including woodland and wetland. There are also some settled areas, but these are peripheral and so do not dominate the character of the landscape.

5.22. The farmland in this area is large scale; comprising vast arable fields (cereals) divided by post and wire fences and medium-sized horse pastures bounded by fences and drainage ditches. There is no real network of hedgerows in this character area and the few surviving hedgerows are fragmented low flailed hawthorn monocultures. Consequently the floodplain has an open feel. The exception to this is the large 'island' of land between the Thames and the Henerton Backwater around Wargrave Marsh, which has a smaller field system and more intimate quality. The allotments, near Henley, also create a more intricate pattern on the floodplain.

5.23. The area is partially wooded. The woodland is of a natural quality and concentrated in deciduous linear belts following the watercourses or belts of trees (including conifers) marking property boundaries. The smaller drainage channels set within the pastures are sporadically punctuated with pollarded willows.

5.24. Use of the river for or as a setting for leisure and recreation is a very important feature of the Thames valley exploiting the views and opportunities for watersports. A number of small informal car parks have been established to support these uses. The banks of the Thames are a very popular destination for rambling and cycling. This is facilitated by the presence of numerous footpaths and towpaths following the river, including The Thames Path - a long distance footpath classified as a national trail, which is largely on the Buckingham side of the boundary until it reaches Henley, at which point it crosses into Berkshire. The river itself is used for angling, canoeing and boating. The pleasure craft ferrying tourists down the

Thames, colourful barge traffic and associated boathouses are a feature of the landscape introducing activity and noise into the peaceful setting. This reach of the Thames is also, famously, the venue of the Henley Regatta - a highlight of the British Establishment's Social Calendar.

Settlement and Built Character

5.25. This character area is an important focus of settlement, with settlement spaced at regular intervals on both sides of the river valley. There are four Conservation Areas at Sonning, Wargrave, Remenham Henley Bridge and Remenham Church. The settlements are located at the edge of the floodplain along the periphery of the character area boundary. However, the most important settlements have expanded away from the floodplain and into the adjoining character areas. The principal settlements following this pattern within Wokingham District are Wargrave (discussed further in *H1: Wargrave-Twyford Arable Chalk Lowlands*) and Sonning (*D2: Sonning Wooded Chalk Slopes*), although Henley-on-Thames and Lower Shiplake across the valley in Buckinghamshire follow a similar pattern.

5.26. The hamlets of Aston, Remenham and the nuclei of Wargrave and Sonning Villages are typical of the floodplain edge settlements with a small-scale vernacular character. These settlements are particularly noted for their combination of vernacular materials including flint, warm traditional red brick and tile, and dark weatherboarding. Brick banding and timber - framing with pitched and half-hipped roofs are a feature. Some of these settlements include focal edge-of floodplain flint churches with square towers and attractive churchyards.

5.27. In addition to edge-of-Thames settlements there are also some linear settlements, apparent on the valley floor. These include Loddon Drive, located along the stretch of the River Loddon before it meets with the River Thames, and Willow Lane along the Henerton Backwater at Wargrave Marsh. These tend to be more modern fairly executive style houses, some of which have the appearance of weekend retreats or holiday homes. They are fairly well integrated into the landscape within a wooded framework.

5.28. Buildings visible from but not actually within the Thames Valley also have an important influence on the character of this area. Most notable in this respect are the manor houses and parkland located along the chalk slopes of Remenham, Sonning and the Chilterns. These include the large detached redbrick and pantile college buildings of Shiplake House, Matson House near Henley, Fawley Court College, Bear Place and Wargrave Manor. These country houses in landscaped grounds were built as the Bath and Swindon Roads developed from London. They create a parkland impression in parts, which is emphasised by the presence of more overtly scenic building of the Fishing Temple, a small white-painted temple, located romantically on Temple Island visible across the Thames.

Perceptions of the Landscape

5.29. There are a number of literary and artistic perceptions of the village of Wargrave. In *'The Book of Wargrave - History and Reminiscences by the People of Wargrave'* (1986) it is noted that "in late Victorian times, Wargrave attracted a number of now-famous artists and writers" and how many of those either bought houses within the village or resided at the local pubs - the St George and Dragon Inn being a particular favourite. Among them, Charles Henry Malcolm Kerr - a London Painter of portraits, landscapes and country subject, painted *'Wargrave Church'* which formed one of 27 of his works exhibited at the Royal Academy between 1884 and 1904. George Vicat Cole (1833-1893), an important landscape painter of the mid-19th century also painted at Wargrave. Vicat Cole painted naturalistic landscape scenes and did not aspire to produce the image of the rustic idyll. His oil on canvas simply entitled *'Wargrave'* provides a foreground scene of the River Thames flanked by the wooded riverbank, which in turn is punctuated by the spires of Wargrave church in the distance.

5.30. William Gosling (1824-1883) painted naturalistic landscapes or pure landscape scenes in and around Wargrave and Henley-on-Thames. *'Near Wargrave-on-Thames'* depicts a number of villages working and boating on the Thames not far from Wargrave. He also painted from *'Henley from the Gate Hill'* - an image of peasants harvesting with Henley in the distance.

5.31. Alfred Augustus Glendening (1840-1910) also painted the river landscape and of note is the painting entitled *'Gathering Rushes on the Thames near Wargrave'*. Other writers and artists to have both resided and worked in Wargrave are F. Walker, B.W Leader, H.S. Marks, E. Duncan and S. P Jackson. S. P Jackson painted many images of both the river and village.

5.32. In J E Vincent's *'The Story of the Thames'* (1909) he details the journey taken from Shiplake Lock to Wargrave which he describes as:

> *"...a short half-mile of the Thames, reinforced by the Loddon, flowing almost due east, and here the stream is turned northward into low ground, calculated to encourage wide curves of course and many islets by the commanding ridge of chalk...".*

Vincent refers to Wargrave as *"an exquisite village, boasting an ivy-grown church and...an inn-sign, that of the George and the Dragon".* It is interesting to note that Gertrude Jekyll, whilst resident at Wargrave Manor, lent George Dunlop Leslie R.A her large pot of white lead to help him repaint the sign to the George and Dragon. He painted one side whilst the artist J.E. Hodgson painted the other, this at a time when both were unable to paint the landscape due to excessive flooding. The Book of Wargrave - *'History and Reminiscences by the People of Wargrave'* (1986) tells how Gertrude Jekyll herself *"is recorded as having painted several inn signs in the area; alas we have no record of their names".*

5.33. In his book 'Our River' George Dunlop Leslie R.A records Wargrave as:

> *"a sweet quiet little village, and the houses with their lawns on the river bank, all add to the charm of the spot, the elm-trees in Mr. F. Maitland's garden being, with those about the church, quite a feature of the bend of the river".*

5.34. In his famous *'Three Men in a Boat'* (first published 1889), Jerome K Jerome wrote of the journey to Wargrave along the Hennerton Backwater:

> *"We went up the backwater to Wargrave. It is a short cut, leading out f the right-hand bank about half a mile above Marsh Lock,*

and is well worth taking, being a pretty, shady little piece of stream, besides having nearly half a mile of distance".

5.35. Sonning has also been the subject of many artistic and literary references. In J E Vincent's *'The Story of the Thames'* (1909) he describes the journey from the wooded hills of Holme Park to Sonning. On passing through Sonning Lock he states that:

"there is a strong disposition to disobey the self-denying ordinance against comparisons and to pronounce that here, assuredly, is the prettiest spot on the Thames. Here, so far as the delight of the eye goes, we have nearly everything that can be desired - much branching of the river, many eyots, rising ground and variety of contour on the Berkshire side, gay gardens and lawns of hotels modernised but some with taste...".

5.36. There are a number of paintings of Sonning such as *'Sonning Church and Bridge'* by Samuel Ireland (1791) and 'September Sunshine' by J Ayton Symington (1911) both depicting scenes of a riverside village idyll.

5.37. Jerome K Jerome wrote of Sonning:

"...the most fairy-like little nook on the whole river. It is more like a stage village than one built of bricks and mortar. Every house is smothered in roses, and now, in early June, they were bursting forth in clouds of dainty splendour".

5.38. Of the River he wrote:

"The river up to Sonning winds in and out through many islands and is very placid, hushed and lonely. Few folk, except, at twilight, a pair or two of rustic lovers, walk along its banks...It is a part of the river in which to dream of bygone days, and vanished forms and faces, and things that might have been, but are not, confound them."

5.39. Jane Austen also has connections with Sonning. Whilst at school in Reading, it is thought she visited her mother's sister, Jane, and her husband (Reverend Edward Cooper). Her mother's brother (James

Leigh Perrot) and his wife also lived in the Wokingham District (refer to *GI: Hare Hatch Farmed Chalk Slopes*).

EVALUATION

Landscape Quality

5.40. The *Thames River Valley* (A1) is a landscape of overall high quality. This is because the area has a strong landscape character which is in generally good condition. The strong character is derived from the distinctive river channel with its associated waterside habitats and the presence of picturesque and traditional settlements on the floodplain edge. Views into the adjoining Chilterns also give this area a very strong sense of place. The status of the Thames as a nationally important river and its connections with the development of Oxford and London, the presence of the Thames Path National Trail, the status of the river as the venue for the Henley Regatta and the strong literary and artistic representation of this stretch of the river all contribute to the strong character. Generally, the landscape is considered to be in good condition, although there are some opportunities for improvement, for example enhancements to the interconnectivity of wetland and waterside habitats.

Landscape Strategy

5.41. The overall strategy for *Thames River Valley* (A1) is to conserve the peaceful, natural character, with the meandering river channel, network of streams and channels, belts of bankside woodland and distinctive willow pollard and picturesque floodplain edge settlements. The key elements of character which would benefit from improved management are the woodland and wetland habitats, the hedgerow framework and traditional features including pollarded willow. There are also opportunities to restore pasture along the floodplain, in areas where arable land uses now dominate.

Landscape Sensitivity

5.42. The *Thames River Valley* (A1) is a landscape of high sensitivity to change. Although many characteristics are capable of being successfully recreated, many are also of regional or even national

importance. The most sensitive aspects are the watercourses (including the Thames), the peaceful, natural character, the relationship with, and views of the Thames Valley to/from the Chilterns AONB, the wet woodlands, the remnant historic parkland and the small floodplain-edge settlements. The potential for views along the valley from the adjacent high ground, along with the strong sense of openness make the area particularly visually sensitive.

The Changing Landscape: Key Issues

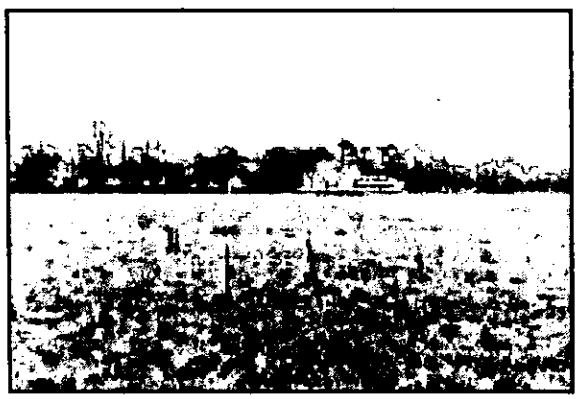
5.43. The following table sets out the key issues that have had, are having or have potential to affect the character of the *Thames River Valley* (A1). The guidelines set out how these issues should be managed in order to ensure that positive landscape character, as defined in the description, is conserved, in line with the landscape strategy.

Key Issues	Associated Guidelines
Agriculture	
❖ Hedgerow loss is evident – this is associated with the past expansion of fields and intensification of agriculture. The post and wire fencing present is less aesthetically pleasing than a robust hedgerow network would be.	• Conserve remaining hedgerows as important wildlife habitats and landscape features. Consider opportunities for reinstatement of hedges, particularly where they have been lost from highly visible locations e.g. along roadsides.
❖ There is evidence of incremental loss of species rich grassland (including wet meadow) due to increasingly intensive grassland management/conversion to arable land.	• Consider opportunities for the creation of wet meadows or permanent pasture to restore grassland habitats lost through agricultural intensification.
❖ Past use of fertilisers and pesticides have resulted in a polluted run-off affecting water quality and biodiversity, although in more recent years there has been improvement in water quality.	• Encourage environmentally beneficial management of farmland.
❖ Loss of features e.g. pollarded willows on waterside pasture.	• Encourage traditional management practices to maintain key landscape features.

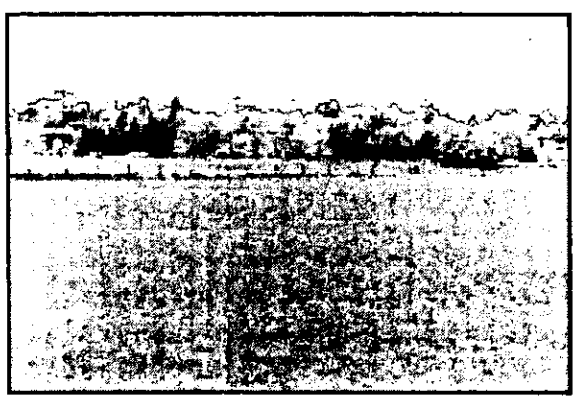
Key Issues	Associated Guidelines
Forestry and Woodland Management	
❖ Climate change is likely to result in increased seasonal variation in river flows and possible greater damage to woodland as a result of wind throw.	• Consider the use of trees and creation of wetland habitats within river catchments to dampen extreme river flows and place greater emphasis on mixed age woodlands that are more resistant to wind throw as well as disease and other stresses.
Minerals	
❖ Past pressures for gravel and sand extraction in river valleys, particularly along the Thames and Loddon, has resulted in changes in landscape character. The pressure for gravel extraction is likely to continue.	• Further mineral extraction in this part of the Thames Valley is not appropriate. Ensure that restoration plans for any permitted gravel extraction sites are in keeping with the character of the landscape. Encourage opportunities for habitat creation.
Habitat/Natural Features	
❖ There is evidence that drainage operations have resulted in loss of wetland habitats. This threat continues as a result of drainage schemes associated with new building works and agriculture. This is likely to increase as a result of greater flooding propensity due to climate change.	• Conserve remaining important wetland habitats through appropriate management and seek to extend the area of wetland habitats through re-creation of wetlands (including water meadows and wet woodland).
Recreation	
❖ High demands for recreation, including watersports, continue to threaten the tranquillity of the landscape.	• Seek sympathetic integration of new recreational features and seek to locate such activities in less sensitive areas.
❖ Recreational pressure leading to erosion of special ecological features and other landscape features is a continuing problem in this well-populated district.	• Consider opportunities for zoning of activities on the river and floodplain to ensure sensitive landscapes are protected from damaging activities. Also seek to enhance the integration of car parks into the landscape.
Built Development	
❖ Demand for residential development is continuing to push towards the amalgamation of adjacent areas	• Protect the individual identity of settlements by conserving the rural character of the landscape between

Key Issues	Associated Guidelines
	adjacent towns and village centres and avoiding amalgamation of these settlements. Consider the role of the Thames floodplain in relation to separation between Henley, Wargrave, Charvil and Sonning.
❖ There is continuing pressure for new industrial developments, sewage treatment works and commercial premises leading to visual intrusion of these elements in the open landscape.	• Undertake sensitive woodland planting to reduce the intrusion of existing development. Care should be taken in the siting and design of industrial buildings and estates to ensure that key landscape characteristics are maintained.
❖ This character area contains a reservoir of 'dark skies'. Light pollution is a key issue affecting the night landscape.	• Conserve the resource of dark skies in Wokingham District. Monitor development proposals and ensure measures are taken to minimise light pollution (e.g. full cut off lights). Promote guidance to encourage appropriate lighting of domestic/commercial properties.
Infrastructure	
❖ Increasing demand for communication masts, pylons and poles leading to visual intrusion of these elements in the open landscape. This, for example, may particularly affect views from this character area to the adjoining Chiltern Hills.	• Particular care should be taken in the siting of communication masts or other vertical elements - these have the potential to be highly visible in this open landscape.

A1:THAMES RIVER VALLEY





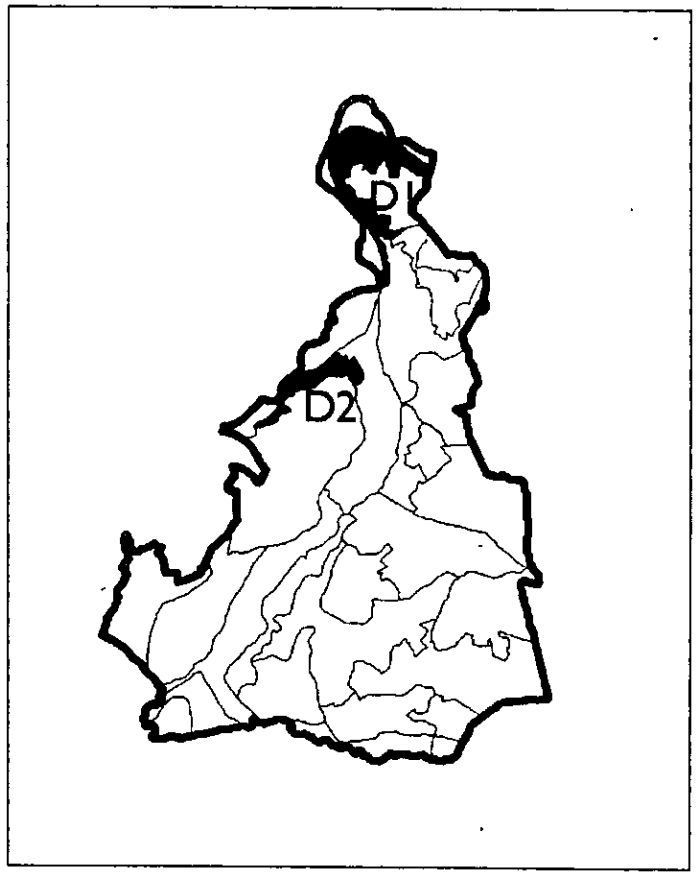








8. LANDSCAPE TYPE D: WOODED CHALK SLOPES



Landscape Character Areas

D1: Remenham Wooded Chalk Slopes

D2: Sonning Wooded Chalk Slopes

Characteristics of Landscape Type

8.1. There are two areas affiliated to the landscape type classified as *Wooded Chalk Slopes.* These occupy a disconnected sweeping arc of chalk landscape overlooking the Thames Valley in the north of the District. The landscape is topographically distinct, rising steeply between the flat lowland of the Thames River Valley at 35m AOD, to the north and west of the district to elevated farmed areas at 95m AOD (around Remenham) and 60m AOD (around Sonning). The landscape type is characterised by an acutely sinuous network of steep chalk slopes and narrow, intimate valleys clothed in large swathes and scattered blocks of mixed woodland.

Key Characteristics

- Underlying flinty Upper Chalk geology.
- Steep, strongly articulated slopes with dry combe valleys.

- Mixed woodland, particularly clinging to the steepest slopes including beech hangars.
- Open slopes with chalk grassland.
- Glimpsed views to the River Thames.
- Valley edge country houses and associated parks.
- Intimate winding sunken lanes.

Relationship to Berkshire Landscape Character Assessment

8.2. The *Remenham Wooded Chalk Slopes* fall entirely within *Landscape Type G: Dipslope Mosaic* and is within indicative *Character Area G9: Cookham Dean Dipslope Mosaic.* The boundary with the river valley follows the same line as that within the county-wide assessment. The district landscape type represents a subdivision within the county landscape type - including only the slopes and thus distinguished from the adjoining wooded hills, open arable farmland and enclosed pastures, which are constituents of the *Dipslope Mosaic* landscape type. Around Sonning, given the different scale of assessment the smaller ribbon of this landscape type was included within *B4 Hurley Thames Lower River Floodplain* which notes the enclosing scarp of the valley sides and wooded context.

D1: REMENHAM WOODED CHALK SLOPES

DESCRIPTION

Introduction

8.3. The *Remenham Wooded Chalk Slopes* is a visually distinctive character area defined by a belt of chalk landscape that appears to wrap around the floodplain of the River Thames and is clearly distinguished from the adjoining river and arable plateau landscapes.

8.4. Characterised by very steep and densely wooded slopes and with small dry combe valleys, the landscape is intimate, with framed views and a strong sense of enclosure. However, within the wooded context, contrast is provided by open and less wooded areas of grass pastures with distant views of the Thames valley and the Chilterns. These characteristics made it popular with wealthy landowners in the nineteenth century who established their large country houses and historic estates on the slopes overlooking the valley, which are now important features of the landscape. Elsewhere settlement is relatively sparse comprising farmsteads and small houses and cottages concentrated in hamlets and villages at the base or along the upper slopes. These include traditional vernacular buildings with brick, flint and dark weatherboarding characteristic. Further rural charm is evident through small details such as sunken lanes, beech hangers, and dense hedgerows. The area is quiet and appears remote, although accessible by foot along the network of footpaths or the steep rural lanes.

Location and Boundaries

8.5. The *Remenham Wooded Chalk Slopes* character area is located in the north of the district. This landscape runs approximately parallel to a meander of the River Thames, extending from near Wargrave in the south and sweeping northwards and eastwards to skirt the settlements of Remenham and Aston. The boundaries of this character area are the breaks of the upper and lower slopes and, as such, are largely based upon contour lines. The 40m AOD contour approximately follows the bottom of the slope, which is the edge of the *Thames River*

Valley (Character Area A1), whilst the upper boundary, less precisely, follows the 90m contour marking the edge of the adjoining elevated *Remenham Arable Chalk Plateau* (E1). These contrasting very open and topographically simple landscape types accentuate the varied landform and intimate character of this character area.

Key Characteristics

- A landscape dominated by the Steep Upper Chalk slopes and cliffs of the River Thames valley sides creating an acute and dramatic landform.
- Heavily wooded character in parts created by woodlands blanketing the steepest slopes comprising mixed, deciduous (some ancient) and coniferous woodland blocks/copses of varying shape, including characteristic hanging woodlands and oak/beech woodland.
- Areas of open grass pastures suggestive of 'downland' predominantly grazed by sheep (often with no obvious boundaries or field divisions) including unimproved chalk grassland- supporting a number of restricted and rare grassland species.
- Sense of peacefulness due to the intimate scale, limited settlement and remoteness of the landscape.
- Glimpsed picturesque views to the River Thames and Chiltern Hills.
- Settlements (hamlets), located on the boundary of the area, exhibit rustic architectural character through consistent use of materials - predominantly red brick, flint and black weatherboarding.
- Rural lanes and tracks, frequently sunken, enclosed by steep banks and hedges, winding up dry valleys.
- Large detached properties: farmsteads, halls and manor houses, which are dotted across the landscape, often within an estate parkland setting.
- Variety of field shapes, the product of Medieval/Post-Medieval assarts, Parliamentary inclosure, and recent field boundary loss.

Physical Landscape

8.6. *The Remenham Wooded Chalk Slopes* are so called due to the simple and relatively unvaried nature of the underlying geology. The entire area is underlain by an outcrop of Upper Chalk, which was formed in the Upper Cretaceous and is now the dominant influence on the character of this area. In numerous locations along the A4130 to Henley the chalk strata are exposed due to previous quarrying activity and road cutting.

8.7. The chalk has given rise to a strongly articulated landform, which has been cut into by the River Thames to produce sloping valley sides that rise sharply above the valley floodplain to produce some of the most distinctive elevated landform of Wokingham District. To the west of the area, the slopes are particularly steep including escarpments or 'cliffs'. The northern slopes are less dramatic creating a more rolling landform. The action of the erosion of meltwater over permafrost during the ice age and more modern drainage discharging down these slopes from the upper slopes has led to the formation of incised combe (dry) valleys at regular intervals, which produce undulations and variety in the landscape and create areas with a more intimate character. Where landcover permits there are good views over the Thames Valley and the Chilterns AONB, with which this area shares many characteristics.

8.8. The underlying chalk strata have influenced the overlying soils, which are classified as Argillic Brown Earths. These are well-drained, fine or coarse loamy soils that are locally stony and shallow.

8.9. Overlying the chalk there are some localised small areas of drift deposits including river terrace (upper slopes) and river gravel deposits (lower slopes). The young river gravels are Fourth Terrace Deposits of the Quaternary era and reflect the historic fluvial processes of the River Thames. They contain Jurassic limestones, ironstones and flints with some erratic pebbles and have previously been quarried - evident through the presence of a reclaimed gravel pit at Remenham. There are also some localised areas of Seventh Terrace Deposits. These localised deposits influence land cover and therefore create subtle variations within the character of this area.

Historic Environment

8.10. There may have been gradual clearance of the chalk soils on the shallower slopes, possibly from the Neolithic onwards, associated with prehistoric/Roman occupation of valley floor, as indicated by cropmarks at Remenham and Henley.

8.11. Woodland, on the steeper slopes and on the area of gravel drift at Remenham Wood, remained a valued economic resource during all periods- there is a Domesday entry for Royal woodland at Remenham in 1086. After widespread disafforestation in 1227, a deerpark was created at Remenham Wood in 1284, its extent indicated on the 1840 tithe map as "Remenham Park Wood" and nearby fields of "Parkwood" and "Park Piece". Significant tracts of this woodland survive.

8.12. While the irregular boundaries of much of the woodland suggests assart incursions of Medieval/Post-medieval date, the more regular straight-sided fields on the north facing slopes indicate early 19th century Parliamentary inclosure, although the large prairie-type fields at Remenham may result from the later amalgamation of earlier inclosures.

8.13. A 1718 Turnpike Act created a turnpike trust for the road from Maidenhead to Henley, part of the main post and coach road between London and St. David's. The road between Remenham Hill and Aston was formerly part of north-south route carrying traffic between Berkshire and Buckinghamshire, crossing a ferry between Aston and Mill End.

8.14. Settlement within this area is sparse, although a pattern of small, dispersed hamlets and farmsteads linked by narrow lanes on the edges of the zone has developed, indicating cultivation of the more level adjacent plateau and valley areas. However, the wooded slopes over the Thames became favoured locations for large country houses. These include Temple Combe, Hennerton House and Wargrave Hill (now Wargrave Manor) and Culham Court (1771) - products of the influx of new wealth to the area in the18th century. Many of the estates were landscaped in the late 18th and 19th centuries, some incorporating features of mock or displaced antiquity. Improvements in the Park Place estate, for instance, included the construction of

Conway's Bridge (named after the estate's owner General Conway, the Governor of Jersey) built from the ruins of Reading Abbey, and carrying the Wargrave to Henley road over "Happy Valley". In 1785 a megalithic chamber (the "Druid Temple") was imported from Jersey and rebuilt at Temple Combe. Both works are also attributed to the Rev. Gainsborough (brother of Thomas Gainsborough). Significant areas of former parkland are now under arable cultivation, as the large estates were split up and sold off during the 20th century, although their former character is still evident in the survival of mature planted trees in the fields.

Designations	Summary of Importance
Scheduled Ancient Monuments	
None	
Regional Archaeological Site	
	There is one small site located off Aston Lane.
Listed Buildings	
	There are a number of listed buildings. These are large detached buildings including Culham Court and Remenham Court
English Heritage Register of Historic Parks and Gardens	
Park Place and Temple Combe Grade II* (SU7782) (*Also falls in Area A1*)	C19 house surrounded by C18 and C19 gardens and pleasure grounds and landscape park with work in the mid to late C19 by Robert Marnock. Temple Combe, developed during the late C18, lies enclosed within the Park Place Estate.

Ecological Character

8.15. The main influences upon the ecological character of the *Remenham Wooded Chalk Slopes* are the chalk geology, which supports calcareous grassland assemblages, and the steeply sloping landform, which has consequently escaped agricultural use leading to the survival of important woodland blocks.

8.16. The *Remenham Wooded Chalk Slopes* have retained significant woodland cover, particularly on the steeper slopes to the west, supporting in total eleven woodland sites with Wildlife Heritage Site status, with four of these recognised as being of ancient origin. These non-statutory woodland sites account for around 20% of the 587ha of the character area. The characteristic tree species of the Remenham Chalk Uplands include oak (*Quercus robur*) and ash (*Fraxinus excelsior*), together with beech (Fagus *sylvatica*), which has often been planted for forestry objectives. With other defining species such as hazel (*Corylus avellana*) and old mans beard (*Clematis vitalba*) occurring along hedgerows and copses.

8.17. Remenham Wood is classified as ancient woodland and represents the largest woodland block totalling 38.5 ha. It is located on an area of deeper soils over gravel drift. Part of this site has been replanted, but much remains in its semi-natural state and has been managed as high forest. The three other ancient woodlands in this character area are Canon Wood, Rosehill Wood and part of Park Place and Mill Bank. The remaining seven woodlands with Wildlife Heritage Site status comprise a variety of small plantations, copses and shelterbelts.

8.18. The grasslands that occur over the calcareous soils on the slopes are largely improved through cultivation, reseeding and subsequent overgrazing, and therefore are of low conservation value. However, this character area is notable for supporting the last remaining fragment of unimproved chalk grassland in the Wokingham District. This site is situated on the western edge of Remenham Wood and has developed on the thin soils of the steep scarp slope. This grassland is important for supporting a number of chalk grassland species that are restricted in the District such as fairy flax (*Linum catharticum*), wild basil (*Clinopodium vulgare*), salad burnet (*Sanguisorba minor*), and dragon's teeth (*Tetragonolobus maritimus*), and particularly for supporting the nationally rare rough marsh-mallow (*Althaea hirsuta*).

Designations	Summary of Importance
Sites of Special Scientific Interest	
None	

Designations	Summary of Importance
Local Nature Reserves	
None	
Wildlife Heritage Site/Registered Ancient Woodland	
Cannon Wood 6.1 / 6.8ha	Ancient woodland
Park Place / Mill Bank 17.5 / 3.9ha	Partly ancient woodland (all replanted)
Remenham Wood 38.5 / 31.9ha	Partly ancient woodland
Rosehill Wood 19.9 / 18.5ha	Ancient woodland (mostly replanted)
Fairmans Wood	Ancient woodland
Wildlife Heritage Site	
Aston Lodge Wood 1.0ha	Woodland
Branfords Woodlands 13.1ha	Deciduous woodland
Chalk Grassland Remenham 4.8ha	Chalk grassland
Happy Valley and Conways Bridge 10.2ha	Chalk grassland
Hennerton House 5.6ha	Deciduous woodland
Long Innings Copse 2.8ha	Deciduous woodland
Grassland Slope 4.4ha - *Part of this site also falls within A1*	Marsh, calcareous grassland
Lower Spinney 1.8ha	Deciduous woodland
Templecombe Wood 28.4ha - *Part of this site also falls within E1*	Deciduous woodland
The Belt 1.8ha	Deciduous woodland
Wood adjacent to Henley Rowing Club 0.4ha	Wet woodland
Fairmans Wood/Little Fairmans Wood 5.5ha	Deciduous woodland
Worleys Hill 0.5ha	Deciduous woodland
Wetland North of Wargrave 0.5ha	Wetland

Designations	Summary of Importance
Long Inings Copse 2.8ha	Deciduous woodland

Rural Land Use

8.19. The two principal land uses of this area are woodland and agriculture. Most of the woodlands are mixed and include significant tracts of beech. The size and shape of woodland are highly variable ranging from large swathes on the slopes to the east of Henley to the much smaller, narrow shelterbelt strips in the north.

8.20. Small agricultural fields occur between the woodlands along the west of this character area with the largest continuous expanse occurring on the gentler slopes to the north. These are almost exclusively given over to permanent pasture and the Sheep grazing on these rolling hillsides is evocative of the 'downland' character of West Berkshire and the Chilterns. The smoothness of the grazed fields provides an attractive contrast to the silhouettes of woodland and beech hangars against the skyline. The large fields are divided by inconspicuous and infrequent boundaries giving no sense of an overall field pattern or system. Where hedgerow removal has occurred, post and wire fencing and more rustic wooden fencing has been erected - leading to an inconsistent edge character and reducing the intimate quality of the landscape. Remnant hedgerows are varied in terms of quality, condition and character with many sporadic and unkempt and others thick and tall.

8.21. Parkland and estates are also characteristic of this area, to some extent forming a transition between the pasture and woodland landscape. This is found associated with the large halls and manor houses such as Hennerton House and Wargrave Manor. Particularly important areas of parkland are associated with the very steep wooded slopes just north of Wargrave. The parkland landscapes include areas of grazed pasture and lawn distinguished by parkland trees. The Cedar of Lebanon avenues at Hennerton House are a particularly distinctive and striking element of the landscape.

Settlement and Built Character

8.22. In contrast with the more developed landscapes in the south of Wokingham District, this character area is sparsely settled with a peaceful, rural and genteel quality. Farmsteads, manors and halls occur independently of one another located on the elevated land at the periphery of the area, exploiting views over the Chilterns and/or Thames Valley. Notably, the main settlements in the vicinity – the hamlets of Remenham and Aston and the linear settlement of Remenham Hill – are located outside the area being clustered along the boundary with the floodplain and plateau edges.

8.23. The built form is varied but of distinctive character ranging from small cottages of rustic quality to the architectural grandeur of the manor houses. Flint, black weatherboarding, red brick, clay tiles, and white-framed windows including curved dormers are common elements of the domestic architecture and farmsteads, appearing consistently and providing continuity and sense of place across the character area. In part, these relate to materials once readily available locally, such as the presence of flint nodules in the chalk soils of this and the adjoining areas and the easy availability of timber. Half-hipped and deep-pitched roofs are also typical. In contrast, the polite architecture of the halls and manors commands the landscape, such as Wargrave Manor, a white 19th century property (with colonnade and wings) positioned to exploit magnificent views over the River Thames.

8.24. The roads in this area are very distinctive comprising steep but subtly winding narrow rural roads that connect the floodplain to the plateau along the most direct route, often following the dry valleys. The roads are often cut into the landscape creating the image of sunken lanes and with steep banks and wide grassy verges. These are free from signage, kerbs and other road infrastructure and integrate well into their rural setting. The presence of high and overgrown hedges and 'tree tunnels', punctuated by occasional large beech trees enhances the rural character of the lanes.

Perceptions of the Landscape

8.26. Gertrude Jekyll, the famous garden designer and artist, has strong connections to the landscape of *Remenham Wooded Chalk Slopes,*

having moved to Wargrave Hill (Wargrave Manor) as a child, in 1868 and resided there for eight years. Jekyll did not have a favourable opinion of the landscape although could appreciate why others enjoyed its qualities and in a letter written to the artist George Dunlop Leslie R.A. stated:

> *"It is quite true that I never cared for that part of the country, but I was quite sensible of its beauties. I admired it but had no sympathy with it".*

8.27. Her appreciation for the underlying landscape is also apparent in her comment that she *"...only hated Berkshire because it was not Surrey, and the chalk because it was not sand".*

8.28. In Vincent's journey in *'The Story of the Thames'* (1909) he describes how *"there is nothing to delay us of necessity until Marsh Lock, built in 1771 is reached, and here, at the top of the hill, is Park Place, full of memories".* He also refers to Mrs Lybbe Powys comments on Park Place who wrote in 1762 of its unsympathetic relationship with the landscape:

> *"We went to see Park Place, the seat of General Conway and one of the most capital situations in England. The house stands agreeably, but is too indifferent for the surrounding grounds."*

EVALUATION

Landscape Quality

8.29. The *Remenham Wooded Chalk Slopes* (D1) is a landscape of overall high quality. This is due to the combination of strong character and good condition. The strong character relates to the area's many distinctive characteristics, including the dramatic landform and large tracts of woodland, open pasture of a distinctly 'downland' character, the general absence of development and the attractive views to the River Thames and Chilterns AONB. The landscape is largely in good condition requiring ongoing management, although there are some opportunities to improve some details, for example the hedgerow boundaries and the extent/management of the remaining chalk grassland.

Landscape Strategy

8.30. The overall strategy for the *Remenham Wooded Chalk Slopes* is to conserve its existing character - the combination of dramatic landform, tracts of woodland and pockets of open pasture, appealing building vernacular, views to the Thames and the sense of remoteness for example. Within the overall context of conservation there are a number of opportunities to enhance the robustness and quality of some characteristics, notably the ancient woodlands, chalk grassland and parklands.

Landscape Sensitivity

8.31. The *Remenham Wooded Chalk Slopes* is a landscape of overall high sensitivity due to the low recreatability of many elements and their relative importance - including features of national and regional importance. The most highly sensitive and important elements are the areas of ancient woodland, remnant chalk grassland, the historic parkland and gardens of Park Place and Temple Combe, the dramatic landform and the perceptual characteristics such as the sense of remoteness. The intervisibility of the landscape with the River Thames and the Chilterns AONB gives this area a high visual sensitivity to change.

The Changing Landscape: Key Issues

8.33. The following table sets out the main issues affecting the character of the *Remenham Wooded Chalk Slopes* and the associated management guidelines. The overall objective is to manage the landscape to ensure that the current characteristics are retained and, where possible, to seek opportunities to improve the condition of those characteristics in decline. In particular, this will entail ongoing management of the woodland and parkland, consideration of key views into and out of the area and active management and expansion of the chalk grassland.

Key Issues	Associated Guidelines
Agriculture	
❖ Some hedgerow loss is evident - this is associated with the expansion of fields and replacement with post and wire	• Conserve hedgerows as important wildlife habitats and landscape features and promote management of hedgerows as coppice, with oak standards left to form future timber trees. Consider

Key Issues	Associated Guidelines
fencing.	opportunities for reinstatement of hedges, particularly where they have been lost from highly visible locations e.g. along roadsides, being careful not to adversely impact on the sense of openness and views from the slopes overlooking the Thames and Chilterns.
❖ There is evidence of incremental loss of species rich grassland due to increasingly intensive grassland management.	• Consider opportunities for the creation and recreation of meadows or permanent pasture to restore grassland habitats lost through agricultural intensification e.g. creation of grassland field margins.
❖ Past use of fertilisers and pesticides resulted in a polluted run-off affecting water quality and biodiversity, although in recent years there has been an improvement in water quality.	• Encourage environmentally beneficial management of both pasture and arable land.
❖ The declining viability of livestock grazing is resulting in conversion to other land uses and loss of grassland habitats (particularly detrimental in chalk grassland areas) such as this.	• Conserve and protect pasture and encourage appropriate management of grassland by grazing. Consider re-creation of lost grassland habitats, particularly in this chalk area.
Forestry and Woodland Management	
❖ Loss of structure and species diversity of the traditionally coppiced woodlands has occurred in the past through cessation of coppice management. However, there are positive signs that woodlands are being brought back into management.	• Conserve all ancient woodland sites, and continue to promote appropriate management through natural regeneration, control of non-native species and reintroduction of coppicing as a management tool for neglected woodlands.
❖ There is evidence of loss of ancient deciduous woodland and general shrinking of the native deciduous woodland resource in past years. The state of the countryside report for the South East (2001) indicates an increase	• Aim to continue to increase the extent of native deciduous woodland using natural regeneration or locally occurring native species to enhance the wooded character of the landscape. The aim should be to link existing sites without loss of

Key Issues	Associated Guidelines
in broadleaved and mixed woodland over the past decade.	significant views.
❖ Spread of sycamore, rhododendron and other invasive/exotic species into native deciduous woodland is threatening the locally distinctive species composition of these woodlands.	• Seek to actively manage woodlands by controlling exotic invasive species that are threatening the locally distinctive species.
❖ In the past expansion of the coniferous content of woodlands has resulted in a change in character of the woodlands and had a negative impact on the ground flora.	• Ensure that new woodland planting follows the existing pattern of wooded ridges and interconnecting valleys. The aim should be to create a more mixed woodland character in areas which have been converted to coniferous monoculture plantation.
❖ Influence of woodland management on wider landscape character, in particular affecting wooded ridgelines and slopes.	• Develop sympathetic woodland management to maintain positive character, particularly phased along sensitive slopes to ensure that the wooded backdrop to the Thames is maintained.
Minerals	
❖ No significant issues.	
Habitat/Natural Features	
❖ There is evidence of loss and fragmentation of chalk grassland as a result of intensive agricultural practices.	• Conserve and restore remnant chalk grassland and promote grazing management in these areas. In addition, seek to re-create chalk grassland communities where these have been lost.
❖ Over-maturity of veteran parkland and hedgerow trees is an on-going threat to the landscape.	• Consider a tree planting programme to plan for the next generation of parkland and hedgerow trees.
Recreation	
❖ No significant issues.	
Built Development	
❖ Demand for residential	• Protect the individual identity of

Key Issues	Associated Guidelines
development is continuing to push towards the amalgamation of adjacent areas and also threatens to erode areas such as this which remain relatively undeveloped.	settlements by conserving the rural character of the landscape between adjacent towns and village centres and avoiding amalgamation of these settlements. Conserve the pattern of isolated detached dwellings in this area.
❖ Increasing demand for large-scale agricultural buildings leading to visual intrusion of these elements.	• Care should be taken in the siting and design of large agricultural buildings with potential to be highly visible in this open landscape ensuring that key landscape characteristics are maintained. Avoid these in the open chalk 'downland' area.
❖ Pressure for built development on the skyline is leading to loss of wooded ridges which are characteristic of the Wokingham District landscape.	• Consider the impact of any development on skylines - where it would have the potential to be highly visible from adjacent character areas and from the Chilterns AONB. Retain the wooded skylines of this area.
Infrastructure	
❖ Demands for upgrading the winding network of rural lanes with new signage, line painting and widening is threatening the intimate rural character of the lanes.	• Maintain the historic leafy lanes with their ancient oaks and unimproved roadside verges. Resist road improvements or widening that would threaten their rural character, particularly in the most rural locations. Restore hedgerows adjacent to the lanes.
❖ Increasing demand for communication masts, pylons and poles leading to visual intrusion of these elements in the open landscape.	• Particular care should be taken in the siting of communication masts or other vertical elements - these have the potential to be highly visible in the open areas of landscape - particularly the grassy slopes.

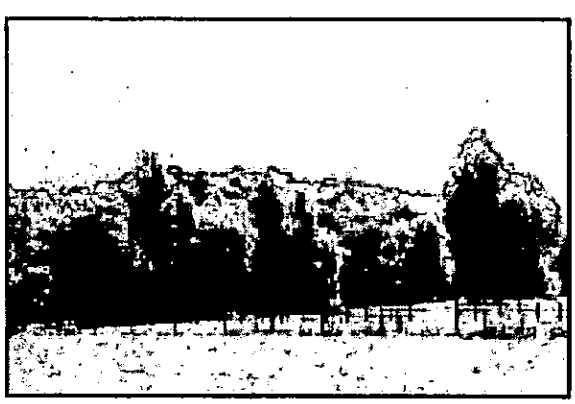
D1: REMENHAM WOODED CHALK SLOPES













APPENDIX 3 -
Suggested conditions of appeal if allowed.

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. 3yrs

   Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990.

2. This permission is in respect of plan nos. CRF11 C, CRF12 E, CRF14 A, CRF16 B, CRF17 B and CRF18 received by the Local Planning Authority on 24 October 2002 and Drawing No CRF15 C received on 1 December 2003. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure that the development is carried out in accordance with the approved details.

3. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the external appearance of the building is satisfactory.

   Relevant Policy: Wokingham District Local Plan Policy WOS3.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting 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.

   Reason: In the interests of visual amenity.

   Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 and WOS6.

5. No 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 8.00 am and 6 pm Monday to Friday and 8.30 am to 1 pm Saturdays and at no time on Sundays or Bank or National Holidays.

   Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

   Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

6. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved.

   Reason: In the interests of visual amenity.

   Relevant Policies: Berkshire Structure Plan Policy EN1; Deposit Draft Berkshire Structure Plan Policy EN1 and Wokingham District Local Plan Policies WOS3, WBE1 and WBE5.

7. Detailed drawings and/or samples of materials, as appropriate, in respect of the new joinery, including full sized moulding profiles, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun and the work shall not be carried out other than in accordance with the approved drawings and samples.

   Reason: In order to safeguard the special architectural or historic interest of the building.

   Relevant Policies: Berkshire Structure Plan Policy EN4; Deposit Draft Berkshire Structure Plan Policy EN4 and Wokingham District Local Plan (as proposed to be further modified) Policies WHE10 and WHE13.

8. 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 at any time a level of 5dB(A) below the existing background noise level (or 10dB(A) if there is a particular tonal quality) when measured at a point one metre external to the nearest residential or noise sensitive property.

   Reason: To ensure that no nuisance or disturbance is caused to the detriment of the residential amenities of adjoining occupiers.

   Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan Policies WOS3 and WOS6.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: In pursuance of Section 51 of the Planning and Compulsory Purchase Act 2004.

12. Development shall not be commenced until a travel plan has been submitted to, and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be implemented as agreed, unless otherwise agreed in writing by the Local Planning Authority.

   more specific

   Reason: To encourage the use of all travel modes.
   Relevant Policies: Berkshire Structure Plan Policy T5 and Wokingham District Local Plan Policy WT3.

13. Development shall not commence until a structural survey of the buildings together with a method statement for their conversion has been submitted to an approved in writing by the Local Planning Authority and the development shall be implemented in accordance with the approved details.

   Reason: To ensure appropriate development in the conservation area and Green Belt.
   Relevant Policies: Wokingham District Local Plan Policies WRE2

National Trust

necessary related to dev.

9. No deliveries shall be taken in or dispatched from the site outside the hours of 0700 and 1900 hours Monday to Saturdays nor at any time on Sundays, Bank or Public Holidays.

   Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

   Relevant Policies: Berkshire Structure Plan Policy LD3; Deposit Draft Berkshire Structure Plan Policy EN5 and Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 and WOS6.

10. No materials, containers or equipment shall be stored on the site outside buildings except for waste materials contained within suitable and sufficient waste containers for removal.

    Reason: In the interests of visual amenity.

    Relevant Policies: Berkshire Structure Plan Policy LD3; Wokingham District Local Plan (as proposed to be further modified) Policies WOS3 and WBE1.

11. 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 buildings, extensions or alterations permitted by Classes A and C of Part 8 of the Second Schedule of the 1995 Order shall be carried out.

    Reason: To safeguard the character of the premises and the residential and visual amenities of the occupiers of the adjoining properties.

    Relevant Policies: Berkshire Structure Plan Policies LD3 and EN1 and Wokingham District Local Plan Policies WOS3 and WBE1.

12 EHO conditions

13. More detailed elevations.

14 structural survey + method statement for conversion of buildings

15 travel plan.

Appeal by TA Copas Family Settlement Trust
under
Section 78 of the Town and Country Planning Act 1990
Proposed Change of Use of Agricultural Barns to Storage Use (B8) and Office Use (B1) at Remenham Farm
Application Ref No: F/2002/7868
Planning Inspectorate ref: APP/X0360/A/04/1162950

Appeal Statement by Nicholas Anderson Bsc CEng MICE FIHT

November 2004

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FABER MAUNSELL

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NJA 2 Parkman (on behalf of Wokingham) File Note No 2 November 2002

NJA 3 FaberMaunsell response to File Note No 2 11th December 2002

NJA 4 Parkman (on behalf of Wokingham) File Note No 3

NJA 5 FaberMaunsell response to File Note No 3 24th April 2003

NJA 6 Traffic Surveys 19th October 2004

NJA 7 Bridleway footway network

NJA 8 Location of Upper Culham Farm

1. Introduction

1.1. My name is Nicholas John Anderson. I hold a Batchelor of Science (Honours) degree in Civil Engineering from the University of Leeds. I am a chartered Civil Engineer, a member of the Institution of Civil Engineers and a fellow of the Institution of Highways and Transportation.

1.2. I have been instructed by the TA Copas Family Settlement Trust to consider the transportation implications of the appeal scheme. I have visited the site and I am familiar with the history of assessments that have been undertaken and the discussions that have been held with representatives of the planning and highway authority.

1.3. In the appendices to this statement I have included copies of the FaberMaunsell Transport Assessment submitted in support of the application and the subsequent correspondence between FaberMaunsell and highway representatives of the planning authority as follows:

Appendix

NJA 1	FaberMaunsell Transport Assessment – Appendum 1 Revision 1 17 May 2002
NJA 2	Parkman (on behalf of Wokingham) File Note No 2 November 2002
NJA 3	FaberMaunsell response to File Note No 2 11th December 2002
NJA 4	Parkman (on behalf of Wokingham) File Note No 3
NJA 5	FaberMaunsell response to File Note No 3 24th April 2003

1.4. Following this introduction I will outline the reasons given for refusal, together with the main transportation issues raised in third party objections in Section 2. In Section 3; I will consider the reasons for refusal against the development proposals and I will also give my response to the main transportation issues raised by third party objections explaining the relevant aspects of the investigation, which have been undertaken in relation to the appeal scheme. I will include my summary of the transportation implications of the appeal scheme in Section 4.

2. Reasons for Refusal and Third Party Objections

2.1. In this section I seek to identify the issues raised by the reasons for refusal and the planning policies on which the local council seek to place reliance.

2.2. I set out the Reasons for Refusal below and, for the purpose of clarity, I have underlined those elements which are addressed in my Evidence.

1. The proposed change of use of the existing structures on the site would result in intensification in the 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, WDB5, 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 and WOS4, WT3 and WT7 of the Workingham 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.

Third Party Objections

2.3. The main third party objections relating to transportation considerations can be summarised as follows:

i) Validity of traffic data used in Transport Assessment

ii) Increased traffic movements

iii) Insufficient parking

iv) Unsustainable location

v) Road Safety

3. Consideration of Reasons for Refusal and Third Party Objections

3.1. In this section I will consider each of the reasons for refusal which have highway implications giving my views.

Consideration of Reasons for Refusal.

Reason for Refusal 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.

3.2. While this reason for refusal indicates that the increase in traffic resulting from the development would be detrimental to highway safety, Officer's comments reported in paragraph 16 of the planning committee report make it clear that the increase would not be unacceptable in highway capacity terms but that their concern is that the increase in flow would lead to a corresponding increase in danger to pedestrians, cyclist and equestrians.

3.3. When considering the risk to non-car road users that may be caused by additional traffic generated by the development one must first consider the quantum of additional traffic and then assess the likely conflict of this traffic with other non-car users of Remenham Lane and Remenham Church Lane.

3.4. The Transport Assessment – Addendum 1 considered the available information on trip rates for rural and farm buildings but for analysis purposes used trip rates from the TRICS database for typical B1 and B8 developments. This methodology was used to ensure a robust assessment of the impact even though it was believed that these trip rates would produce a significant overestimate of the traffic impact.

3.5. Following subsequent discussions with representatives of Wokingham District Council it was agreed that the trip rates derived from TRICS were unrealistic and a new trip forecast should be produced from first principles starting with the number of employees likely to be on site. This methodology was reported in FaberMaunsell Response to File Note 2 (NJA3). This forecast that 45 people would be employed on the site and if sustainable travel initiatives were successful 22 employees would arrive each day as car drivers.

3.6. The committee report summarises this saying that 45 employees would result in 78 – 94 vehicle movement daily, 12 – 15 of which would be during the morning peak hours.

3.7. I have reviewed the traffic forecasts made in the Transport Assessment – Addendum 1 and the subsequent refinements following discussions between FaberMaunsell and Wokingham District Council and I have made my own assessment of the situation. When looking at the possible trip generation from a new employment opportunity there are two methods that can be considered. Firstly trip rates can be taken from similar developments as reported in research papers or on trip rate databases, such as TRICS. Alternatively a trip rate can be derived from first principles using the likely level of employment on the site and the modal split of employees for their journey to work.

3.8. The figure of 45 employees was derived from employment ratios of 1 employee per 20 square metres for B1 uses and 1 employee per 59 square metres for B8 uses. These are typical figures for new build developments. The appeal site is the conversion of existing buildings and it is likely that the space cannot be used as efficiently as in a new build development. Research (carried out by the Rural Development Commission in 1991) indicates that rural building conversions are more likely to have an employee ratio of 1/30m^2. Wokingham District Council have recently granted permission for a conversion of a redundant farm building to B1 use at Upper Culham Farm. There Wokingham DC accepted that 620m^2 of new B1 space would accommodate 25 employees, a ratio of 1/25m^2.

3.9. If these alternative employee ratios were applied at the appeal site the following employment numbers would arise on site.

- 789m^2 B1 @ 1:20 40 employees
- 789m^2 B1 @ 1:25 32 employees
- 789m^2 B1 @ 1:30 27 employees

If the 5 employees related to the B8 use are added to the above, the range of employee numbers is between 32 and 45 with a figure of 37, based on ratios accepted by Wokingham District Council at Upper Culham Farm.

3.10. The employee numbers are critical in determining the peak hour trips associated with the development. An appropriate estimate of AM peak arrivals can be made from the employee numbers. If the assumption is made that 80% of employees are on site on any one day, 90% are car drivers (no allowance for a travel plan) and 50% arrive in the AM peak period between 8a.m. and 9a.m, the employee arrivals by car would be between 12

and 16 vehicles with the likely figure being around 14 vehicles based on a 1/25m^2 employee ratio.

3.11. Transport Assessment – Addendum 1 reported, at Table 2.1, trip rates derived from research carried out by the Countryside Agency and Kent County Council. If the AM peak trip rates from Table 2.1 are applied to the appeal site a forecast of 16 arrivals and 2 departures is obtained. This correlates very well with the forecasts derived from employee numbers.

3.12. The site can be accessed by more than one vehicle route. Transport Assessment – Addendum 1 predicts that 64% of traffic will approach the site from Remenham Lane and 31% from Remenham Church Lane. If it is assumed that there will be 18 2-way movements associated with the development in the AM peak, this would result in 11 movements on Remenham Lane and 7 movements on Remenham Church Lane. This equates to an average of 1 vehicle every 5 minutes on Remenham Lane and 1 vehicle every 8 minutes on Remenham Church Lane.

3.13. The existing agricultural designation of the buildings to be converted by this application would generate vehicle movements. These are likely to be heavy vehicles, tractors and trailers. These vehicles would have a greater impact on the structure of the local road network and have a greater noise impact than the light vehicles that would be generated by the appeal proposals.

3.14. Wokingham District Council have raised Reason for Refusal 3 on the basis that the additional development related traffic on Remenham Lane and Remenham Church Lane would be a safety hazard for pedestrians cyclists and horse riders. While it cannot be denied that any additional vehicle is an additional chance of a non-car user of the lanes meeting a car, the scale of the issue needs to be considered. I have already assessed that the additional traffic will equate to no more than 1 vehicle every 5 minutes at peak times. The nature of a B1 operation will produce flows lower than this outside the peak periods and virtually no additional traffic at weekends.

3.15. FaberMaunsell undertook additional peak period surveys on Remenham Lane and Remenham Church Lane on Tuesday 19th October 2004 (Appendix NJA6). As well as recording cars these surveys recorded pedestrians and cyclists. The following table summarises the number of pedestrians and cyclists currently using these roads.

	Morning Period (7.30 – 10.30)	Evening Period (16.30 – 19.15)
Remenham Lane Cyclists	5	3
Remenham Lane Pedestrians	4	4
Remenham Church Lane Cyclists	2	1
Remenham Church Lane Pedestrians	5	1

3.16. It can be seen from the surveys that the roads are not greatly used by pedestrians and cyclists in the peak periods. I have reviewed the local bridleway and footpath network to determine if either road forms a critical connection in the network. The bridleway and footway network are illustrated in NJA 7. It can be seen from the figure that the Thames Path provides an alternative route to Remenham Lane and only a short length of Remenham Church Lane provides a connection between two footpaths. The greatest desire by pedestrians, cyclists and equestrians to use Remenham Lane and Remenham Church Lane will arise during off peak periods and weekends when traffic flow associated with the development proposals would be minimal.

3.17. I have obtained accident records for the last 5 years for Remenham Lane and Remenham Church Lane. These reveal that during this period there have only been 2 slight, 0 serious and 0 fatal accidents on these roads during the 5 year period. Of the two accidents one involved two cars and one involved a car and a cyclist. In the five year period there has only been one accident between a car and a non-car user of the lanes. Taking the above into consideration I believe that the appeal proposals would not have a significant impact on road safety.

3.18. Reason for Refusal 3 states that the proposals are contrary to Wokingham District Local Plan policy WOS3. The policy states at D) that developments should have no significant effect on road safety. I consider that I have demonstrated in my response to this Reason for Refusal that there would be no significant effect on road safety. Similarly policy WRE2 refers to over-riding road safety objections.

3.19. Reason for Refusal 3 states that the proposals are contrary to Wokingham District Local Plan policy WTS. This policy seeks to stop development that would generate traffic of a type or quantity detrimental to the character of the rural roads in the locality. The Council in their committee report say they have no issue with the highway capacity only the safety concerns related to additional traffic. I believe I have demonstrated that the number of additional traffic movements will be small and the additional safety risks of those movements limited.

Reason for Refusal 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, Wokinham District Local Plan WOS3, WT1 and PPG13.

3.20. Planning Policy Guidance 13: Transport (PPG13), while seeking to promote more sustainable transport choices and reducing the need to travel, especially by car; recognises the special circumstances of rural areas. Paragraph 43 relates to the diversification of agricultural businesses and recommends that development control decisions by local authorities should encourage farm diversification proposals particularly, but not exclusively where this enables access by public transport, walking and cycling. It states that local authorities should be realistic about the availability, or likely availability, of alternatives to access by car. Also, local authorities should not reject proposals where small-scale business development would give rise to only modest additional daily traffic movements and the impact on minor roads would not be significant.

3.21. I have set out in my response to Reason for Refusal 3 the scale and impact of the additional traffic movements associated with the development proposals and I contend that the additional movements would be modest and the impact on Remenham Lane and Remenham Church Lane would not be significant.

3.22. Wokingham District Council, in opposing this proposal on the grounds that it is not a sustainable location, is not applying its policies consistently. Wokingham District Council has granted planning permission for the development of existing farm buildings for B1 use at Upper Culham Farm in the vicinity of the appeal site despite recognising that it is not a sustainable location. Paragraph 15 of the committee report states

"*The site is not in a sustainable location but re use of exiting rural buildings for business purposes is acceptable in principle....*"

3.23. Wokingham District Council only sought limited measures to encourage sustainable patterns of travel including a car share scheme and a footpath/cycleway link to the A4130.

3.24. The relative locations of Upper Culham Farm and the appeal site are shown in NJA8. It can be seen from NJA8 that the appeal site is closer to the centre of Henley and I would contend that the Thames Path and Remenham Lane both provide more attractive and flatter routes for cyclists and pedestrians than the A4130.

3.25. The applicant of the Remenham Farm has offered a mini bus service to help minimise car use by employees, would provide facilities for cyclists at the development and would promote a car sharing scheme. The applicant, therefore, has offered everything that can be reasonably be expected to help reduce the need to travel by car.

3.26. Reason for Refusal 4 states that the proposals are contrary to Local Plan policy WT1. This policy refers to "major development" and " major trip generators". In my view the appeal proposals are neither a major development or a major trip generator in the context of this policy. Policy WOS3 refered to in this Reason for Refusal is an overall strategy policy guiding development control principles over the whole of the District. Similarly PPG13 guides transport policy on a national basis. It is important to note that PPG13 recognises at paragraph 43 the special circumstance of diversification of agricultural business in rural areas, something not done by policy WOS3.

Consideration of Third Party Objections

3.27. As I identified in Section 2 the issues raised by third parties are as follows

i) Validity of traffic data used in Transport Assessment
ii) Increased traffic movements
iii) Insufficient parking
iv) Unsustainable location
v) Road Safety

Validity of traffic data use in Transport Assessment

3.28. I accept that the traffic data collected between 28th June 2001 and 4th July 2001, and referred to in Transport Assessment – Addendum 1, does not reflect the traffic flow that occurs in the area for the majority of the year. FaberMaunsell were asked to get the surveys carried out before the Regatta, and the school holidays that followed shortly afterwards, and were not aware at that time of the level of activity in the run up to Regatta week.

3.29. FaberMaunsell undertook peak period surveys on Tuesday 19th October 2004 which are reported in Appendix NJA6. Unfortunately the surveys for the PM peak period must be discounted. A burst water main in the centre of Henley caused major traffic congestion in the area. These surveys support the objectors view that the surveys reported in the Transport Assessment – Addendum 1 were abnormally high. The abnormality of these surveys does not change the impact of additional development traffic. While the additional traffic would result in a greater percentage impact it will still be the same number of vehicles. In fact the lower existing traffic flows suggest that the impact of

additional traffic will be lower than originally anticipated as the number of potential vehicle conflicts will be much lower.

Increased Traffic Movements

3.30. I have considered this in my response to Reason for Refusal 3.

Insufficient Parking

3.31. The appeal site would provide 36 parking spaces. Wokingham District Council considered this provision to be below their maximum parking standards and realistic.

3.32. In their response to File Note 2 (NJA3), FaberMaunsell assessed the modal split of journeys to work by 45 employees and concluded that 24 spaces would be required by staff and along with 4 visitor spaces a total of 26 spaces would be required.

3.33. As I stated in paragraph 3.9 I consider 37 employees to be a more realistic number. If 80% are on site at anyone time and 90% are car derivers 27 spaces would be required. This would leave a generous allocation of 9 spaces for visitors. Even if the building were able to accommodate 45 staff with 80% onsite at any one time and 90% car driver, the requirement for staff parking would only be 32 spaces, leaving 4 spaces for visitors.

Unsustainable Locations

3.34. I have covered the issues of location in my response to Reason for Refusal 4.

Road Safety

3.35. I have covered the issues of road safety in my response to Reason for Refusal 3.

4. Summary and Conclusions

4.1. Reason for Refusal 3 raised by the planning authority relates to an increased risk to non-car users of Remenham Lane and Remenham Church Lane caused by additional traffic. While I accept that additional traffic leads to additional risk the scale of the traffic increase and the potential for conflict needs to be considered. I have demonstrated that the increase in traffic in peak periods it likely to be no more than 1 vehicle every 5 minutes and the use of the lanes by non-car users in these periods is low demonstrating that while there will be on increased risk the increase will be small.

4.2. Reason for Refusal 4 was raised by the planning authority due to the unsustainable location of the appeal site. My evidence highlights that PPG13 recognises developments of this type and advises planning authorities to be more flexible with this type of redevelopment. My evidence demonstrates that the planning authority have not been consistent in applying their policies, granting planning permission for the conversion of a farm building to B1 at Upper Culham Farm, a location they accept as not being sustainable. My evidence demonstrates that Upper Culham Farm is further away from the centre of Henley than the appeal site and has less commodious connections for pedestrians and cyclists. Furthermore Travel Plan initiatives are proposed to minimise the number of private car trips associated with the appeal proposals.

4.3. I have also considered the issues raised by third parties which are not covered in my consideration of the reasons for refusal. I accept that the 2001 traffic data did not represent traffic conditions for the majority of the year, being artificially high due to the timing of the counts which included additional traffic associated with the build up to the annual Henley Regatta. This does not however affect the number of additional vehicles that be generated by the appeal proposals. Therefore the Transport Assessment reported robust implications of the development proposals. I have considered the proposed provision of 36 parking spaces and have concluded, as have the planning authority, that this will be appropriate for the scale of development.

4.4. In conclusion I recommend to the Inspector that this appeal is granted.

Appeal by TA Copas Family Settlement Trust
under
Section 78 of the Town and Country Planning Act 1990
Proposed Change of Use of Agricultural Barns to Storage Use (B8) and Office Use (B1) at Remenham Farm
Application Ref No: F/2002/7868
Planning Inspectorate ref: APP/X0360/A/04/1162950

Appeal Statement by Nicholas Anderson Bsc CEng MICE FIHT

Appendices

November 2004

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Appendix NJA 1

T A COPAS FAMILY SETTLEMENT TRUST

REMENHAM FARM

TRANSPORT ASSESSMENT – ADDENDUM No. 1

May 2002

Prepared by: ..... Phil Parker, Consultant

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

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

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

Job No: 26639TSE

Reference: 4363R/JAW-CD1/LJ

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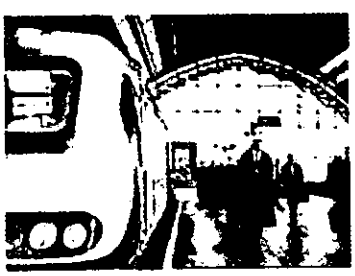
1 INTRODUCTION





1 Introduction

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

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

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

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

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

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

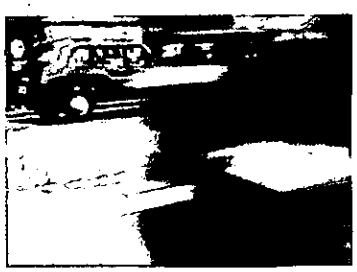
The content of this report has been discussed with officers of Wokingham Council at a number of meetings. Arising from these discussions, a number of amendments have been incorporated into the report in response to issues raised by the Council. It is now our understanding that there are no outstanding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

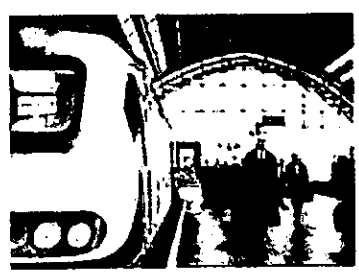
FORMAT OF THE REPORT

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

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

2 REVIEW OF TRIP GENERATION





2 Review of Trip Generation

2.1 TRIP RATES

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

2.2 TRAFFIC GENERATION AT FORMER FARM BUILDINGS

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

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

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

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

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

2.3 TRICS DATABASE

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

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

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

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

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

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

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

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

2.4 TRIP GENERATION

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

Table 2.4 – Projected Trip Generation

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

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

2.5 TRIP DISTRIBUTION

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

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

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

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

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

Table 2.5 – Distribution of traffic generated by the site

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

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

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

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

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

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

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

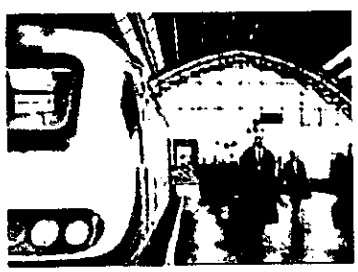
2.6 TRIP ASSIGNMENT

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

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

3 REVISED IMPACT OF DEVELOPMENT





3 Revised Impact of Development

3.1 TRIP GENERATION

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

Table 3.1 – Comparison of Trip Generation – Mean Trip Rates

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

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

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

3.2 TRIP DISTRIBUTION

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

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

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

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

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

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

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

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

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

Table 3.3 – Remenham Lane Existing Traffic Flows

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

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

The generated traffic flows on Remenham Lane are tabulated below:

Table 3.4 – Remenham Lane Generated Traffic Flows

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

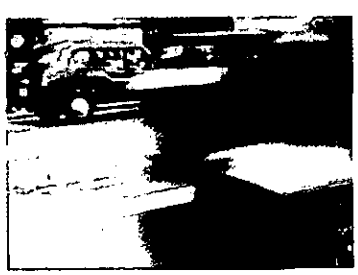
As the existing traffic flows on Remenham Lane are very low, the traffic generated by the development would represent a significant percentage increase in traffic flows. It is noted that no discounting of trip generation has been undertaken to reflect the fact that the development is currently generating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

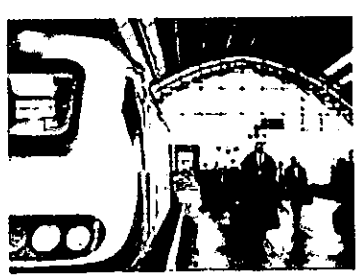
The worst case impact of the development will generate approximately 15 vehicles on Remenham Lane during the peak hour. On the basis of these figures, the impact of the development on Remenham Lane is unlikely to be significant. From observations made on site, it is anticipated

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

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

4 ACCESSIBILITY AND PARKING





4 Accessibility and Parking

4.1 PUBLIC TRANSPORT

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

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

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

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

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

4.2 WALKING

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

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

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

4.3 CYCLING

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

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

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

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

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

4.4 VEHICULAR ACCESS TO THE SITE

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

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

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

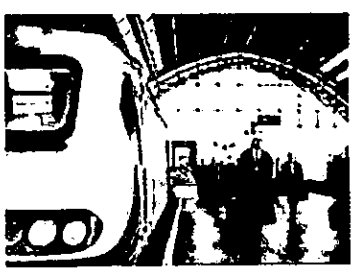
4.5 PARKING ON SITE

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

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

5 GREEN TRANSPORT PLAN





5 Green Transport Plan

5.1 INTRODUCTION

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

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

5.2 OBJECTIVES

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

The plan aims to:

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

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

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

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

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

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

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

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

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

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

5.3 BASELINE DATA & STAFF TRAVEL SURVEY

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

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

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

5.4 TARGETS

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

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

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

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

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

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

5.5 PROPOSED MEASURES

5.5.1 TRANSPORT CO-ORDINATOR

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

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

5.5.2 CAR SHARING

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

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

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

5.5.3 PUBLIC TRANSPORT

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

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

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

5.5.4 CYCLING

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

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

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

5.5.5 WALKING

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

5.5.6 BUSINESS TRAVEL

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

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

5.5.7 WORK PATTERNS

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

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

- Teleworking

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

5.5.8 DELIVERING THE PLAN

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

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

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

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

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

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

5.6 MONITORING

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

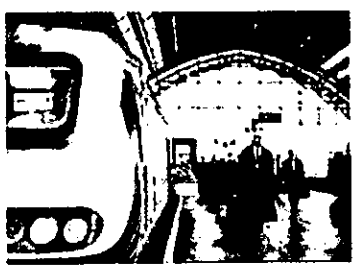
The transport co-ordinator will be responsible for the monitoring progress, which will take the form of a series of staff surveys to assess progress against specified targets.

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

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

6 CONCLUSIONS





6 Conclusions

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

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

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

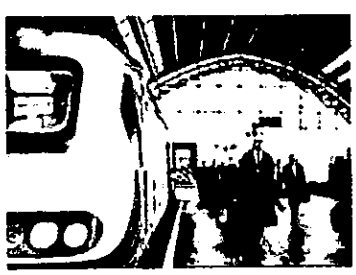
The traffic generated by the proposed development has been re-assigned to the local highway network in accordance with the worst case distribution considered in the original assessment. This demonstrates that the re-assignment of the traffic does not have a significant impact on the operation of the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

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

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

APPENDICES





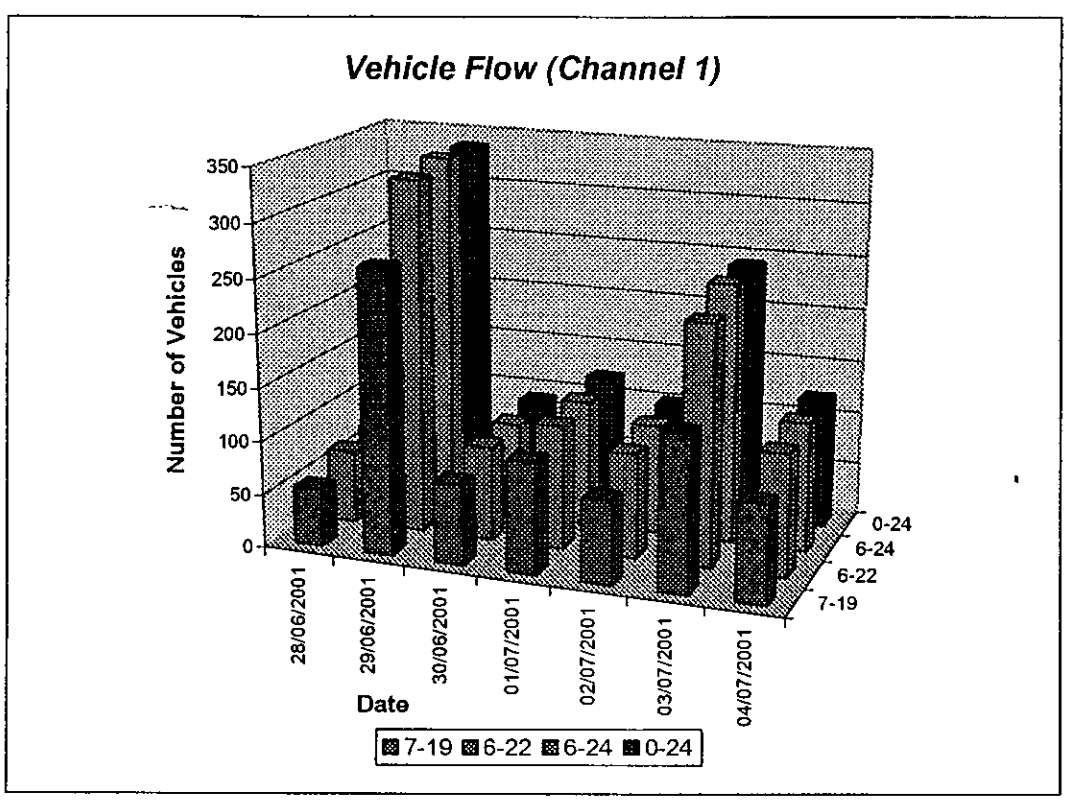
Appendix A – Traffic Count Data

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	1	0	0	0
2	0	0	1	3	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0
7	0	0	2	1	1	2	1	1	1
8	4	4	2	1	2	2	9	4	3
9	6	9	5	3	12	15	8	10	8
10	7	5	5	4	3	10	7	6	6
11	7	7	5	5	3	4	8	6	6
12	5	3	1	8	3	3	14	6	5
13	3	4	7	11	12	3	3	5	6
14	4	4	9	12	8	12	2	6	7
15	2	2	12	13	8	11	7	6	8
16	0	5	10	16	5	12	0	4	7
17	6	7	6	12	6	4	14	7	8
18	6	72	8	12	7	5	10	20	17
19	4	143	5	6	8	64	9	46	34
20	4	39	6	8	9	52	8	22	18
21	4	6	1	3	5	15	8	8	6
22	6	20	4	1	5	10	5	9	7
23	3	7	0	3	5	6	5	5	4
24	0	1	2	0	1	12	3	3	3
7-19	54	265	75	103	77	145	91	126	116
6-22	68	330	88	116	97	224	113	166	148
6-24	71	336	90	119	103	242	121	175	155
0-24	71	336	93	122	103	243	122	175	156



Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	32.5	-
2	-	-	37.5	50.8	-	-	-
3	-	-	47.5	-	-	-	-
4	-	-	32.5	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	32.5
7	-	-	33.8	32.5	25.0	33.8	25.0
8	30.0	30.0	33.8	25.0	47.5	31.3	33.9
9	38.3	38.3	32.5	33.3	42.3	36.8	42.5
10	49.6	42.5	44.5	31.3	39.2	42.5	34.6
11	39.6	37.5	42.5	40.5	36.7	29.4	43.1
12	37.5	30.0	37.5	35.9	35.0	47.5	35.7
13	42.5	42.5	35.0	35.7	32.9	34.2	25.8
14	30.6	40.0	37.8	34.0	37.2	37.3	20.0
15	26.3	35.0	32.3	39.8	39.4	41.4	34.6
16	-	40.5	33.3	37.5	30.5	35.4	-
17	40.0	38.9	28.8	34.4	29.2	38.1	34.5
18	38.8	41.4	37.5	34.0	38.6	42.0	45.3
19	37.5	41.4	43.5	41.7	35.9	45.9	30.0
20	38.1	40.8	43.3	33.4	36.1	41.8	32.5
21	36.9	35.0	52.5	45.8	37.5	38.8	40.9
22	36.3	35.6	38.8	32.5	37.5	33.8	34.5
23	35.8	35.0	-	40.8	42.5	39.2	42.5
24	-	42.5	35.0	-	42.5	31.0	22.5
10-12	38.6	33.8	40.0	38.2	35.6	38.4	39.4
14-16	26.3	37.8	32.8	38.7	34.9	38.4	34.6
0-24	37.2	38.1	38.0	36.6	37.0	37.5	33.9

85th Percentile

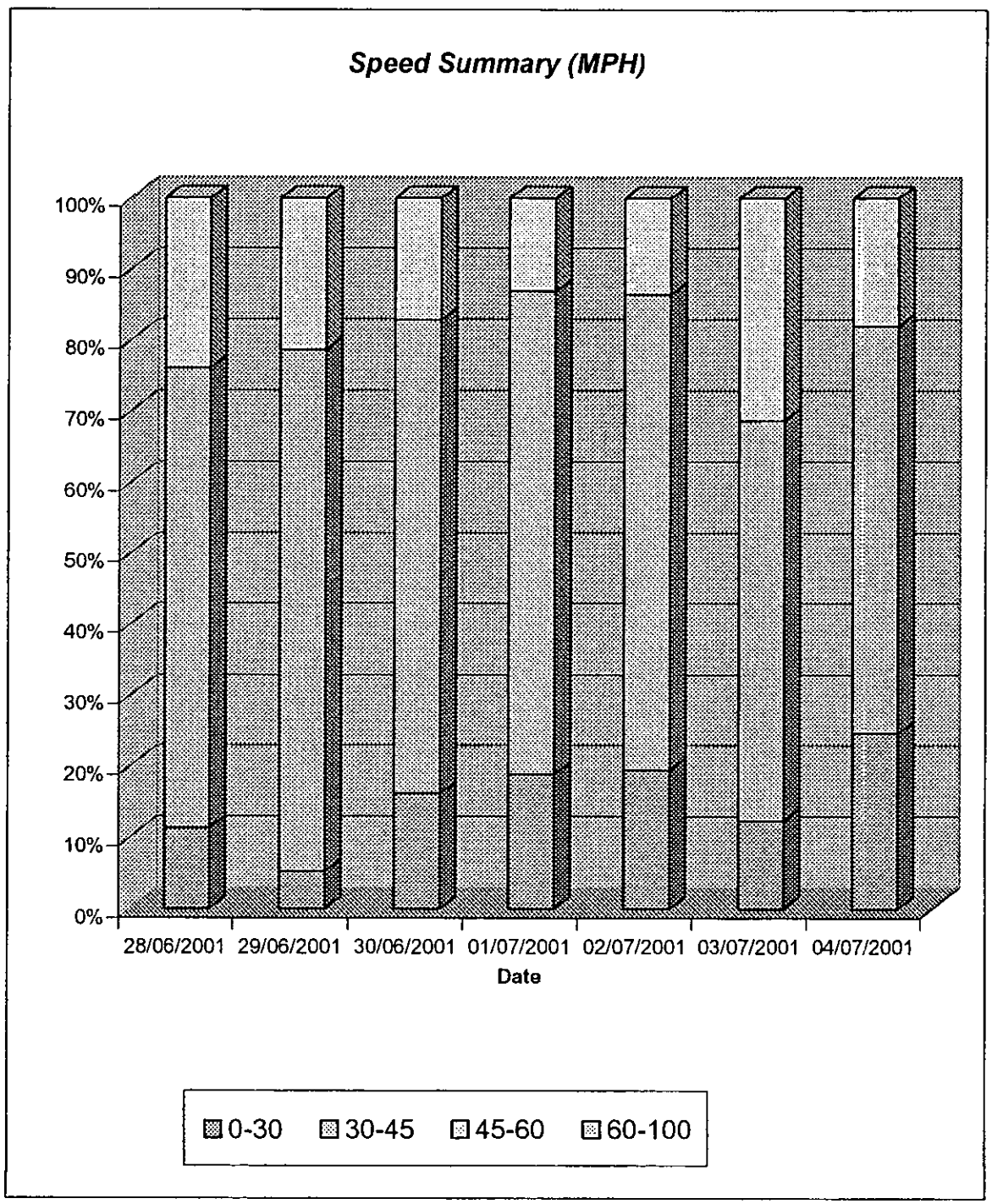
Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	33.2	-
2	-	-	38.1	52.8	-	-	-
3	-	-	48.5	-	-	-	-
4	-	-	33.4	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	32.7
7	-	-	42.7	33.4	25.9	43.0	25.9
8	38.2	38.5	43.2	26.0	47.8	38.0	43.2
9	53.0	53.4	48.5	37.9	48.3	48.0	48.0
10	53.1	52.6	47.7	37.8	42.9	52.9	47.9
11	47.8	48.4	48.0	42.7	52.8	42.9	47.6
12	37.8	37.9	37.6	47.7	43.4	52.8	43.3
13	48.3	48.0	43.5	43.1	38.1	37.6	38.0
14	42.5	43.3	43.2	47.9	48.1	42.7	25.8
15	38.3	37.6	37.5	42.9	42.9	48.5	48.1
16	-	48.1	38.1	43.2	42.6	42.6	-
17	48.3	43.0	47.6	42.8	53.1	52.9	43.3
18	48.2	47.8	47.6	48.1	48.2	47.9	57.5
19	37.5	48.1	53.3	47.7	43.4	53.0	42.7
20	47.9	48.1	47.8	47.7	43.3	47.7	42.6
21	53.4	47.8	52.5	53.1	42.5	43.0	47.6
22	43.3	42.8	42.8	32.6	43.0	37.8	42.8
23	37.9	43.3	-	48.0	48.4	43.1	47.6
24	-	43.3	37.9	-	42.9	48.0	37.5
10-12	42.8	43.2	42.8	45.2	48.1	47.9	45.5
14-16	38.3	42.9	37.8	43.1	42.8	45.6	48.1
0-24	45.0	45.4	44.0	43.1	44.3	45.0	42.3

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

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



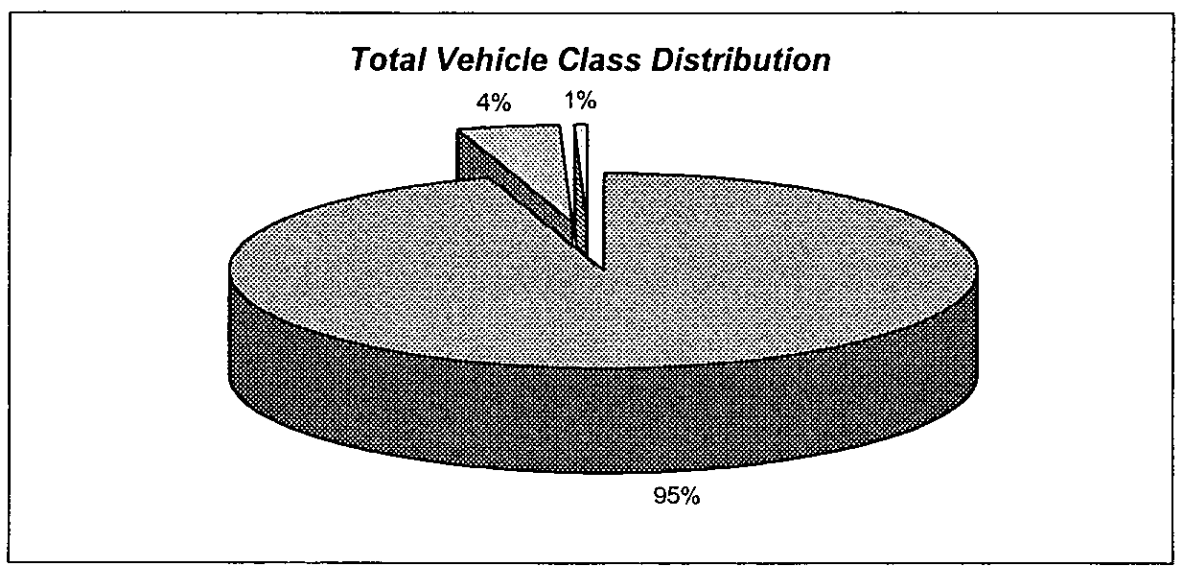
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

Channel 1 - Southbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	47	6	1	54
6-22	61	6	1	68
6-24	64	6	1	71
0-24	64	6	1	71
29/06/2001				
7-19	256	6	3	265
6-22	318	8	3	330
6-24	327	8	3	338
0-24	327	8	3	338
30/06/2001				
7-19	73	2	0	75
6-22	84	4	0	88
6-24	86	4	0	90
0-24	89	4	0	93
01/07/2001				
7-19	101	2	0	103
6-22	114	2	0	116
6-24	117	2	0	119
0-24	120	2	0	122
02/07/2001				
7-19	72	5	0	77
6-22	92	5	0	97
6-24	98	5	0	103
0-24	98	5	0	103
03/07/2001				
7-19	137	8	0	145
6-22	212	11	1	224
6-24	229	11	2	242
0-24	230	11	2	243
04/07/2001				
7-19	81	10	0	91
6-22	101	12	0	113
6-24	109	12	0	121
0-24	109	13	0	122

Average				
7-19	110	8	1	116
6-22	140	7	1	148
6-24	147	7	1	155
0-24	148	7	1	156



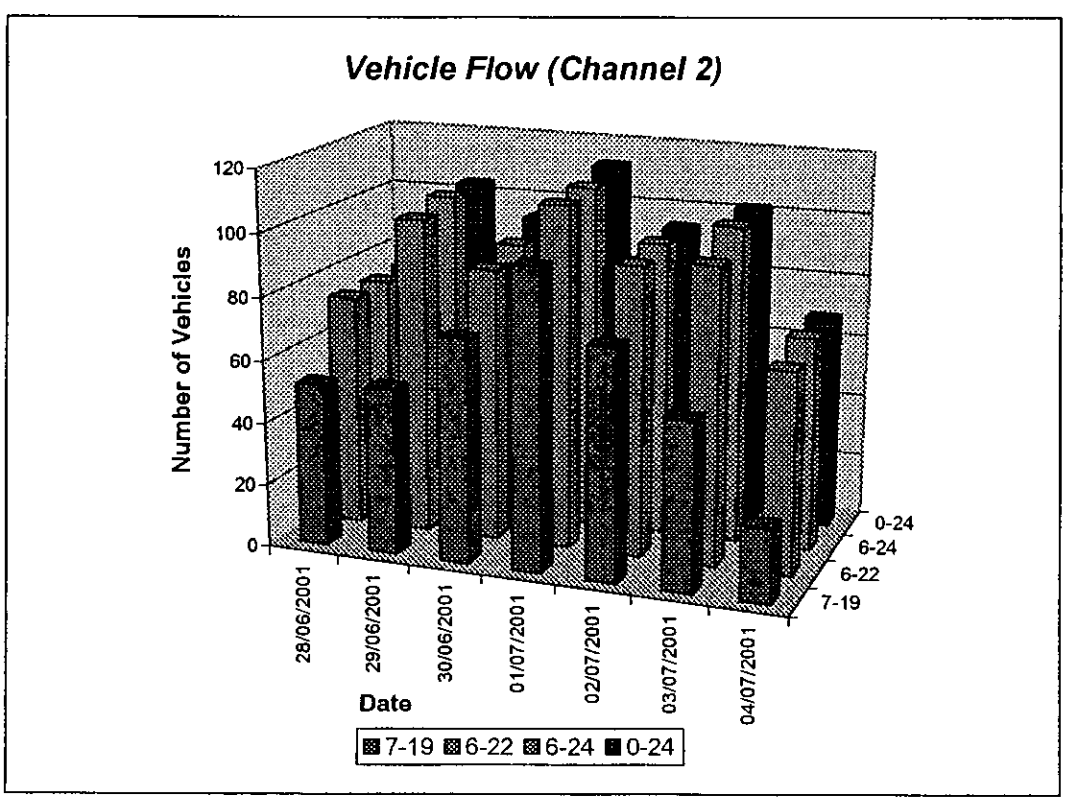
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

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

7-19	52	53	71	95	73	53	23	61	60
6-22	74	101	87	109	92	94	64	85	89
6-24	74	104	90	110	94	101	68	88	92
0-24	74	104	94	113	94	102	68	88	93



Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

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

10-12	31.7	32.9	36.9	34.0	36.1	37.8	32.5
14-16	35.3	32.6	33.4	34.6	39.6	36.6	26.3
0-24	35.4	35.3	37.0	37.2	39.0	35.0	34.1

85th Percentile

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

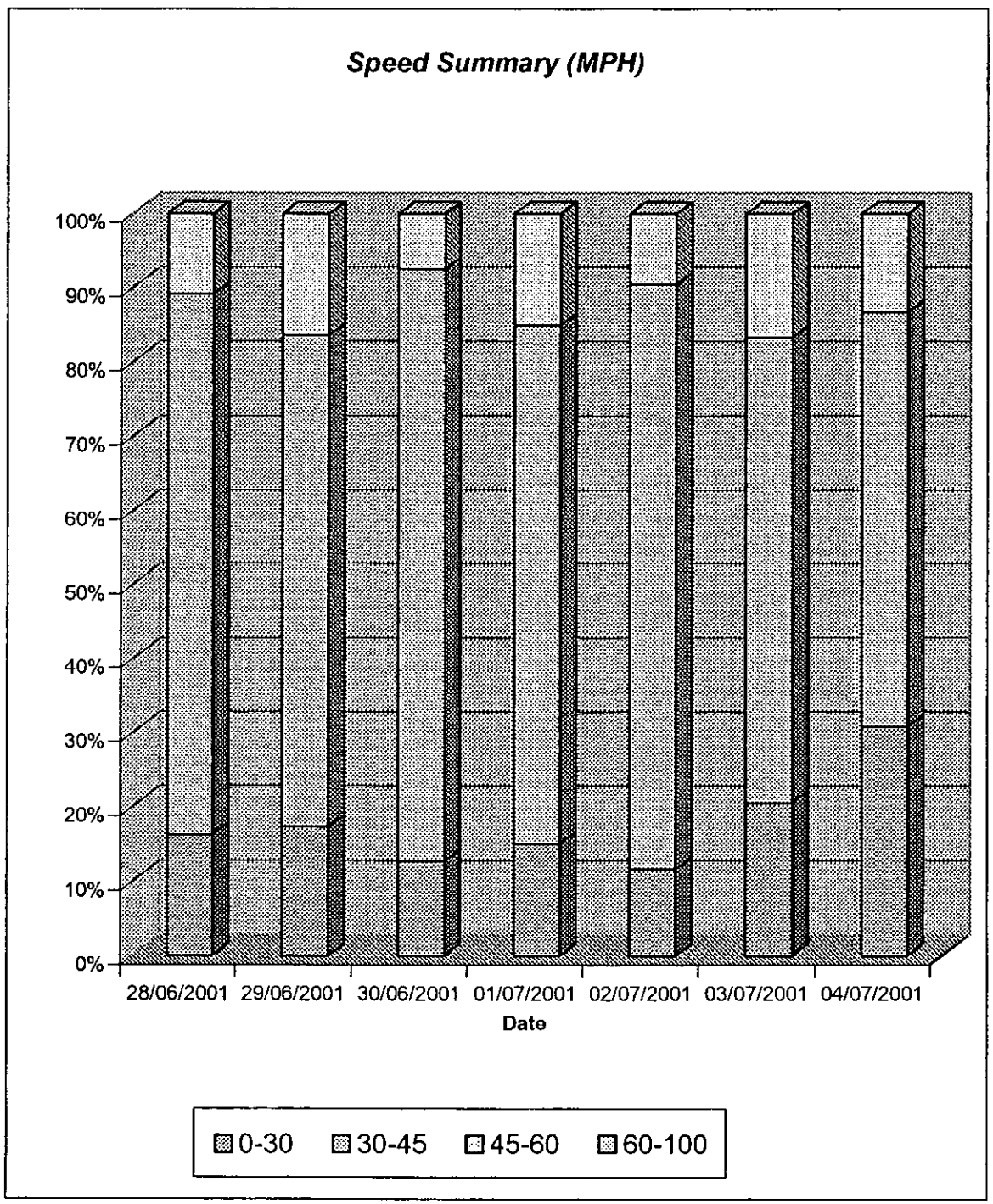
10-12	38.0	40.3	47.6	40.5	40.7	45.3	33.5
14-16	40.5	45.6	40.4	48.1	45.5	45.4	38.3
0-24	39.8	41.2	41.8	43.5	43.3	43.6	40.0

Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

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



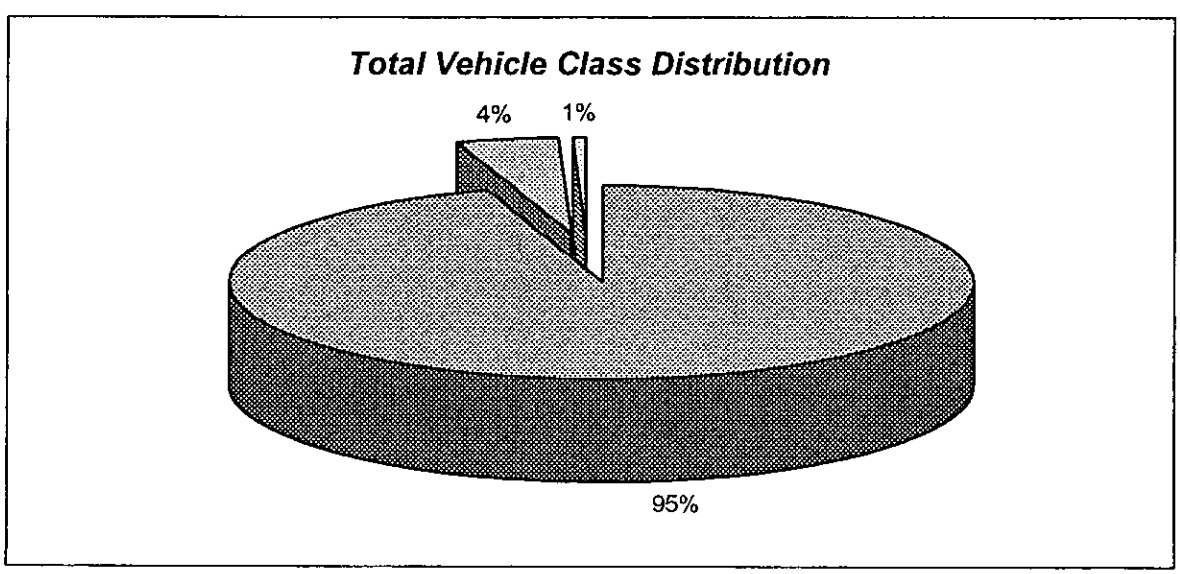
Henley ATC - Site 1

Produced by The Paul Castle Consultancy

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

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

Average				
7-19	57	3	0	60
6-22	84	4	1	89
6-24	87	4	1	92
0-24	88	4	1	93



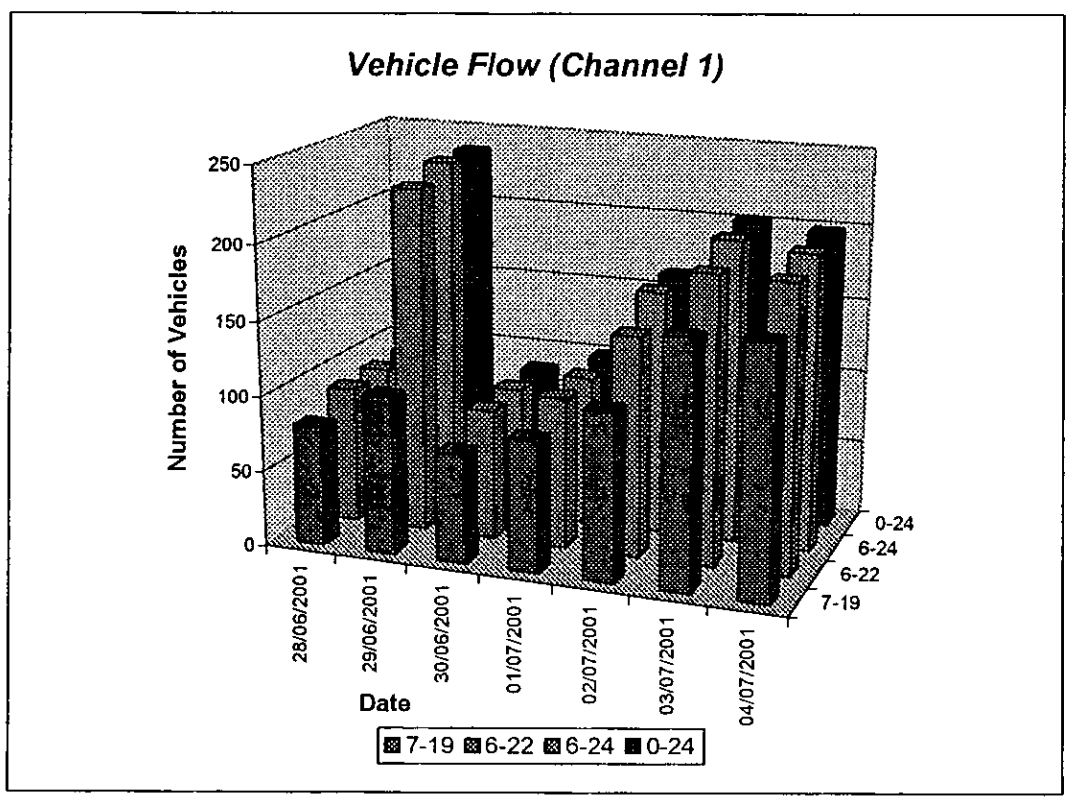
Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 1 - Westbound **Vehicle Flow** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	1	2	1	0
2	0	0	0	1	0	0	0	0	0
3	0	0	0	0	0	0	1	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	1	0	0	0
7	0	0	1	0	2	0	1	1	1
8	1	1	0	1	1	4	3	2	2
9	6	3	2	0	3	6	8	5	4
10	7	2	3	2	7	7	14	7	6
11	8	5	1	9	7	14	15	10	8
12	2	4	6	10	9	8	12	7	7
13	17	12	5	8	8	13	13	13	11
14	5	4	5	8	13	14	11	9	9
15	7	6	13	4	13	22	14	12	11
16	8	8	10	3	11	15	17	12	10
17	2	4	6	19	11	26	22	13	13
18	5	12	8	14	12	15	20	13	12
19	11	43	13	8	15	18	15	20	18
20	3	40	5	5	13	15	13	17	13
21	3	56	5	7	14	7	4	17	14
22	6	29	3	2	7	6	7	11	9
23	0	6	1	0	12	6	5	6	4
24	0	2	0	0	5	5	2	3	2

7-19	79	164	72	86	110	162	164	124	111
6-22	91	229	86	100	146	190	189	169	147
6-24	91	237	87	100	163	201	196	178	154
0-24	91	237	87	101	163	203	199	179	154



Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 1 - Westbound **Average Speed** **Week 1**

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	25.0	25.0
2	-	-	-	25.0	-	-	-
3	-	-	-	-	-	-	32.5
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	25.0	-
7	-	-	15.0	-	15.0	-	37.5
8	32.5	15.0	-	25.0	15.0	17.5	15.0
9	15.0	15.0	15.0	-	8.3	21.7	23.8
10	25.0	25.0	18.3	25.0	19.3	17.9	18.6
11	8.8	11.0	15.0	20.6	20.7	11.4	15.0
12	32.5	25.0	13.3	19.0	21.7	20.0	18.3
13	20.9	19.2	15.0	17.5	15.0	16.5	18.8
14	21.0	22.5	21.0	17.5	19.6	16.4	17.7
15	17.9	13.3	18.1	12.5	18.1	15.9	17.9
16	20.0	17.5	18.0	15.0	16.8	18.3	18.5
17	15.0	17.5	16.7	17.6	21.4	13.5	15.9
18	17.0	13.3	16.3	19.3	20.0	19.7	22.0
19	15.9	17.1	18.1	16.3	19.7	13.3	15.0
20	25.0	18.0	15.0	15.0	18.8	13.7	14.2
21	18.3	20.7	19.0	19.3	14.3	10.7	42.5
22	21.7	20.8	18.3	20.0	17.9	16.7	16.4
23	-	19.6	15.0	-	23.3	21.7	15.0
24	-	25.0	-	-	19.0	19.0	32.5

10-12	20.6	16.0	14.2	19.6	21.2	15.7	16.7
14-16	18.9	15.4	18.0	13.8	17.4	17.1	18.2
0-24	20.4	18.8	16.7	19.0	18.0	17.6	21.6

85th Percentile

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	-	-	-	-	25.7	25.4
2	-	-	-	25.3	-	-	-
3	-	-	-	-	-	-	33.0
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	25.9	-
7	-	-	15.6	-	25.3	-	37.7
8	33.2	16.0	-	25.0	15.6	25.8	15.5
9	25.5	25.9	16.0	-	15.2	25.0	25.3
10	25.6	25.1	25.9	25.3	25.2	25.5	25.6
11	15.3	25.9	15.2	25.4	25.6	15.9	15.5
12	32.8	25.4	25.7	25.3	25.1	25.4	25.2
13	25.8	25.5	26.0	25.9	15.5	25.7	25.9
14	25.0	25.8	25.2	26.0	25.9	25.5	25.7
15	25.8	15.1	25.5	25.4	25.3	25.5	25.5
16	25.8	25.6	25.1	25.3	25.8	25.5	25.4
17	15.7	25.5	26.0	25.2	25.4	25.4	25.1
18	25.0	25.3	16.3	25.2	25.3	25.4	25.8
19	25.4	25.6	25.0	25.6	25.9	25.3	25.5
20	25.9	25.6	25.6	25.4	25.6	15.1	25.8
21	25.8	25.3	25.1	25.4	15.6	25.2	43.1
22	25.4	25.3	25.1	25.7	25.4	26.0	16.5
23	-	33.3	15.8	-	25.1	25.1	15.0
24	-	25.8	-	-	25.6	25.4	32.7

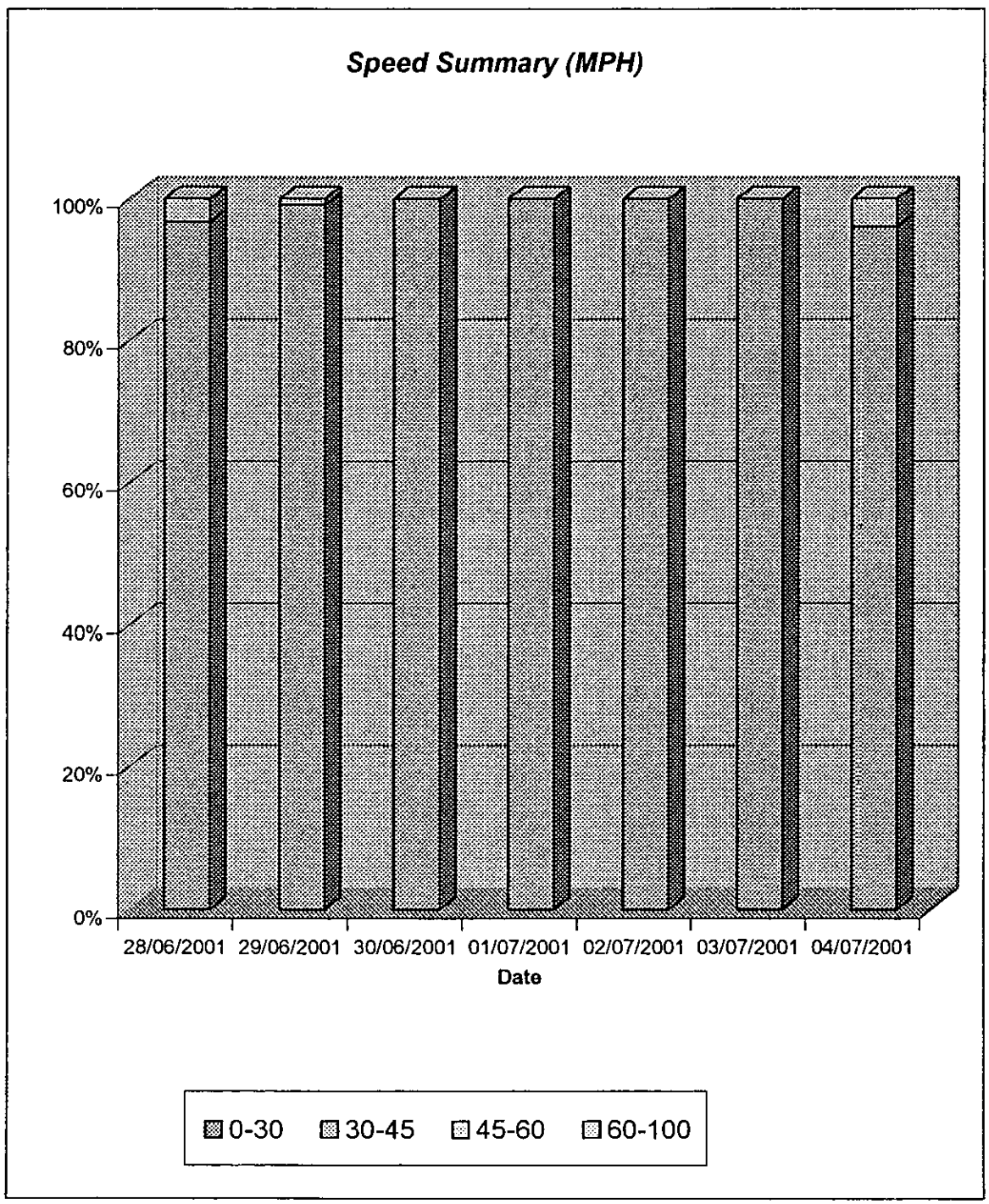
10-12	24.1	25.7	20.5	25.4	25.4	20.7	20.4
14-16	25.6	20.4	25.3	25.4	25.6	25.5	25.5
0-24	25.2	24.6	22.4	25.4	23.2	24.4	25.8

Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 1 - Westbound **Speed Summary** **Week 1**

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	88	235	87	101	163	203	191
30-45	3	2	0	0	0	0	8
45-60	0	0	0	0	0	0	0
60-100	0	0	0	0	0	0	0
TOTAL	91	237	87	101	163	203	199



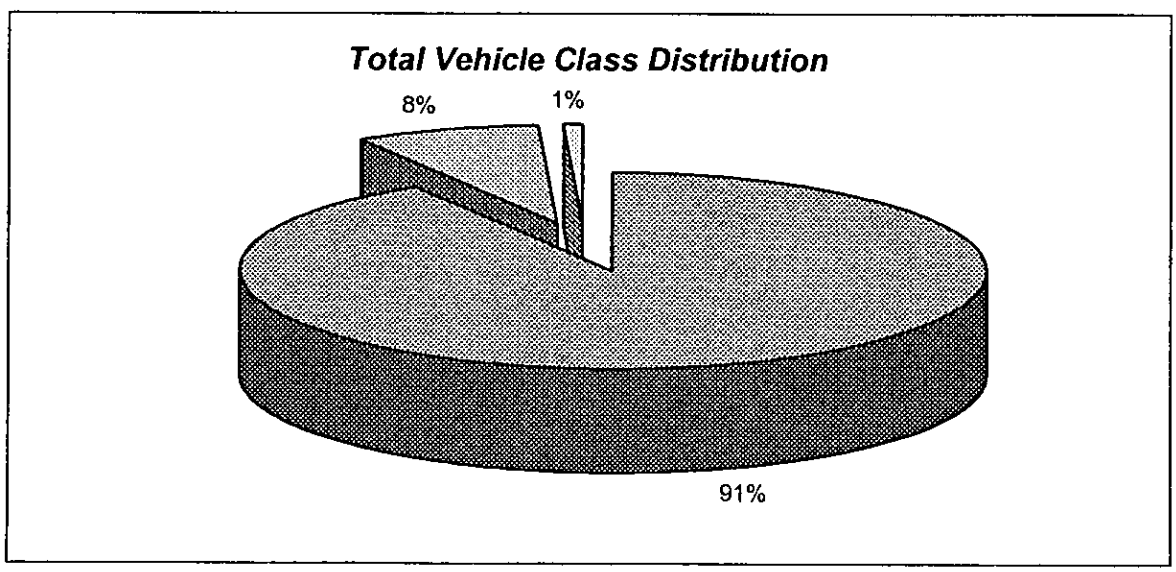
Henley ATC - Site 2

Produced by The Paul Castle Consultancy

Channel 1 - Westbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	70	8	1	79
6-22	81	9	1	91
6-24	81	9	1	91
0-24	81	9	1	91
29/06/2001				
7-19	99	4	1	104
6-22	221	6	2	229
6-24	229	6	2	237
0-24	229	6	2	237
30/06/2001				
7-19	71	1	0	72
6-22	85	1	0	86
6-24	86	1	0	87
0-24	86	1	0	87
01/07/2001				
7-19	82	4	0	86
6-22	95	5	0	100
6-24	95	5	0	100
0-24	96	5	0	101
02/07/2001				
7-19	94	16	0	110
6-22	129	17	0	146
6-24	144	19	0	163
0-24	144	19	0	163
03/07/2001				
7-19	138	24	0	162
6-22	164	24	2	190
6-24	174	25	2	201
0-24	176	25	2	203
04/07/2001				
7-19	142	22	0	164
6-22	163	23	3	189
6-24	170	23	3	196
0-24	173	23	3	199

Average				
7-19	99	11	0	111
6-22	134	12	1	147
6-24	140	13	1	154
0-24	141	13	1	154



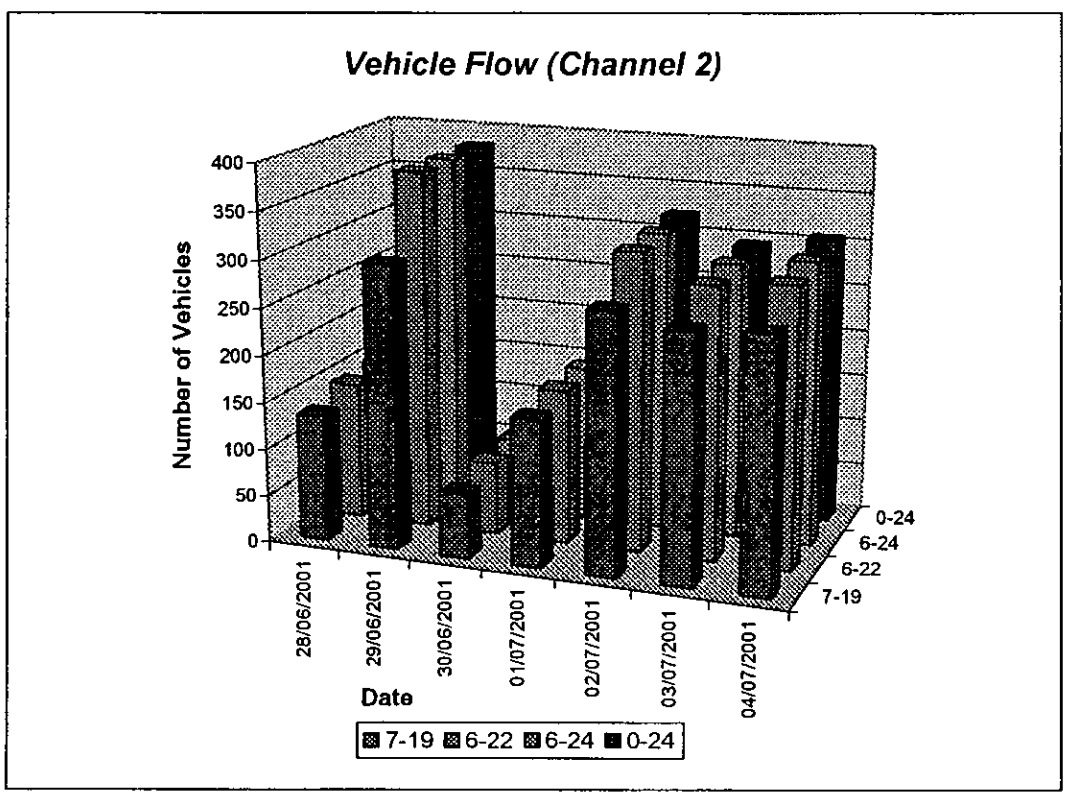
Henley ATC - Site 2

Produced by The Paul Castle Consultancy

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

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday	5 Day Ave	7 Day Ave
1	0	1	0	0	1	1	1	1	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	1	0
4	0	0	0	0	0	0	1	0	0
5	0	0	0	1	1	0	0	0	0
6	0	0	0	0	0	1	1	0	0
7	0	1	2	0	0	2	1	1	1
8	1	2	5	5	7	18	21	10	8
9	34	48	1	5	62	89	82	63	46
10	19	24	4	13	45	27	26	28	23
11	10	9	4	4	11	28	22	16	13
12	8	9	10	8	18	21	23	16	14
13	8	6	11	30	13	12	13	10	13
14	7	7	6	45	8	15	14	10	15
15	5	17	6	12	17	10	12	12	11
16	2	18	6	9	12	8	12	10	10
17	10	24	6	6	9	7	10	12	10
18	16	81	7	8	26	10	15	30	23
19	15	56	3	11	46	16	16	30	23
20	9	67	2	4	27	14	13	26	19
21	3	9	1	3	10	6	8	7	6
22	0	3	3	1	5	5	7	4	3
23	1	0	1	1	2	3	5	2	2
24	1	0	0	1	1	1	1	1	1

7-19	135	301	69	156	274	261	266	247	209
6-22	147	381	77	164	316	288	295	288	236
6-24	148	381	78	166	319	292	301	288	241
0-24	149	382	78	167	321	294	307	291	243



Henley ATC - Site 2

Produced by The Paul Castle Consultancy

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

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

10-12	16.8	17.8	17.8	17.5	16.8	16.5	16.6
14-16	18.5	20.4	19.2	16.4	17.5	15.1	15.4
0-24	19.9	21.0	17.7	18.5	19.5	19.4	21.3

85th Percentile

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

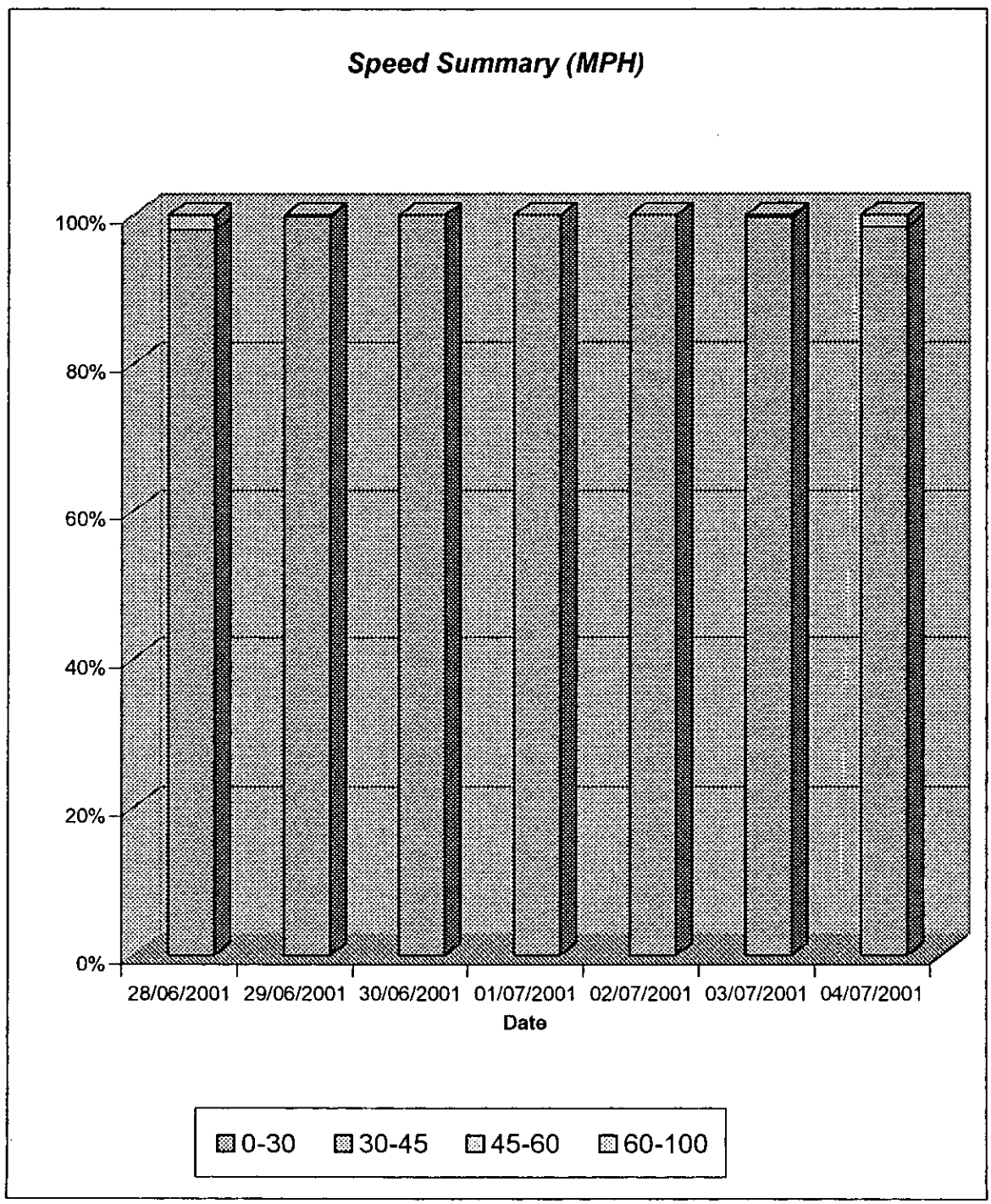
10-12	20.5	25.5	25.1	25.3	25.8	20.9	20.5
14-16	25.7	25.4	25.3	25.8	25.9	20.3	20.1
0-24	22.8	24.9	22.5	23.8	24.5	24.1	25.3

Henley ATC - Site 2

Produced by The Paul Castle Consultancy

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

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	146	381	76	167	321	293	302
30-45	3	1	0	0	0	1	5
45-60	0	0	0	0	0	0	0
60-100	0	0	0	0	0	0	0
TOTAL	149	382	78	167	321	294	307



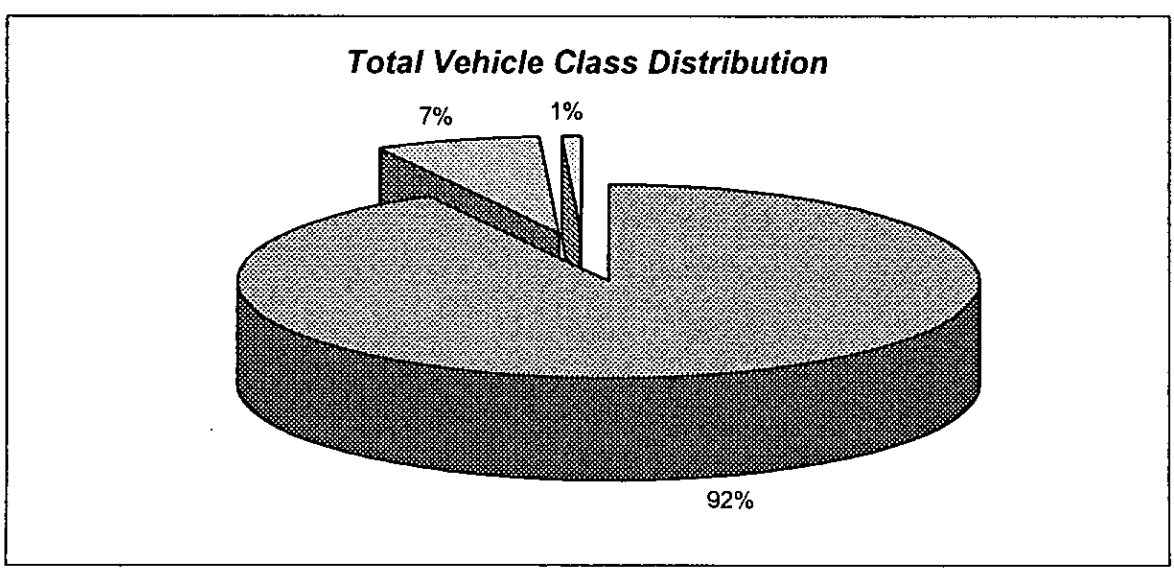
Henley ATC - Site 2

Produced by The Paul Castle Consultancy

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	126	8	1	135
6-22	138	8	1	147
6-24	140	8	1	149
0-24	140	8	1	149
29/06/2001				
7-19	285	15	1	301
6-22	361	19	1	381
6-24	361	19	1	381
0-24	362	19	1	382
30/06/2001				
7-19	68	1	0	69
6-22	76	1	0	77
6-24	77	1	0	78
0-24	77	1	0	78
01/07/2001				
7-19	144	9	3	156
6-22	151	10	3	164
6-24	152	11	3	166
0-24	153	11	3	167
02/07/2001				
7-19	232	35	7	274
6-22	272	37	7	316
6-24	275	37	7	319
0-24	277	37	7	321
03/07/2001				
7-19	238	21	2	261
6-22	263	23	2	288
6-24	267	23	2	292
0-24	268	24	2	294
04/07/2001				
7-19	246	19	1	266
6-22	273	21	1	295
6-24	279	21	1	301
0-24	283	22	2	307

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



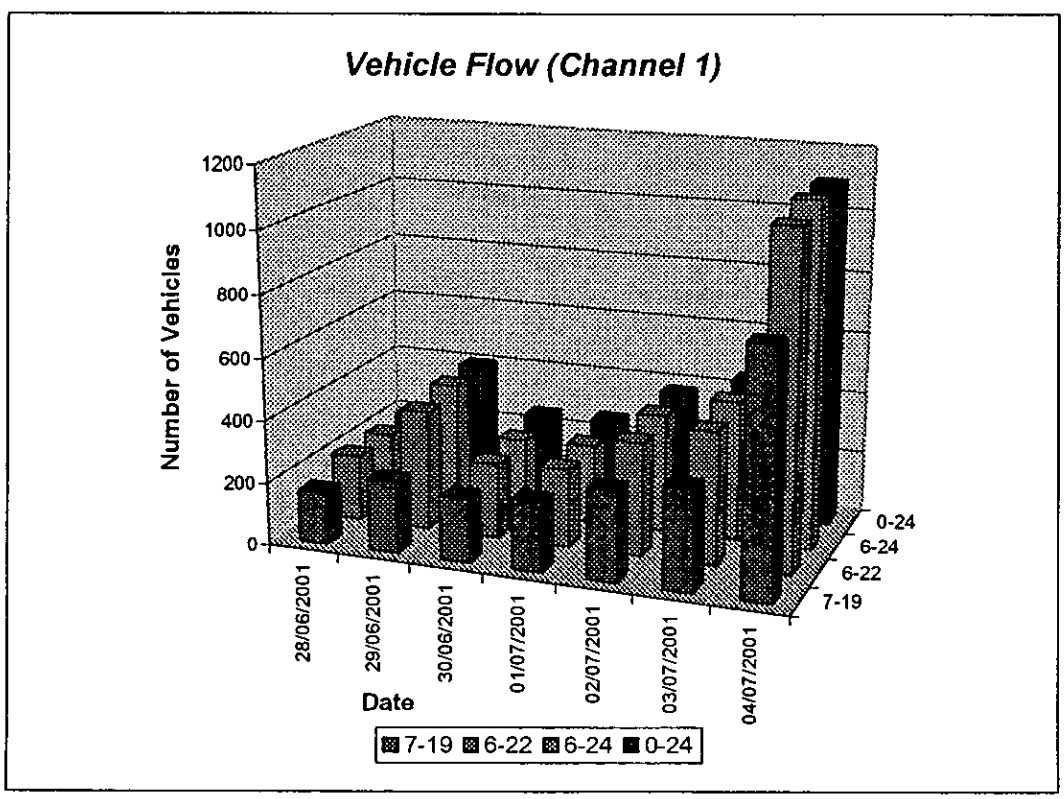
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

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

7-19	165	229	202	221	285	320	776	355	314
6-22	209	383	238	248	361	422	1068	489	415
6-24	210	404	245	253	379	447	1101	508	434
0-24	210	405	257	265	380	448	1106	510	439



Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

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

10-12	23.7	25.1	22.8	21.6	22.1	21.4	11.5
14-16	21.6	20.0	23.4	21.6	21.9	16.6	13.7
0-24	25.8	25.6	24.7	23.6	22.7	19.2	19.0

85th Percentile

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

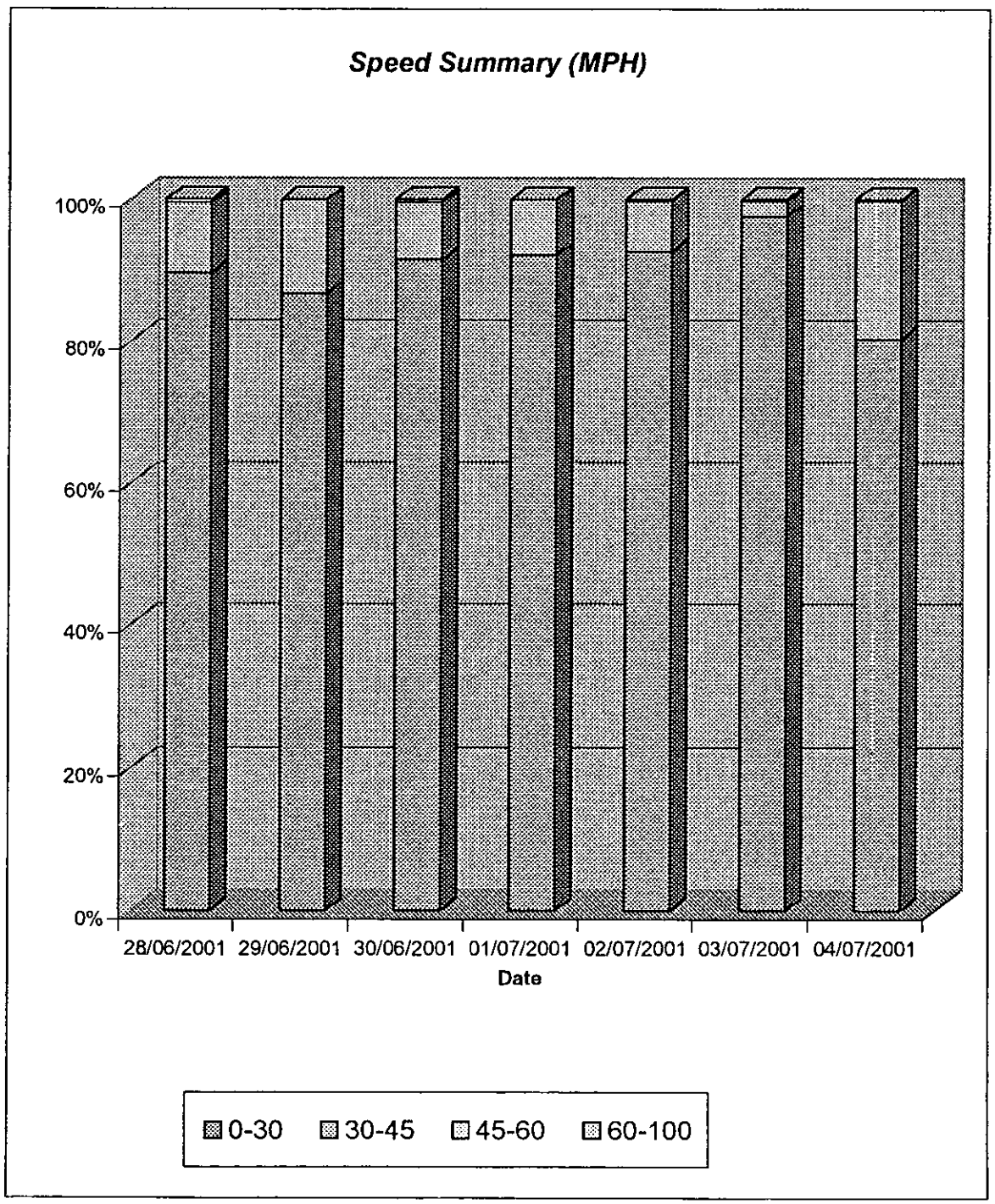
10-12	33.1	32.9	25.5	25.3	25.7	25.6	15.6
14-16	25.8	25.5	25.4	25.6	25.5	25.6	16.1
0-24	29.7	28.7	27.7	27.6	27.2	25.2	27.1

Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	188	350	235	244	352	436	887
30-45	21	54	21	21	27	10	215
45-60	1	0	1	0	1	1	3
60-100	0	0	0	0	0	0	0
TOTAL	210	404	257	265	380	447	1105



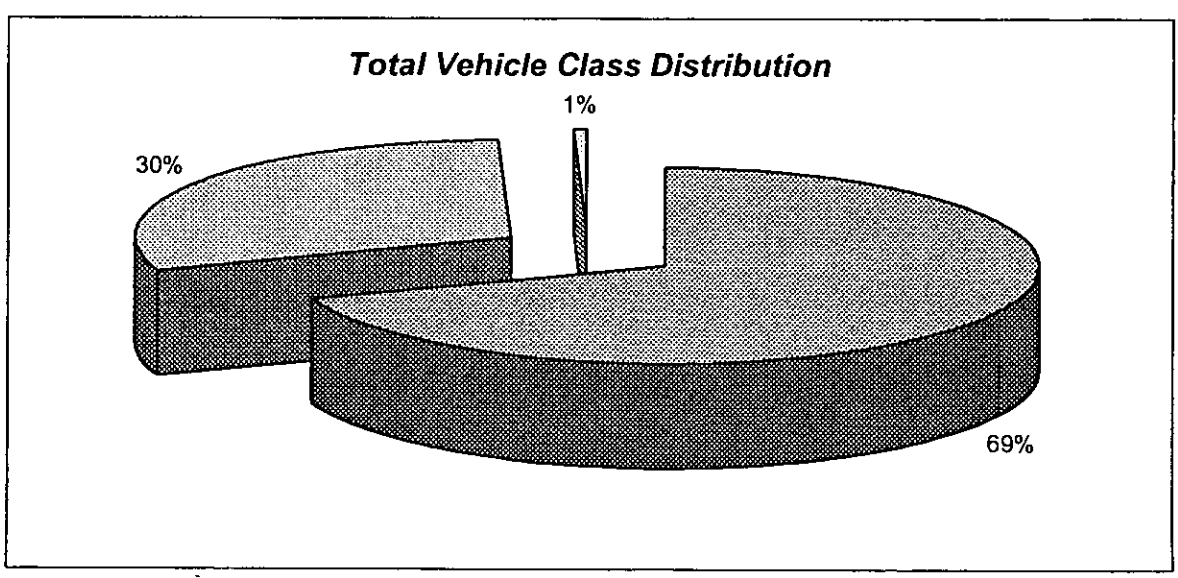
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	137	25	2	165
6-22	178	29	2	209
6-24	179	29	2	210
0-24	179	29	2	210
29/06/2001				
7-19	200	25	4	229
6-22	349	28	6	383
6-24	368	30	6	404
0-24	369	30	6	405
30/06/2001				
7-19	186	13	1	202
6-22	222	15	1	238
6-24	229	15	1	245
0-24	241	15	1	257
01/07/2001				
7-19	211	8	2	221
6-22	236	10	2	248
6-24	241	10	2	253
0-24	253	10	2	265
02/07/2001				
7-19	229	55	1	285
6-22	302	58	1	361
6-24	318	60	1	379
0-24	319	60	1	380
03/07/2001				
7-19	250	67	3	320
6-22	340	78	4	422
6-24	363	80	4	447
0-24	364	80	4	448
04/07/2001				
7-19	302	470	4	776
6-22	394	670	4	1068
6-24	403	694	4	1101
0-24	408	694	4	1106

Average				
7-19	217	95	2	314
6-22	289	127	3	418
6-24	300	131	3	434
0-24	305	131	3	439



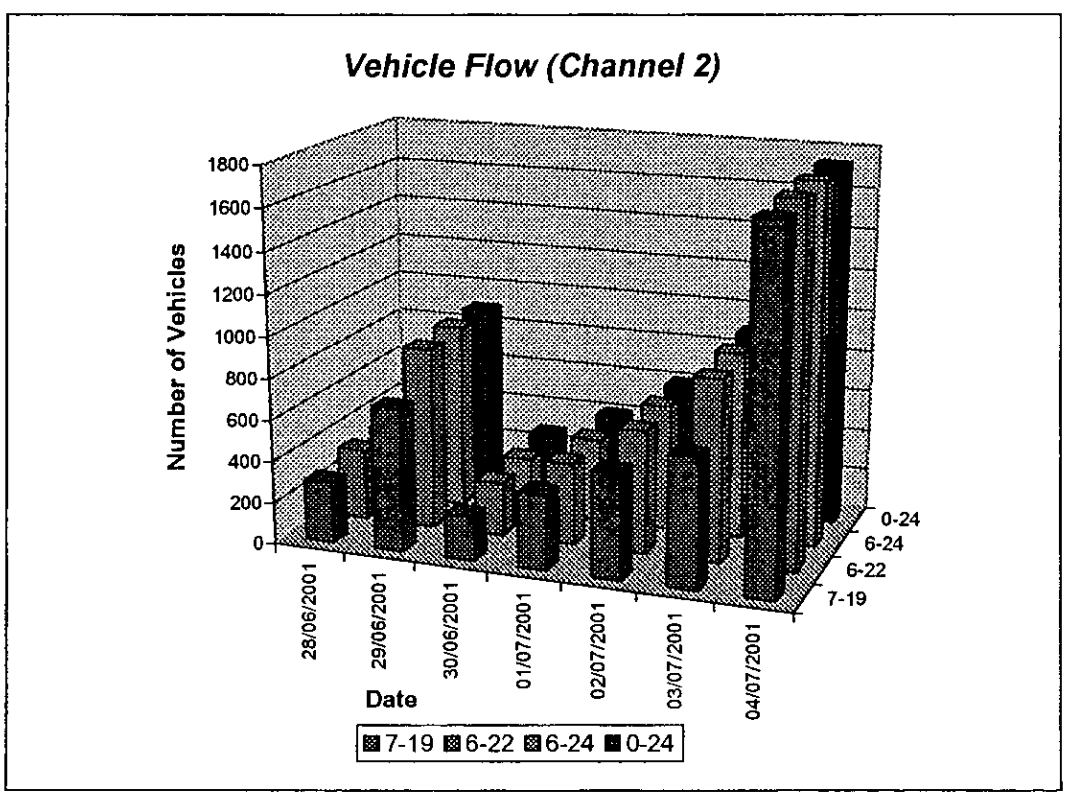
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday	5 Day Ave	7 Day Ave
1	0	1	2	1	0	2	1	1	1
2	0	0	11	4	0	0	2	0	2
3	0	0	3	0	0	0	0	0	0
4	0	0	1	1	0	0	0	0	0
5	0	0	0	3	1	0	0	0	1
6	0	0	1	0	0	1	2	1	1
7	2	3	4	2	1	5	11	4	4
8	3	4	7	4	9	13	58	17	14
9	74	69	11	7	99	107	193	108	80
10	39	34	15	9	64	41	237	83	63
11	30	24	17	13	23	35	364	95	72
12	12	14	22	23	23	23	362	87	68
13	14	14	29	78	33	42	180	57	56
14	16	27	26	80	23	24	85	35	40
15	14	25	16	20	44	43	73	40	34
16	10	36	18	32	32	36	111	45	39
17	18	52	21	33	34	47	21	34	32
18	30	180	22	31	44	45	8	61	51
19	32	209	9	28	75	161	4	96	74
20	18	122	16	8	39	156	1	67	51
21	15	43	17	16	25	67	1	30	26
22	11	20	6	6	22	27	8	18	14
23	5	11	3	6	10	17	11	11	9
24	0	7	2	3	3	7	4	4	4

7-19	292	688	213	358	503	617	1696	759	624
6-22	338	876	256	390	590	672	1717	879	720
6-24	343	894	281	399	603	696	1732	884	733
0-24	343	895	279	408	604	699	1737	895	738



Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

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

10-12	22.6	22.9	21.2	21.2	21.0	21.3	20.8
14-16	19.7	22.4	21.1	20.9	22.6	18.3	18.1
0-24	24.0	24.3	23.6	22.4	23.0	21.7	19.3

85th Percentile

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

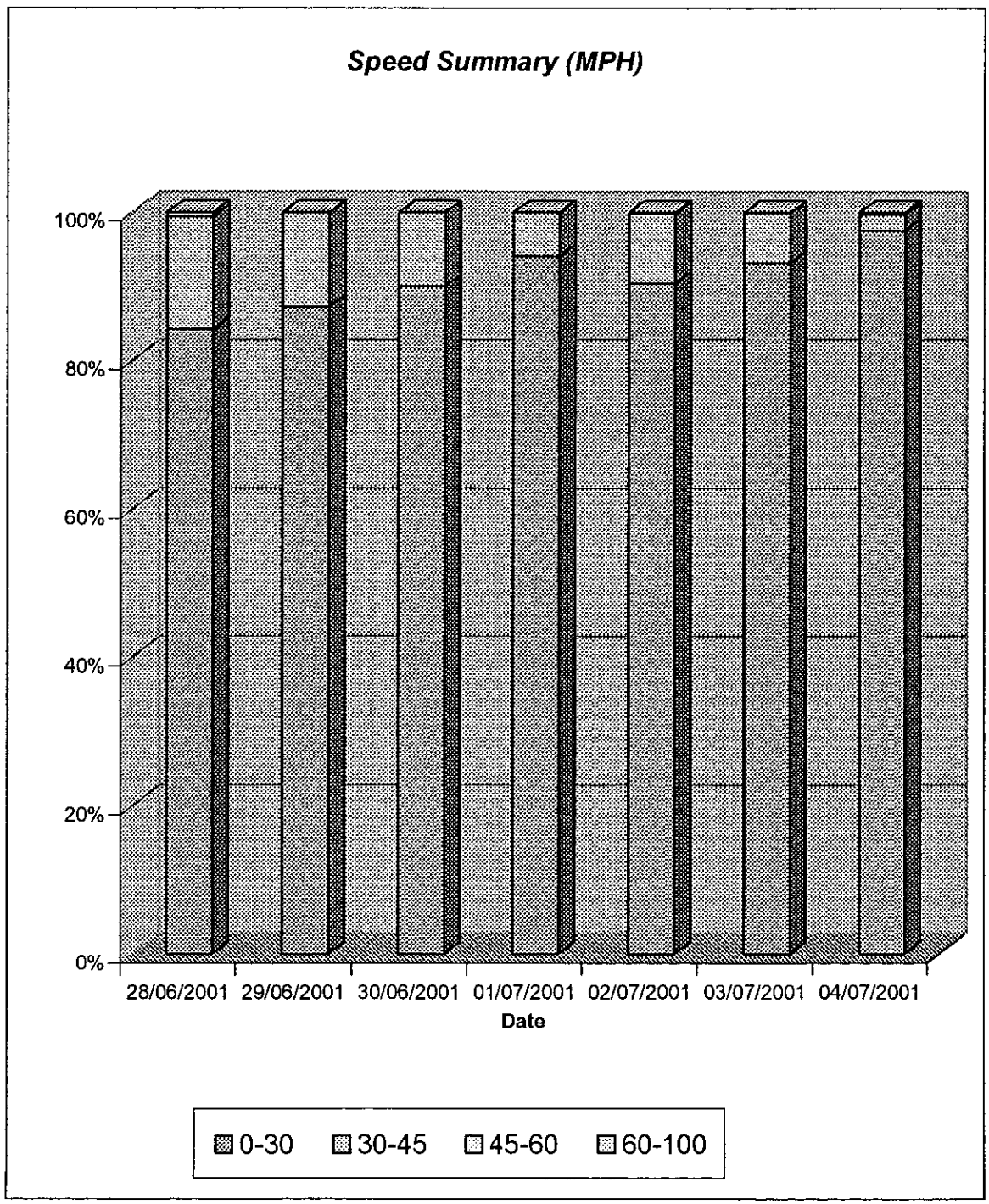
10-12	29.0	29.1	25.6	29.2	25.7	29.1	25.7
14-16	25.5	25.3	25.4	25.6	25.5	25.7	25.2
0-24	28.5	27.9	26.3	27.4	27.1	28.1	24.4

Henley ATC - Site 3

Produced by The Paul Castle Consultancy

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

Speed (MPH)	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
0-30	289	781	251	384	546	838	1694
30-45	52	114	28	24	57	60	38
45-60	2	0	0	0	1	1	5
60-100	0	0	0	0	0	0	0
TOTAL	343	895	279	408	604	899	1737



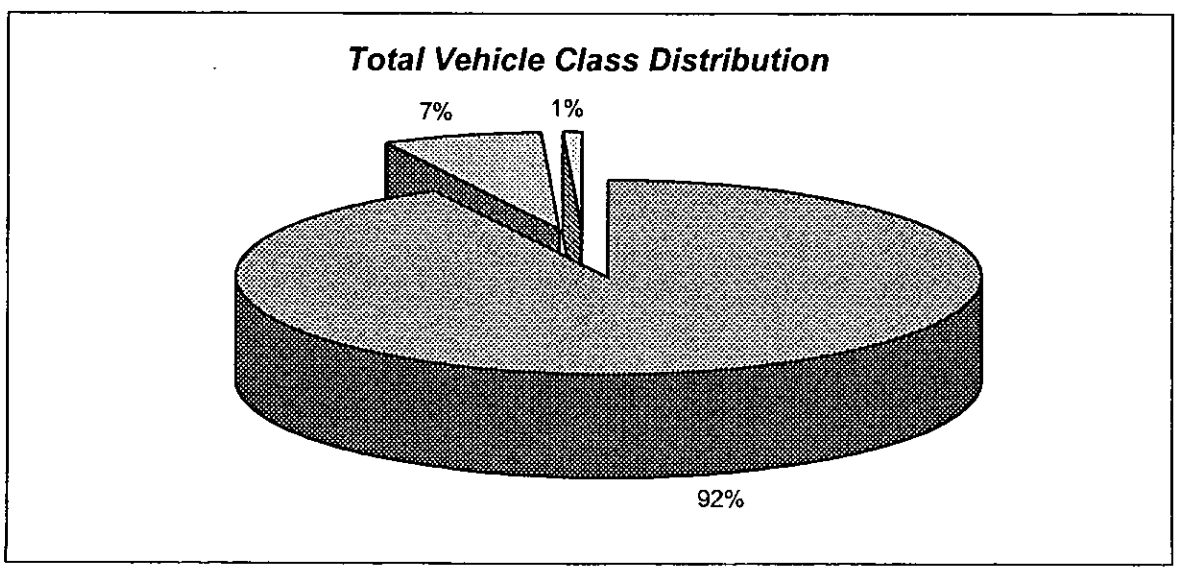
Henley ATC - Site 3

Produced by The Paul Castle Consultancy

Channel 2 - Northbound | Vehicle Class | Week 1

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	261	27	4	292
6-22	303	30	5	338
6-24	308	30	5	343
0-24	308	30	5	343
29/06/2001				
7-19	650	35	3	688
6-22	835	37	4	876
6-24	853	37	4	894
0-24	854	37	4	895
30/06/2001				
7-19	198	12	3	213
6-22	240	13	3	256
6-24	244	14	3	261
0-24	262	14	3	279
01/07/2001				
7-19	339	15	4	358
6-22	369	16	5	390
6-24	378	16	5	399
0-24	387	16	5	408
02/07/2001				
7-19	425	75	3	503
6-22	508	79	3	590
6-24	521	79	3	603
0-24	522	79	3	604
03/07/2001				
7-19	548	64	5	617
6-22	782	83	7	872
6-24	804	85	7	896
0-24	806	86	7	899
04/07/2001				
7-19	1509	74	13	1696
6-22	1621	83	13	1717
6-24	1626	93	13	1732
0-24	1630	94	13	1737

Average				
7-19	576	43	5	624
6-22	665	49	6	720
6-24	676	51	6	733
0-24	681	51	6	738



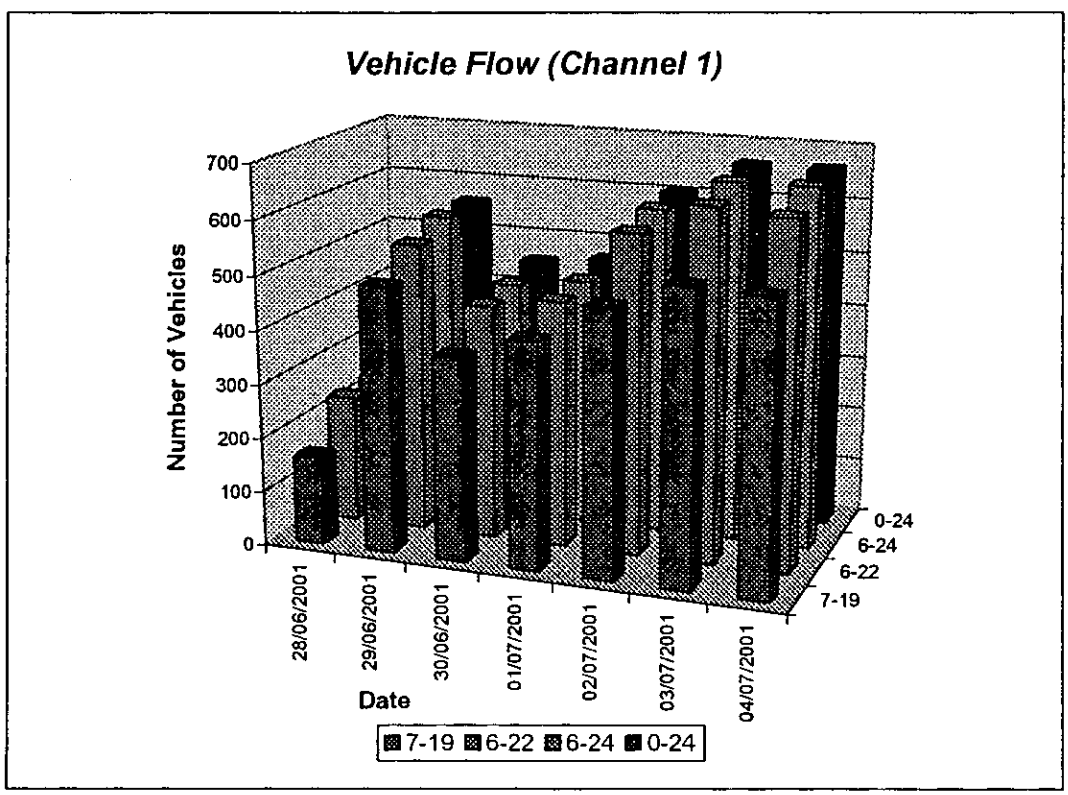
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

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

7-19	160	490	374	417	487	536	530	441	428
6-22	234	535	433	453	587	643	633	526	503
6-24	237	559	441	459	602	680	661	544	517
0-24	237	560	455	469	605	684	665	546	522



Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

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

10-12	-	11.3	14.7	14.9	11.9	12.7	12.5
14-16	15.5	8.6	14.0	12.1	14.5	14.4	14.2
0-24	15.8	12.9	16.1	17.2	16.4	16.4	17.4

85th Percentile

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

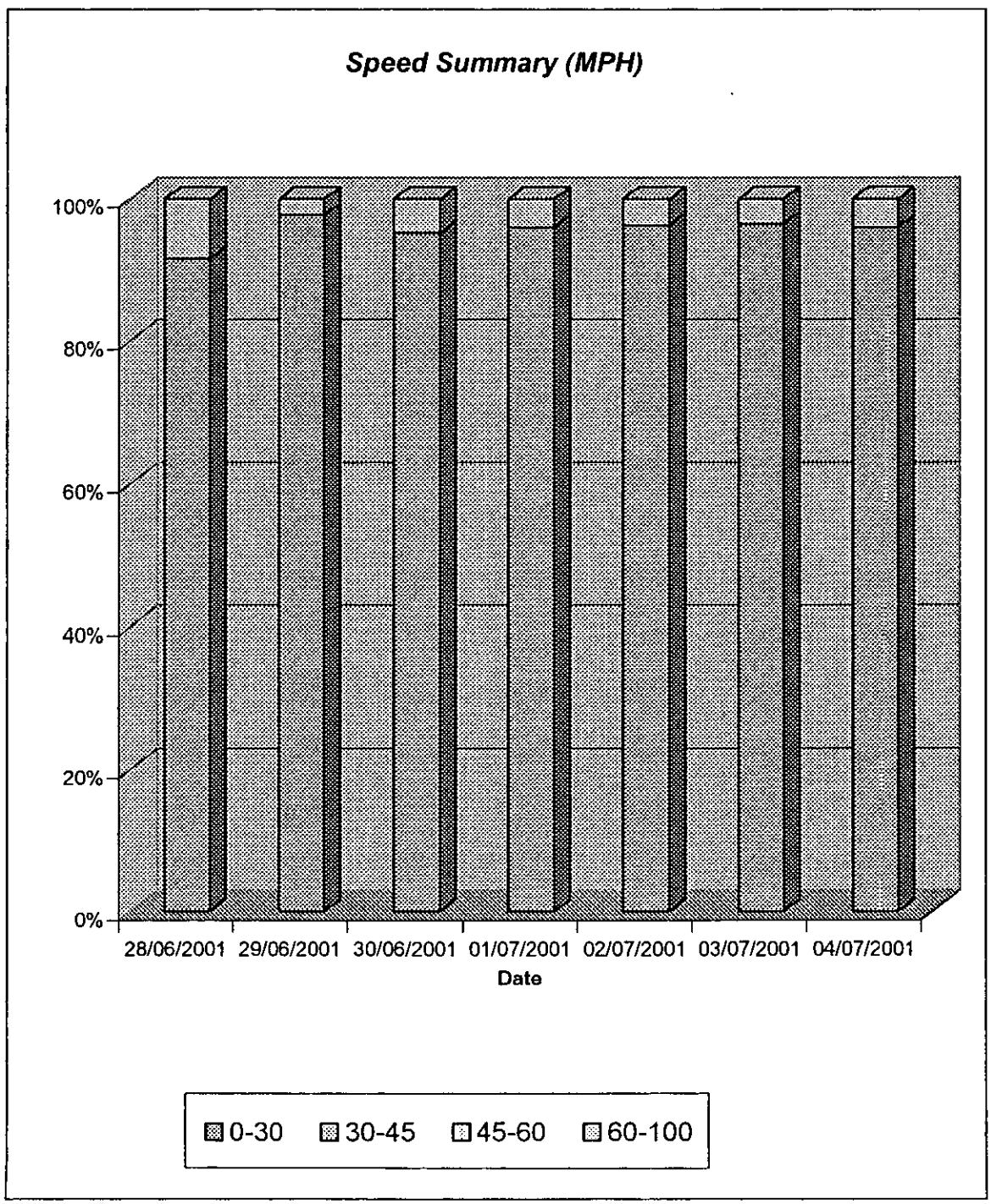
10-12	-	21.0	25.4	25.6	20.7	25.4	25.2
14-16	25.6	15.5	25.4	20.2	25.3	25.4	25.1
0-24	26.1	21.3	24.6	25.0	25.5	26.1	26.4

Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

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



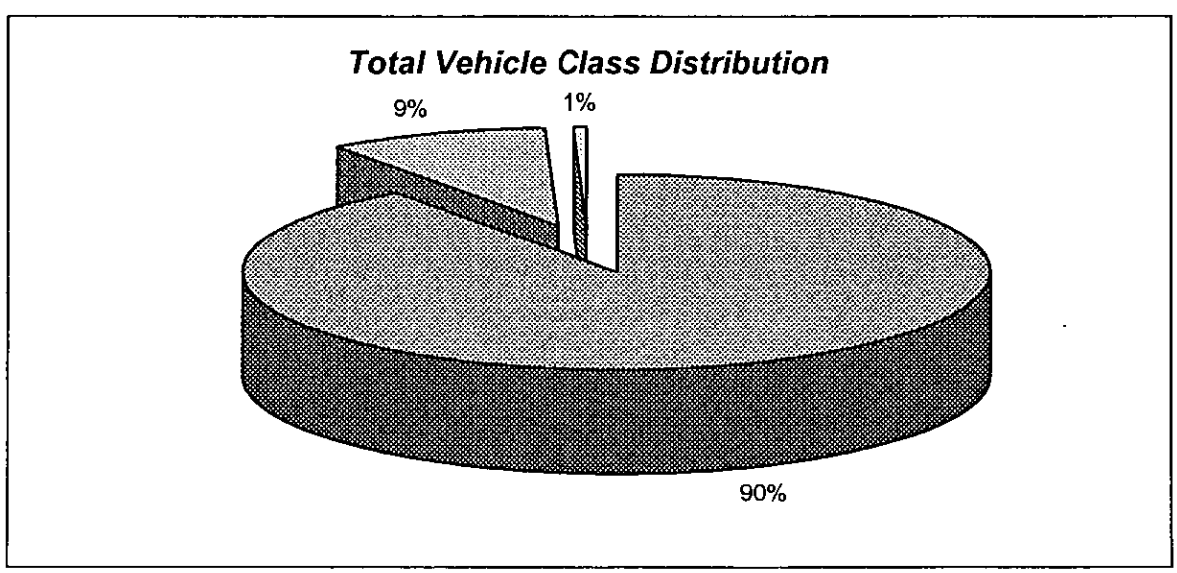
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	148	12	0	160
6-22	215	19	0	234
6-24	216	21	0	237
0-24	216	21	0	237
29/06/2001				
7-19	435	49	6	490
6-22	478	52	7	535
6-24	498	54	7	559
0-24	499	54	7	560
30/06/2001				
7-19	357	15	2	374
6-22	412	18	3	433
6-24	420	18	3	441
0-24	434	18	3	455
01/07/2001				
7-19	390	24	3	417
6-22	425	25	3	453
6-24	431	25	3	459
0-24	441	25	3	469
02/07/2001				
7-19	422	62	3	487
6-22	517	66	4	587
6-24	532	66	4	602
0-24	535	66	4	605
03/07/2001				
7-19	462	71	3	536
6-22	560	79	4	643
6-24	576	80	4	660
0-24	580	80	4	664
04/07/2001				
7-19	454	74	2	530
6-22	553	77	3	633
6-24	579	79	3	661
0-24	583	79	3	665

Average				
7-19	361	44	3	428
6-22	451	48	3	503
6-24	465	49	3	517
0-24	470	49	3	522



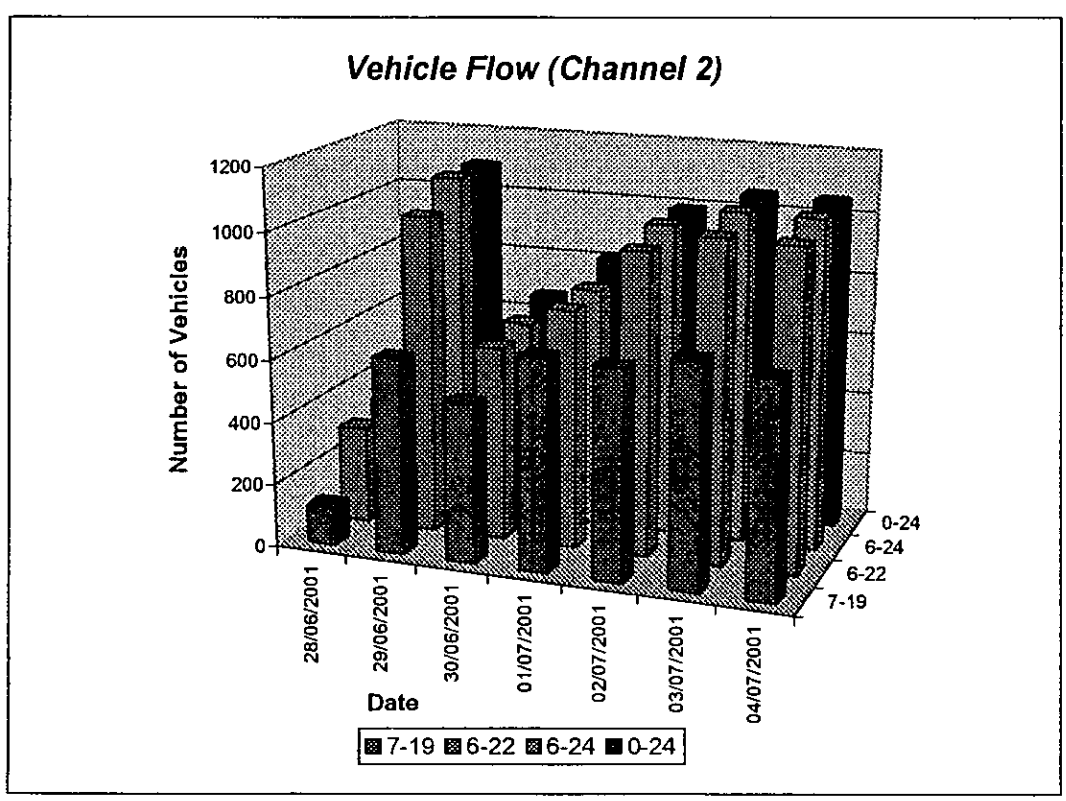
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

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

7-19	424	621	504	672	862	708	678	559	567
6-22	507	1017	617	757	962	1020	1015	854	814
6-24	532	1096	638	768	994	1052	1049	905	847
0-24	332	1098	671	817	996	1060	1057	909	862



Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	18.8	9.1	5.5	-	29.0	32.5
2	-	-	26.5	10.2	-	25.0	25.0
3	-	-	30.0	-	-	-	-
4	-	-	5.0	25.0	-	-	-
5	-	-	-	25.0	15.0	-	42.5
6	-	-	11.7	-	5.0	20.0	32.5
7	-	20.8	22.5	20.0	15.0	22.8	18.6
8	-	25.4	20.4	22.5	20.3	21.0	19.8
9	-	24.6	17.9	18.6	22.5	22.8	22.3
10	-	18.5	16.3	13.1	20.0	15.4	15.5
11	-	13.4	13.0	12.3	13.4	12.9	12.9
12	-	12.2	12.5	9.8	11.4	13.5	12.1
13	-	11.4	14.5	13.3	11.3	13.8	13.8
14	-	10.3	12.7	12.7	14.5	14.5	13.3
15	16.3	8.7	17.6	11.6	16.2	16.1	15.8
16	18.1	7.7	13.4	14.1	16.2	17.0	18.1
17	17.1	13.0	14.4	12.6	13.0	11.9	10.7
18	18.8	12.3	12.6	12.7	13.2	13.0	13.5
19	17.9	5.4	13.2	12.6	13.5	14.1	14.1
20	16.6	6.7	12.1	12.6	13.7	14.9	12.9
21	11.3	6.7	14.5	14.2	15.7	15.9	16.7
22	12.9	9.6	10.8	15.0	10.6	11.2	11.4
23	14.3	10.7	10.0	18.4	16.1	14.0	12.9
24	10.0	10.2	6.8	24.2	15.0	11.5	8.3
10-12	-	12.8	12.7	11.1	12.4	13.2	12.5
14-16	17.2	8.2	16.5	12.9	16.2	16.6	17.0
0-24	15.3	13.0	14.7	15.3	14.6	16.7	18.0

85th Percentile

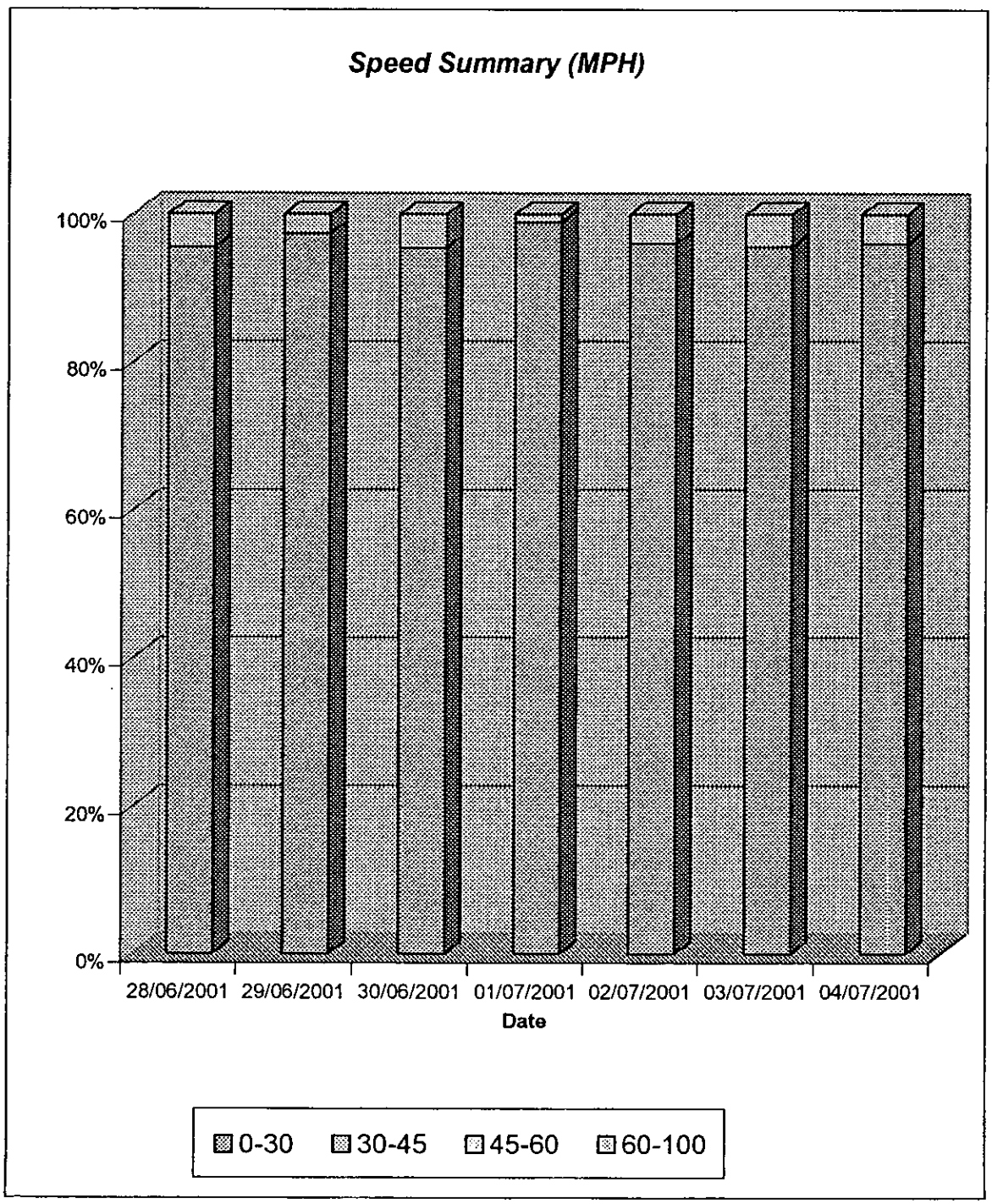
Hr Ending	28/06/01 Thursday	29/06/01 Friday	30/06/01 Saturday	01/07/01 Sunday	02/07/01 Monday	03/07/01 Tuesday	04/07/01 Wednesday
1	-	32.7	15.2	5.5	-	38.2	33.2
2	-	-	38.0	33.5	-	25.6	25.8
3	-	-	32.8	-	-	-	-
4	-	-	5.3	25.1	-	-	-
5	-	-	-	25.0	15.5	-	42.9
6	-	-	25.0	-	5.4	25.8	33.4
7	-	32.8	25.5	25.3	25.5	25.2	25.7
8	-	37.6	25.2	25.5	25.2	33.3	32.6
9	-	33.1	25.9	25.9	33.1	25.2	25.6
10	-	25.2	25.6	25.5	25.5	26.0	25.7
11	-	25.9	25.8	25.4	25.7	15.1	15.0
12	-	25.1	25.9	15.8	15.9	25.1	25.4
13	-	15.4	25.3	25.8	15.4	25.8	25.4
14	-	15.3	25.5	25.7	25.3	25.4	25.3
15	25.4	15.9	25.1	15.7	25.3	25.5	26.0
16	32.6	15.8	25.6	26.0	25.2	25.1	25.8
17	25.7	25.3	25.4	15.3	25.5	15.1	15.7
18	33.4	25.7	26.0	25.5	25.2	25.2	25.4
19	25.5	5.4	15.1	25.4	25.6	25.0	25.7
20	25.1	15.1	15.9	25.7	25.4	25.7	25.3
21	15.8	15.0	25.6	25.2	25.9	25.5	25.4
22	25.4	15.3	15.3	25.4	15.5	15.6	15.4
23	25.5	25.8	15.1	25.5	25.2	25.2	25.9
24	15.5	25.3	15.5	33.3	25.7	25.5	15.1
10-12	-	25.5	25.9	20.6	20.8	20.1	20.2
14-16	29.0	15.9	25.4	20.9	25.3	25.3	25.9
0-24	25.0	22.5	22.9	24.0	22.9	25.0	25.5

Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

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



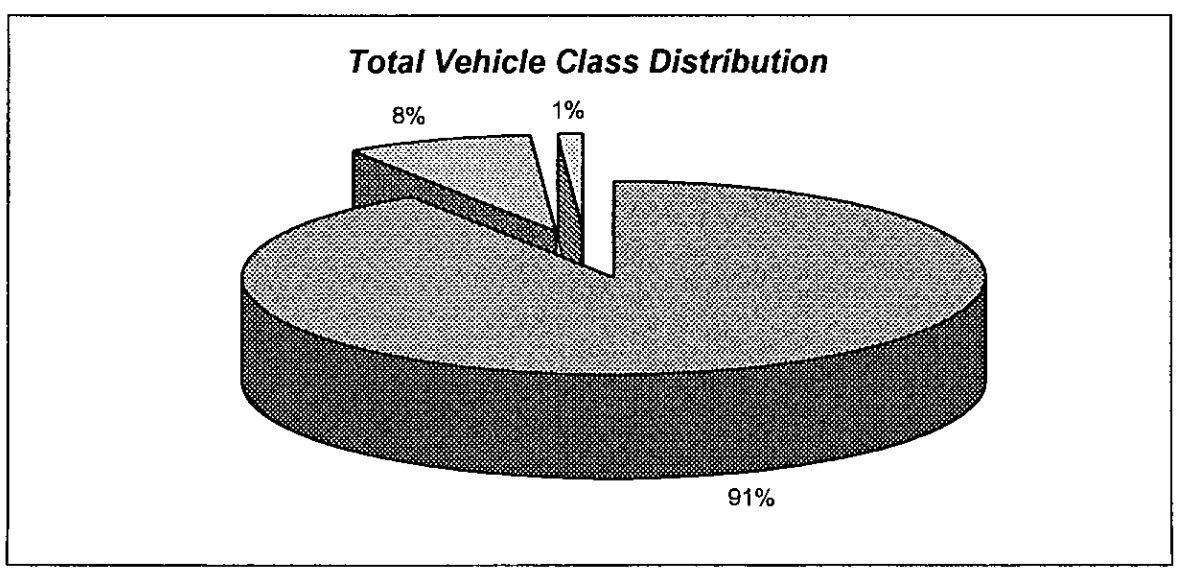
Henley ATC - Site 4

Produced by The Paul Castle Consultancy

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/06/2001				
7-19	108	16	0	124
6-22	283	24	0	307
6-24	307	25	0	332
0-24	307	25	0	332
29/06/2001				
7-19	543	61	17	621
6-22	911	81	25	1017
6-24	980	81	25	1096
0-24	992	81	25	1098
30/06/2001				
7-19	484	18	2	504
6-22	590	25	2	617
6-24	610	26	2	638
0-24	643	26	2	671
01/07/2001				
7-19	640	21	11	672
6-22	724	21	12	757
6-24	733	23	12	768
0-24	782	23	12	817
02/07/2001				
7-19	560	95	7	662
6-22	852	102	8	962
6-24	883	102	9	994
0-24	885	102	9	996
03/07/2001				
7-19	599	99	10	708
6-22	901	108	11	1020
6-24	931	108	13	1052
0-24	938	109	13	1060
04/07/2001				
7-19	566	104	8	678
6-22	889	116	10	1015
6-24	921	116	12	1049
0-24	927	116	14	1057

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



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

Passing Places on Remenham Lane and Remenham Church Lane.

Appendix NJA 2

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.**

Appendix NJA 3

FABER MAUNSELL

File Note

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

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

1.0 No further comments.

2.0 The New Application

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

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

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

Total number of employees at site = 45 (say)

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

3.0 The Transport Assessment

3.1 Walking

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

3.2 Cycling

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

3.3 Public Transport

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

3.4 Traffic Generation

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

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

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

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

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

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

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

Table 1 - Remenham Farm - Green Travel Plan

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

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

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

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

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

3.5 Parking

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

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

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

3.6 The Travel Plan

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

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

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

3.7 Passing Places

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

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

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

4.0 Conclusions

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

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

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

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

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

Appendix NJA 4

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.

Appendix NJA 5

Watson, John AS

QA20

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

bc Jim Smith
Tom Copas

Dear Steve

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

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

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

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

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

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

Regards

John



26639-PASS-NTS-01.p
df

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

Appendix NJA 6

Appendix - NJA6

Traffic Surveys on Tuesday 19th October 2004

Remenham Lane

AM Peak

	Northbound					Southbound					Two Way				
	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*
07:30 to 07:45	4	0	0	0	4	2	0	1	1	4	6	0	1	1	8
07:45 to 08:00	3	1	0	0	4	2	0	1	0	3	5	1	1	0	7
08:00 to 08:15	5	1	0	0	6	3	0	0	0	3	8	1	0	0	9
08:15 to 08:30	2	0	0	0	2	11	0	0	0	11	13	0	0	0	13
08:30 to 08:45	3	0	1	2	6	10	0	0	0	10	13	0	1	2	16
08:45 to 09:00	4	0	0	0	4	5	1	0	0	6	9	1	0	0	10
09:00 to 09:15	6	0	1	0	7	3	0	0	0	3	9	0	1	0	10
09:15 to 09:30	2	0	0	1	3	5	0	0	0	5	7	0	0	1	8
09:30 to 09:45	2	0	0	0	2	5	0	0	0	5	7	0	0	0	7
09:45 to 10:00	1	0	2	0	3	4	0	0	0	4	5	0	2	0	7
10:00 to 10:15	3	0	0	0	3	3	2	0	0	5	6	2	0	0	8
10:15 to 10:30	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3
TOTAL	38	2	4	3	47	53	3	2	1	59	91	5	6	4	106

* Total Includes Pedestrian Figures

PM Peak

	Northbound					Southbound					Two Way				
	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*
16:30 to 16:45	3	0	0	0	3	1	0	0	2	3	4	0	0	2	6
16:45 to 17:00	2	0	1	0	3	6	0	1	0	7	8	0	2	0	10
17:00 to 17:15	2	0	0	0	2	2	0	0	0	2	4	0	0	0	4
17:15 to 17:30	4	0	0	0	4	10	1	1	0	12	14	1	1	0	16
17:30 to 17:45	2	0	0	0	2	38	0	3	0	41	40	0	3	0	43
17:45 to 18:00	2	0	0	0	2	15	0	0	0	15	17	0	0	0	17
18:00 to 18:15	4	1	1	1	7	11	0	0	0	11	15	1	1	1	18
18:15 to 18:30	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8
18:30 to 18:45	1	0	0	1	2	9	1	0	0	10	10	1	0	1	12
18:45 to 19:00	7	0	1	0	8	12	0	1	0	13	19	0	2	0	21
19:00 to 19:15	2	0	0	0	2	4	0	0	0	4	6	0	0	0	6
19:15 to 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	31	1	3	2	37	114	2	6	2	124	145	3	9	4	161

* Total Includes Pedestrian Figures

Note: Flows in PM peak influenced by area wide congestion caused by burst water main in Henley on Thames

Appendix - NJA6

Traffic Counts on Tuesday 19th October 2004

Remenham Church Lane

AM Peak

	Northbound					Southbound					Two Way				
	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*
07:30 to 07:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
07:45 to 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 to 08:15	3	0	0	0	3	2	0	0	0	2	5	0	0	0	5
08:15 to 08:30	9	0	0	0	9	2	0	0	0	2	11	0	0	0	11
08:30 to 08:45	6	0	0	0	6	4	0	0	0	4	10	0	0	0	10
08:45 to 09:00	3	0	0	2	5	1	0	0	0	1	4	0	0	2	6
09:00 to 09:15	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3
09:15 to 09:30	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
09:30 to 09:45	4	0	0	0	4	2	0	0	0	2	6	0	0	0	6
09:45 to 10:00	10	0	0	0	10	0	0	0	2	2	10	0	0	2	12
10:00 to 10:15	1	2	0	0	3	1	0	0	0	1	2	2	0	0	4
10:15 to 10:30	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
TOTAL	40	2	0	3	45	13	0	0	2	15	53	2	0	5	60

* Total Includes Pedestrian Figures

PM Peak

	Northbound					Southbound					Two Way				
	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*	Car	Bicycle	LGV	Pedestrian	Total*
16:30 to 16:45	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2
16:45 to 17:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
17:00 to 17:15	2	0	0	0	2	2	0	0	0	2	4	0	0	0	4
17:15 to 17:30	17	0	0	0	17	0	0	0	0	0	17	0	0	0	17
17:30 to 17:45	28	0	1	0	29	0	0	0	0	0	28	0	1	0	29
17:45 to 18:00	15	0	0	0	15	0	0	0	0	0	15	0	0	0	15
18:00 to 18:15	11	0	0	0	11	1	0	0	0	1	12	0	0	0	12
18:15 to 18:30	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
18:30 to 18:45	8	0	0	0	8	1	0	0	0	1	9	0	0	0	9
18:45 to 19:00	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3
19:00 to 19:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
19:15 to 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	88	0	1	1	90	4	1	0	0	5	92	1	1	1	95

* Total Includes Pedestrian Figures

Note: Flows in PM peak influenced by area wide congestion caused by burst water main in Henley on Thames

Appendix NJA 7

Appendix NJA 8