

Agenda Item 8.

Application Number	Expiry Date	Parish	Ward
200856	10 July 2020	Winnersh	Winnersh;

Applicant	Highways and Transport, Wokingham Borough Council
Site Address	Winnersh Triangle Railway Station, Wharfedale Road, Winnersh, RG41 5TS
Proposal	Full application for the proposed upgrade to the existing Park and Ride facility via the provision of a decked car park facility increasing parking by 104 spaces; provision of a new access to Winnersh Triangle Railway Station; improvements to the urban realm of the station forecourt, and associated works.
Type	Full
PS Category	6
Officer	Graham Vaughan
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 8 July 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The site is located between the settlements of Winnersh, Woodley and Earley and adjacent to the Winnersh Triangle Business Park. The south western railway line is immediately adjacent to the south with residential properties beyond this. In policy terms, the site is within a major development location but also allocated for a park and ride facility.</p> <p>The proposal is for the provision of a single level of decking above the existing surface level car park and urban realm/access improvements with the aim of providing an additional 104 spaces. Changes to the access include creating a fourth arm off the existing roundabout on Wharfedale Road to a new and revised turning head at the station forecourt. This would improve access for all users and include hard and soft landscaping features.</p> <p>Although the decking would be a large structure, it is considered it would be appropriate given the wider context of the site as a car park supporting a business park. Additionally, existing vegetation and replacement planting would help assimilate the proposal into the area. The scheme is considered to deliver transport benefits as it would increase the capacity of an existing transport hub and would encourage journeys to be made by alternatives to the private car. Furthermore, this would help encourage economic development particularly due to the link with Reading town centre. With regard to other impacts, subject to conditions, the scheme is considered to have an acceptable impact in terms of technical highway matters, ecology, flooding and drainage, residential amenity and environmental health. As such, the scheme accords with local and national planning policy and is recommended for conditional approval.</p>

PLANNING STATUS
Contaminated Land Consultation Zone Flood Zones 2 Local Authorities

Affordable Housing Thresholds
Bat Roost Habitat Suitability
Borough Parishes
Core Employment Areas
Scale and Location of Development Proposals
Site Allocations
Replacement Mineral Local Plan
Tree Preservation Orders
Borough Wards
Landscape Character Assessment Area
Land Terrier
SSSI Impact Risk Zones
Historic Flooding Points Consultation Zone
Electricity Sub Station

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Conditions and informatives:

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

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2. Approved details - This permission is in respect of the submitted application plans and drawings numbered 'WTS-WSP-GEN-SWI-DP-PL- 00001', 'WTS-WSP-GEN-SWI-DP-ZX-00001 Rev P01.2', 'WTS-HGP-SGN-ZZ-DE- PL-00001 Rev P02', 'WTS-HGP-SGN-ZZ-DE-PL-00002 Rev P02', 'WTS-HGP- SGN-ZZ-DE-PL-00003 Rev P02', 'WTS-HGP-SGN-ZZ-DE-PL-00004 Rev P02', 'WTS-HGP-SGN-ZZ-DE-PL-00005 Rev P02', 'WTS-HGP-SGN-ZZ-DE-PL-00006 Rev P02', 'WTS-HGP-SGN-ZZ-DE-PL-00007 Rev P02', 'WTS-WSP-XX-02-DR-ST- 00001 Rev P01', 'WTS-WSP-XX-01-DR-ST-00001 Rev P01', 'WTS-WSP-XX-XX- DS-ST-00001 Rev P01', 'WTS-WSP-XX-XX-DS-ST- 00002 Rev P01', 'WTS-WSP- XX-XX-DS-ST-00003 Rev P01', 'WTS-WSP-GEN-SWI-DP-PL-00', 'WTS-WSP- HGN-TH-DS-HW-00', 'WTS-ASA-ELS-PR-DR-LA-00001 Rev P01', 'WTS-ASA- ELS-PR-DR-LA-00002 Rev P01', 'WTS-ASA-ELS-PR-DR-LA-00003 Rev P01' and 'WTS-ASA-ELS-PR-DR-LA-00004 Rev P01' received by the local planning authority on 2 April 2020. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

a) A site investigation scheme, based on the application's preliminary risk assessment (ref. 70062449-EGW), issued by WSP in February 2020, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

b) The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

d) No part of the structure hereby permitted shall be occupied or used until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: Localised hot spots of hydrocarbon contamination caused by fuel leakages and spills may be present within the made ground on-site. Hydrocarbons may leach through the unsaturated zone and pollute the underlying River Terrace Gravel (RTD) deposits, a Secondary A aquifer. A site investigation is therefore necessary to adequately characterise the risk to groundwater presented by the proposed development site.

4. Protection of trees - a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as

so-approved (hereinafter referred to as the Approved Scheme).

b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

5. Construction Environmental Management Plan - Construction work of the development hereby permitted shall not begin until a Construction Environmental Management Plan (CEMP) which will detail the measures to be implemented to protect

site workers, site users, ecology and the environment has been submitted to and approved in writing by the local planning authority. The development shall be implemented thereafter in accordance with the approved CEMP. The CEMP shall include the following matters:

- a) the parking of vehicles of site operatives and visitors,
- b) loading and unloading of plant and materials,
- c) storage of plant and materials used in constructing the development,
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- e) wheel washing facilities,
- f) measures to control the emission of dust and dirt during construction,
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works,
- h) any mitigation methods required to reduce the potential for adverse impact on local sensitive receptors,
- i) monitoring of adverse impacts and an external communication plan.

Reason: To ensure protection of the local environment and residential amenity during construction. Relevant policy: Core Strategy policies CP1 and CP3

6. Highway construction details - Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

7. Prior to above ground works a Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include:

- a) evidence of ground conditions and demonstration that drainage is technically feasible,
- b) Where surface water requires disposal off site (i.e. not infiltrated) the applicant must provide evidence of consent to discharge/connect through 3rd party land or to their network/system/watercourse,
- c) an exceedance flow routing plan for flows above the 1 in 100+40% event indicating that flows are directed towards highways and areas of public open space,
- d) if infiltration of surface water to the ground is required, an assessment of the risk of any systems to controlled waters.

The drainage system shall be installed as per the approved details and maintained as such during the lifetime of the development.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

8. Landscaping - Prior to above ground works, full details of both hard and soft landscape proposals shall be 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 a timetable approved in writing by 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 and permanently retained.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

9. Prior to above ground works, a lighting scheme detailing how wildlife would not be adversely impacted, shall be submitted to and approved in writing by the local planning authority. The scheme shall include:

- a) a layout plan with beam orientation
- b) a schedule of equipment
- c) measures to avoid glare
- d) an isolux contour map showing light spillage to 1 lux and areas, such as the railway corridor, likely to be of importance for wildlife.

The approved lighting plan shall thereafter be implemented as agreed and maintained for the lifetime of the development.

Reason: To limit the impact of light pollution from artificial light on nature conservation in accordance with para 180 of the NPPF.

10. Landscape management - Prior to above ground works, a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

11. Prior to above ground works, an Employment and Skills Plan shall be submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted will provide opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills in relation to the construction of the development hereby approved. The development shall be implemented in accordance with the approved details.

Reason: To provide training and vocational opportunities for local people. Relevant policy: MDD Local Plan policy TB12.

12. Prior to above ground works, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging points shall be implemented in accordance with such details as may be approved before occupation of the development hereby

permitted, and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

13. Prior to above ground works, a CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the type of camera / quality of image (which should be identification, recognition and observational quality) and location of the cameras. The camera system shall be installed as per the approved details and maintained as such during the lifetime of the development.

Reason: To create safe and accessible environments where crime, disorder, and the fear of crime are reduced. Relevant policy: Core Strategy policy CP1

14. The structure shall not be brought into use until details of the provision for temporary and permanent bus stops have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented as so approved and maintained for the duration of the construction of development for any temporary stops and the lifetime of the development for any permanent stops.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

15. Cycle parking to be provided - The structure shall not be brought into use until secure and covered parking for cycles has been provided in accordance with the approved drawing (s)/details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

16. No part of the structure hereby permitted shall be used until details of biodiversity enhancements, to include bird and bat boxes and native and wildlife friendly landscaping, have been submitted to and approved in writing by the council. The biodiversity enhancements shall thereafter be installed as approved and maintained for the lifetime of the development.

Reason: To incorporate biodiversity in and around developments in accordance with paragraph 175 of the NPPF.

17. Parking and turning space to be provided - No part of the structure hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

18. Access to be stopped up - The existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within two months of the completion of the new access(es) 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 policy: Core Strategy policies CP3 & CP6.

19. Retention of trees and shrubs - No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

20. Hours of work - No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 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 policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Informatives

1. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

2. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

3. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

4. The applicant's attention is drawn to the presence of a c.2m wide service strip running adjacent to the surfaced roadway. The service strip forms part of the adopted public highway. It is an offence for any works to be undertaken within this service strip

without express permission in writing from the highway authority. The Head of Technical Services at the Council Offices, Shute End, Wokingham (0118 9746000) must be contacted for the approval of any such works.

PLANNING HISTORY		
Application Number	Proposal	Decision
193267	Screening Opinion application for an Environmental Impact Assessment for proposed improvements at Winnersh Triangle Car Park.	Replied 17 December 2019
F/2013/0889	Proposed construction of a new Park & Ride facility providing approximately 400 bays together with blue badge holder, cycle and motorcycle parking and bus shelter.	Conditional approval 2 September 2013
RM/2007/2428	Reserved matters application on outline consent O/2006/9071 comprising details of layout, scale, appearance, access within the site and landscaping for phase 1 of the redevelopment of Winnersh Triangle for offices (use classes B1 (A,B,C), C1 (with associated leisure (D2) and conferencing (D1) facilities), A1 - A5 and associated parking and infrastructure.	Conditional approval 30 November 2007
O/2006/9071	Outline planning application with all matters reserved except details of means of access to the site for development providing up to 191,100 sq m gross external area of built floorspace (in total) for Class B1 (a), (b) and (c) (including data centre use); Class D1; Class D2; Class C1; Class A1, A2, A3, A4, A5. Such development to include: Highways and public transport facilities; Pedestrian, cyclist and vehicular ways; Pedestrian footbridge; Vehicle parking; Laying out open space; Landscaping; Ground works; Drainage works; Provision and/or upgrade of services and related media and apparatus; Miscellaneous ancillary development (including security office, bin stores and cycle stores) and associated engineering and other operations	Conditional approval 2 August 2007

SUMMARY INFORMATION	
Site Area	1.95 Hectares
Existing parking spaces	387
Proposed parking spaces	491

CONSULTATION RESPONSES	
Crime Prevention Design Officer	No objection subject to condition (13)
National Grid	No objection
Royal Berkshire Fire & Rescue	No comments received
Southern Gas Networks	No objection
SEE Power Distribution	No objection
South Western Railway	No objection

Thames Water	No objection
The Environment Agency	No objection subject to condition (3)
WBC Drainage	No objection subject to condition (7)
WBC Ecology	No objection subject to conditions (9, 16)
WBC Economic Prosperity and Place (Community Infrastructure)	No comments received
WBC Environmental Health	No objection
WBC Highways	No objection subject to conditions (5, 6, 12, 14, 15, 17, 18)
WBC Tree & Landscape	No objection subject to conditions (4, 8, 10, 19)
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Property Services	No comments received

REPRESENTATIONS

Town/Parish Council: No comments received

Local Members: Note that the increase in capacity will help with parking elsewhere in the area. Also seeks reassurance that the parking will include disabled, staff and parent/child spaces.

Neighbours: Four letters of comment received with regard to the following:

- Staff parking is not clearly set out (officer note: two spaces would be provided for staff parking).
- Parking restrictions on adjoining roads are needed (officer note: this is not an aspect that can be controlled by this planning application).
- Car park should be controlled to ensure antisocial behaviour doesn't occur (officer note: car park management would continue to be carried out by the Council).
- Rubbish management should be improved to prevent rodents (officer note: it is not for a planning application to resolve this; it would need to be considered by Environmental Health).
- Disabled spaces do not include enough room around the space (officer note: this is shown on the general layout plan).

APPLICANTS POINTS

- The scheme will enhance the site as an existing transport hub and foster more sustainable travel by reducing demand for private car journeys.
- As a more integrated transport hub, the site would help facilitate economic development in the Borough.
- The scheme will result in improvements to the operation and accessibility of Winnersh Triangle Railway Station.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity

	CP9	Scale and Location of Development Proposals
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
	SAL07	Sites within Development Limits allocated for employment/commercial development
	SAL09	Transport site allocations
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 5 and 6

PLANNING ISSUES

Description of Development

1. The scheme comprises of two main elements: a single level of decking above the existing surface level car park and urban realm/access improvements. The parking deck would be a steel framed structure located over the existing car park. The finished floor level would be 3.3 metres above the ground and it would extend 135 metres in length, ranging between 16 and 32 metres in width. Although subject to funding (but for the purposes of the application it is being applied for now), the scheme would also feature a canopy over the central area of the deck to house photo-voltaic panels. This would be 10 metres in width, extend for 100 metres in length and be at a 6 degree angle to take advantage of solar energy. The canopy would be 6.5 metres to 7.6 metres in height above the ground. The scheme also includes incidental elements including ticket vending machines, plant room, lift and access ramp. Lighting would be provided by 11 units mounted to the structure.
2. The urban realm/access improvements include a new fourth arm from the existing roundabout on Wharfedale Road/A329 (M) slip road. This would result in the closure of the existing left in/left out arrangement of Wharfedale Road and would include the repositioning of traffic signal heads and the traffic signal controller to accommodate the change in demand of traffic. The new access would lead to the forecourt turning head for use by Park and Ride buses, taxis and passenger drop-offs. Pedestrian access to the station would remain via the existing footbridge however the existing footpath along Wharfedale Road would be diverted to accommodate the new vehicular access. For clarity, the existing access to the west

would remain as is. In terms of the station forecourt improvements this would include a new natural open space, feature lighting, covered pedestrian waiting area, seating, landscaping and a new paved pedestrian link between the railway station and the car park. Lighting would be provided in different means according to the requirement but would include a larger column to illuminate the bell mouth, smaller columns to illuminate the urban realm and bollards to illuminate the walkway.

Principle of Development

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
4. Policy CP9 of the Core Strategy identifies a settlement hierarchy relating to major, modest and limited development locations. It also sets out that development proposals within these limits will be acceptable in principle. Policy CC02 of the MDD updates the development limits taking into account the Strategic Development Locations, as set out in policies CP18 – 21 of the CS, and allocated sites as set out in chapter 4 of the MDD. It maintains that development proposals within these defined limits will be acceptable in principle. Therefore, as the site is within a major development location, the proposal is acceptable in principle, subject to any other designations as set out through the Development Plan.
5. The site is subject to allocations set out in policies SAL07 and SAL09 of the MDD Local Plan. These policies essentially designate the area for the provision of B1, D1 and/or D2 floor space, or the use of the site for a Park and Ride facility. Application F/2013/0889 granted approval for a Park and Ride facility which is now in use. The current proposal, for the increased capacity of the Park and Ride facility is not considered to conflict with the allocated use of the site. As such, no objection is raised to the principle of development.

Environmental Impact Assessment (EIA) Development

6. Due to the scale and type of activity, the proposal must be screened to consider whether it would constitute EIA development. The construction of car parks fall under paragraph 110 (b), Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) with one of the thresholds being a site area exceeding 5 hectares.
7. The applicant has considered the proposal against Schedule 3 of the EIA regulations being the selection criteria for screening Schedule 2 development and concluded that the impact of the proposal would not lead to an EIA being required. The Local Planning Authority have considered this through a screening opinion, 193267, and also conclude the impacts are not substantial to the extent they would require an EIA.

Character of the Area

8. The immediate site is dominated by the car parking spaces for the existing park and ride facility. Whilst this is open, the site boundaries are delineated by tall, mature trees. The railway embankment can be seen to the south of the site and to

the west, is the train station building. This is relatively low key given that it is single storey and has a small footprint. The site is accessed from the larger Winnersh Triangle business park which is a well-established area comprising primarily of large scale office buildings with associated landscaping and parking. As such, the area is commercial in character and appearance and this reflects the Core Employment Area designation of the area.

9. The deck structure would clearly alter the appearance of the site being a solid, urban feature. Whilst views into the site would be filtered by the mature vegetation, the structure would nonetheless be visible and is of a large scale. However, the context of the site should be taken into account and, at the point the site is visible in views, the wider Winnersh Triangle Business Park is clearly the overriding feature. On this basis it is considered the car park deck would not have a detrimental impact on the character of the area and therefore no conflict with policy CP1 or CP3 of the Core Strategy arises.
10. The urban realm and access improvements would help facilitate use of the site and ensure suitable access for all users. They would complement the use of the site in terms of providing a more modern design with regard to the use of hard and soft landscaping. Whilst the access change would remove some soft landscaping, the existing access area would be grassed over and therefore minimal change in the total amount of grassed area would occur. Similarly, trees would be planted to replace those being removed and a hedgerow would be planted. As such, the changes are considered appropriate to the area and therefore no conflict with policy CP1 or CP3 of the Core Strategy arises.

Transport Benefits

11. For clarity, the site owners have been working in partnership with the Borough Council and the Thames Valley Local Enterprise Partnership to provide appropriate funding and therefore this application has been submitted to take the scheme forward. At this time, funding is in place for the decking element of the scheme only. Nonetheless, the proposal is being applied for as a whole with the intention of securing funding for the access alterations and urban realm improvements at a later date.
12. Winnersh Triangle Station provides access to two business parks in the area; Thames Valley Business Park and Winnersh Triangle Business Park, as well as other employment opportunities. It will also be accessible to Crossrail users via Reading station once this becomes operational. Furthermore, the existing park and ride scheme offers access to Reading town centre without having to drive a private vehicle to the centre. As a result, the existing parking provision and park and ride scheme are a positive incentive to minimise car journeys and help reduce traffic impact on the local area. Given the above, it is considered that additional capacity of the site would bring further benefits in terms of reducing the number of car based journeys into Reading centre.
13. There are also benefits to pedestrians and cyclists through improved access to the station and indeed it is hoped that rail users may also increase as a result. The provision of electric charging points is also considered beneficial in transport terms due to the expected increase in ownership of these vehicles and ensuring the necessary infrastructure to support them is in place.

14. As such, there are clear transport benefits arising from the scheme as it is envisaged the site will improve its ability to act as a transport hub and encourage alternative modes of travel to the private car. This is considered to comply with the requirements of policy CP6 of the Core Strategy and the general thrust of sustainable development as set out in the NPPF and policies CP1 and CP3 of the Core Strategy.

Highway Access and Parking Provision

15. The submitted Transport Assessment highlights that the scheme would provide an additional 104 parking spaces, a new arm off the Wharfedale Road roundabout and improved pedestrian/cycle access by diverting this away from vehicular traffic. It is highlighted that this would be inherently sustainable, as noted above, due to the provision of the site as a transport hub and diverting journeys made by the private car. Furthermore, that the new car park deck element could generate *“153 and 104 two-way traffic movements during the weekday AM (07:45 to 08:45) and PM (16.30 to 17:30) peak hours respectively which represents 46 and 31 additional two-way traffic movements during the weekday AM and PM peak hours respectively”*.

16. Turning to specific technical highway matters:

Access and new junction: The applicant has been in discussion with the Council's Highways Officer in relation to the modelling of the impact of the changes to the access to the site. Following additional information being submitted, the Highways Officer is satisfied that the new access would not have a detrimental impact on traffic flows.

Parking Provision: The increase in the overall parking provision at the site is welcomed from a highways perspective and it is considered the size and location of the parking spaces is in accordance with standards. Specifically, the number of disabled spaces would increase from eight to 20 spaces and the number of electric vehicle charging spaces would increase from four to 48 (increase of 8 7kw charging spaces and 36 passive spaces).

Layout: The Highways Officer had requested swept path analysis for different types of vehicles and these have been provided. They indicate that the proposed layout of the car park would be appropriate for the type of vehicles that would use it. Additionally, clarification has been sought on signage, yellow lines and the use of a Traffic Regulation Order for specific highway technical matters. As these are all acceptable to the Highways Officer, no objection is raised.

Pedestrian and Cycle Provision: The Highways Officer does not raise any objection to the amended access for pedestrians and cyclists and considers the scheme results in an improvement in this respect.

17. On the basis of the above, the Highways Officer has recommended conditions relating to approving the parking and turning layout, cycle parking, access before use of the site commences, stopping up of the access, a construction management statement and specific highway construction details (5, 6, 12, 14, 15, 17, 18). Subject to these, the scheme is considered to accord with policy CP6 of the Core Strategy and CC07 of the MDD Local Plan.

Crime Prevention

18. It is noted that this type of scheme can lead to a rise in anti-social behaviour if not designed appropriately. The Crime Prevention Design Advisor has highlighted elements of the scheme where further work may be required including the provision of lighting, CCTV and the management of the car park. With regard to lighting, the applicant has confirmed that it would be appropriate to provide sufficient levels both for night-time use and for CCTV to provide a suitable image and this can be achieved with the current proposal. Similarly, CCTV details in terms of location and direction of cameras can be agreed by condition (13). In terms of management of the car park, discussions have been held with the Council's Parking Manager who has confirmed that the existing management will continue taking into account the new scheme. On this basis, no concerns are raised and the scheme complies with policy CP3 of the Core strategy.

Environmental Health

19. Air Quality: A Qualitative Air Quality Assessment is provided with the Environmental Appraisal Report. This sets out that the baseline amounts of air pollutants are not considered to be significantly high given the context of the site and that the local air quality is good. Furthermore, the potential impacts arise from the construction phase rather than the operational phase of the development. It is noted that the use of the site would be increased but this is not considered significant in the context of the area. The Environmental Health Officer has considered the report and does not raise any objection to its conclusion. As such, no harmful impact is considered to occur and no conflict with policy CP1 of the Core Strategy arises.

20. Contamination: A Land Contamination Assessment is provided with the Environmental Appraisal Report. This concludes that the site has had limited historical development and that the risk of contamination is low in terms of construction and operational phases. The Environmental Health Officer has considered the report and does not raise any objection to its conclusion. As such, no harmful impact is considered to occur and no conflict with policy CP1 of the Core Strategy arises.

Flooding and Drainage

21. A Flood Risk Assessment and Surface Drainage Strategy is provided in the Environmental Appraisal Report. This sets out that the main source of flooding is from fluvial sources as the site is within flood zone 2. The car park however is considered as 'less vulnerable' in terms of flood risk vulnerability classification. It also identifies that there are two drainage areas across the site; the access road that is drained to a surface water sewer and the car park that drains to a ditch system. The existing car park's runoff is attenuated to greenfield run off rates using geocellular storage.

22. By its nature i.e. a parking deck above ground level, the scheme is not considered to present a significant flood risk. The main concerns arise from the points the structure is attached to the ground e.g. through support pillars and the ramp. Additionally, other elements of the scheme such as the power substation could reduce flood storage capacity across the site. To mitigate this, it is proposed that the water tanks and power substation are located on stilts and the plant room is located on the upper deck. The ramps would be constructed by using a steel structure to minimise the loss of storage capacity. Drainage capacity for the site

would be maintained by oversized pipes with flow controls for the access road and attenuation tanks leading to the geocellular tanks for the existing ditch system.

23. On the basis of the above, both the Environment Agency and the Council's Drainage Officer do not object to the scheme subject to conditions (3 and 7). As such, no conflict with policies CC09 and CC10 of the MDD Local Plan arises.

Landscape and Trees

24. An Arboricultural Assessment is included in the Environmental Appraisal Report. This notes the site consists primarily of the urban car parking area but is influenced by arboricultural resources of good to fair condition and this contributes to the local area. It also notes that whilst a tree protected by a preservation order and a notable tree of good value is located near the site, they would not be impacted by the proposal. The impact of the scheme in arboricultural terms would be the removal of 10 moderate quality arboricultural features and six low quality features. This would be replaced by 15 trees at the northern end of the site and a hedgerow along the northern side of the car park deck as well as grassed areas to replace the existing access.
25. The Tree and Landscape Officer has considered the assessment and agrees with the recommendations. In particular they note that the retention of trees along Wharfdale Road would help screen immediate views into the site. Additionally, the changes to the station piazza would help create a better destination and be more appropriate in overall landscape character terms. Whilst specific species information and further clarification on the soft landscaping scheme is required, the Tree and Landscape Officer is satisfied this can be achieved by condition (4, 8, 10 and 19). As such, no conflict with policy CC03 of the MDD Local Plan arises.

Ecology

26. A preliminary Ecological Appraisal is included in the Environmental Appraisal Report and this noted the site comprises primarily of the car park but there are opportunities for habitats at and around the edges of the site. These could provide habitats for commuting and foraging bats, breeding birds, badgers, reptiles and amphibians. Whilst ecologically designated sites were noted in the appraisal, these are located a minimum of 2km from the site. The Appraisal considers the scheme could have a negative impact on local ecology in terms of construction and operation through noise, disturbance, removal of habitat and lighting. Mitigation against this is suggested through the use of appropriate lighting and drainage strategies, precautionary working methods in relation to protected species and the installation of boxes and landscaping appropriate for species to use. However, specific details related to this are not currently provided with the idea being that they can be agreed at a conditions stage.
27. The Council's Ecologist has considered the Appraisal and agrees with the methodology undertaken. Following additional clarification by the applicant, it is acknowledged that the site does not contain any significant habitats and therefore the Council's ecologist is satisfied, subject to conditions (9 and 16), that there would be no harmful impact and that the scheme complies with policy CP7 of the Core Strategy.

Sustainable Design and Construction

28. The scheme does not meet the requirements to provide specific sustainable design and construction methods as set out in policies CC04 and CC05 of the MDD Local Plan. Nonetheless, a Sustainability Assessment and supporting Energy Statement are provided in the Environmental Appraisal Report. This sets out that the scheme would provide photo-voltaic panels, significantly enhance the provision for the use of electric vehicles and ensure no detrimental impact in flooding terms would occur. It is acknowledged this accords with the thrust of policies CP1 and CC01 in terms of providing sustainable development. As such, this is considered a further positive benefit of the scheme.

Neighbouring Amenity

29. Overbearing/Loss of light/Overlooking: Whilst there are residential properties 46 metres to the south of the site, these are beyond the railway embankment. As such, despite the fact that users of the car park would be higher than currently, it is considered that no harmful overlooking, overbearing or loss of light impact would occur.

30. Noise: A Noise Impact Assessment is provided with the Environmental Appraisal Report. This identifies the nearest noise sensitive receptors as being the residential properties on Cavendish Gardens to the south of the site and that door slams for cars using the site would be the most likely impact. However, the report also considers that this would be unlikely to be higher than the ambient noise of the area given the proximity to the railway embankment. With regard to noise and construction, an outline Construction Environmental Management Plan has been included with the application. The Environmental Health Officer does not raise any objection to this and therefore, subject to a condition (5) requiring a full plan to be agreed, no concerns are raised.

Employment Skills Plan

31. As the development proposed is classified as major development, policy TB12 of the MDD Local Plan requires consideration of an employment skills plan as part of the application process. This is to ensure the use of local construction employment opportunities or to encourage training of local people in relation to the construction of the project. Subject to a condition (11) requiring a plan to be submitted, the scheme would accord with this policy.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

The scheme would result in transport benefits for the Borough and its link with Reading which would foster economic development. Subject to conditions, there would be no harmful impact in terms of character and landscape, trees, ecology or flooding and drainage. Additionally, due to the separation distance to any residential properties, no harmful impact would occur in terms of residential amenity. As such, the scheme accords with local and national planning policy and is recommended for approval.

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