

Agenda Item 15.

Application Number	Expiry Date	Parish	Ward
201149	19/08/2020	Wokingham	Norreys;

Applicant	Wokingham Borough Council
Site Address	Land east of Oak Avenue, south of Sadler Crescent and north of A329 London Road, RG40 1LH
Proposal	Full planning application for a park and ride facility comprising access, car and motorcycle parking spaces, bicycle storage, bus stops, landscaping, drainage and ancillary development.
Type	Full
PS Category	6
Officer	Nick Chancellor
Reason for determination by committee	Major application Applicant is Wokingham Borough Council

FOR CONSIDERATION BY	Planning Committee on Wednesday, 12 August 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application relates to a component of the Keephatch Beech (Keephatch Gardens) development; a larger site comprising 21.25ha and situated adjacent to the A329(M). Full planning permission is sought for a park and ride facility of 254 car parking spaces, bus stops and shelters, bicycle and motorcycle parking, landscaping, drainage and ancillary development on 1.17ha, east of Oak Avenue, south of Sadler Crescent and north of A329 London Road.</p> <p>The application site falls within the North Wokingham Strategic Development Location (SDL). The overarching vision for the SDL requires a coordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links.</p> <p>Outline consent for 300 dwellings, a restaurant/pub and park and ride facility was granted under planning application O/2014/2435 (27/03/2015), establishing the principle and quantum of development at Keephatch Gardens, and identifying an area for a Park and Ride. The permission was also subject to a section 106 legal agreement that reserves this site for use as a park and ride facility and requires transfer of the land to Wokingham Borough Council to allow it to be developed for this purpose.</p> <p>A new full planning application has been submitted due to the time period for the submission of Reserved Matters under the original planning permission having expired. However, approved Reserved Matters applications for the remainder of the Keephatch Gardens site anticipate a future park and ride facility. The site has never been proposed as public open space; these requirements have been met elsewhere within the development and in accordance with WBC policy standards.</p> <p>The proposed park and ride facility would support forecast employment and local housing growth, reducing congestion and emissions along the A329 corridor and Wokingham town centre by encouraging sustainable travel choices and reducing private car usage. A Transport Statement assessing the likely impacts of the development has</p>

demonstrated that there will not be a significant negative impact on the local highway network. In terms of its design, the proposal meets all of the Council's standards and will not have an unacceptable impact of the amenity of neighbouring residents, subject to conditions.

The principle of development has previously been established and the current application has been made in the context of the same Development Plan policies as the 2015 permission. In the absence of any relevant change to national or local planning policy (or any other material consideration/s weighting against the development), the principle continues to be acceptable. It should be noted that issues such as the Park and Ride's viability or potential alternative uses are not for consideration by the Local Planning Authority (LPA) as part of this application. The proposal is considered to be sustainable development and is therefore recommended for approval subject to the conditions set out in this report.

PLANNING STATUS

- North Wokingham Strategic Development Location
- 5KM zone - Thames Basin Heath SPA
- Adjacent to Ancient Woodland
- Adjacent Tree Preservation Order (TPO-1439-2012)
- Public Right of Way adjacent (Wokingham FP16).
- Flood Zone 1 (not prone to fluvial flooding).

RECOMMENDATION

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

Conditions:

1. 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).

Approved details

2. This permission is in respect of the following submitted application plans and drawings:

Drawing # and title	Date received by the Local Planning Authority
70058586-WSP-CBPR-GEN-PL-DR-0102 - Location Plan	20/05/2020
70058586-WSP-CBPR-GEN-PL-DR-0101-P02 - General Arrangement Plan	19/06/2020

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.

HIGHWAYS

Highway construction details

3. 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 brought into public use, 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 an appropriate standard and in the interests of providing a functional, accessible and safe development.

Relevant policy: Core Strategy policies CP3 & CP6.

Access surfacing

4. The site shall not be brought into public use until the vehicular access has been surfaced with a impermeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

Further layout details required

5. Prior to the commencement of the development details shall be submitted to and approved in writing by the local planning authority of parking spaces, lighting, cycle parking and pedestrian routes within the site. The Park and Ride site shall be implemented in accordance with such details as may be approved. The parking spaces shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

To ensure an appropriate on-site parking layout in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Ancillary buildings

6. Details in the form of plan and elevation drawings shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of any toilet block, bin store or electricity substation on the site.

Reason: In the interests of amenity and the character of the area. Relevant policy: Core Strategy policies CP1, CP3.

Bus stopping facilities

7. Prior to commencement of development, details of the bus stopping facilities including real time information needs to be submitted and approved in writing by

LPA and delivered in accordance with the approved details

Reason: In the interests of highway safety and convenience. Relevant policy: CP3 and CP6.

Parking Management Strategy

8. Prior to the operation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces, control of overspill parking and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDLDP policies CC07 and TB20.

Electric vehicle charging

9. Prior to commencement of development, 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.

AMENITY:

Lighting – residential amenity and ecology

10. No floodlighting or other form of external lighting scheme shall be installed unless it is in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. Such details shall include hours of use, location, height, type and direction of light sources. Details shall also specify intensity of illumination for all external lighting strategies including details of lighting for all principle highways, cycleways, footpaths, public areas and any non-residential buildings. Any lighting, which is so installed, shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance that does not change its details.

Reason: To prevent an adverse impact upon wildlife, to safeguard amenity and ensure highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7 and Managing Development Delivery Local Plan policy TB23.

CCTV

11. Prior to the site being opened for public use as a park and ride facility, 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.

Hours of work

12. No work relating to construction of 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.

Construction Environment Management Plan (CEMP)

13. No development shall take place until a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved CEMP shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors,
- ii. loading and unloading of plant and materials,
- iii. storage of plant and materials used in constructing the development,
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v. wheel washing facilities,
- vi. measures to control the emission of dust and dirt during construction,
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.
- viii. the control of noise
- ix. the control of dust, smell and other effluvia
- x. the control of rats and other vermin
- xi. the control of surface water run-off
- xii. the proposed method of piling for foundations (if any)
- xiii. proposed construction and demolition working hours – see below
- xiv. hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site.
- xv. a construction travel protocol or Green Travel plan for the construction phase
- xvi. details of any site construction office, compound and ancillary facility buildings
- xvii. Construction Access
- xviii. details of the routes to be used to access the site
- xix. appointment of a Construction Liaison Officer

The development shall be carried out in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

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

Accommodation of construction vehicles and deliveries

14. No development shall commence until provision has been 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 shall be maintained as so-approved and used for no other purposes until completion of the development or otherwise as provided for in the approved details

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6.

DRAINAGE:

Drainage - compatibility with soft landscaping and ecological permeability

15. Prior to the commencement of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i) a timetable for its implementation, and
- ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To prevent increased flood risk from surface water run-off and to ensure adequate ecological permeability. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09, CC10 and TB23.

TREES & LANDSCAPING:

Hard and soft landscaping

16. Prior to the commencement of the development, 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, TB21 and TB23.

Details of boundary walls and fences

17. Before the development hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6.

18. 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.

Landscape management

19. Prior to the commencement of the development 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

Earth mounding and contouring

20. Prior to the commencement of the development, details of earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. The Earthworks shall be carried out in accordance with the approved details and permanently so-retained.

Reason: In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

ENVIRONMENTAL HEALTH:

Potentially contaminated land

21. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1 to 4 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- ground waters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of

works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

IF REQUIRED:

5. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with LPA, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Employment Skills Plan

22. Prior to the commencement of development, 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.

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.

5. The applicant is advised that, for the purpose of interpreting the planning conditions of this planning permission, "commencement of development" shall not be interpreted as including any activities which are strictly limited confined to site preparation / enabling work; or otherwise activity of a strictly limited nature; provided the scope of these works are first defined and agreed in writing by the Local Planning Authority in relation to a specific planning condition.

RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision
O/2014/2435	Hybrid Planning Permission Outline permission (All Matters Reserved) for a development comprising of up to 300 residential dwellings, up to 800 square metres of restaurant / public house (use class A3 and A4), public open space and landscaping, allotments, acoustic	Approved 27/03/2015

	<p>mitigation comprising an earth bund and acoustic fence, surface water drainage, foul water pumping stations, land reserved for park and ride and a Suitable Alternative Natural Greenspaces (SANGs) at Stokes Farm (7.91 ha).</p> <p>Full permission for the Eastern section of the full Northern Distributor Road including proposed junctions with London Road and Binfield Road.</p>	
153247	<p>Reserved Matters application pursuant to Outline Planning Permission O/2014/2435 (Development comprising 300 residential dwellings, up to 800 square metres of restaurant / public house (use class A3 and A4), public open space and landscaping, allotments, acoustic mitigation, surface water drainage, foul water pumping stations, land reserved for park and ride and a Suitable Alternative Natural Greenspaces (SANGs) at Stokes Farm) granted on 27/03/2015. Detailed matters of access, layout, landscaping, scale and appearance to be considered.</p>	Approved 25/07/2016
173082	<p>Reserved Matters application pursuant to outline planning permission O/2014/2435 for a development comprising of up to 300 residential dwellings, up to 800 square metres of restaurant / public house (use class A3 and A4), public open space and landscaping, allotments, acoustic mitigation comprising an earth bund and acoustic fence, surface water drainage, foul water pumping stations, land reserved for park & ride and a Suitable Alternative Natural Greenspaces (SANGs) at Stokes Farm (7.91 ha). The Reserved Matters comprise details of 26 residential units (houses) as an alternative to the following plots previously approved under Reserved Matters 153247: 75, 76, 81, 82, 83, 129, 149, 150, 159, 160, 174, 179, 181, 182, 183, 225, 226,</p>	Approved 19/01/2018

	227, 229, 230, 231, 267, 281, 282, 287, 288. Details of appearance, landscaping, layout and scale to be determined.	
192795	Screening Opinion application for an Environmental Impact Assessment for a proposed park and ride site.	Replied 08/11/2019, not EIA development.

<p>SUMMARY INFORMATION</p> <p>Site Area: 1.17ha Previous land use(s): Greenfield, recent temporary use as construction compound for Keephatch Gardens development site. Proposed parking spaces: 254 cars (12 reserved for blue badge holders), 10 motorcycles, 16 bicycles, 2 bus stops w/shelters and seating areas. Electric vehicle charging: 13 active, 157 passive spaces with underground ducting and cabling infrastructure in place (policy compliant). Bin storage, toilet block and electricity substation; design subject to condition</p>

CONSULTATION RESPONSES	
WBC Biodiversity	No objection subject to landscape condition to control detail of landscaping scheme and ecologically sensitive lighting.
WBC Drainage	No objection – application is supported by an acceptable drainage strategy.
WBC Environmental Health	No objection, recommends condition to require a Construction Environment Management Plan to be approved prior to commencement, working hours condition and process to mitigate any (unexpected) contaminated land, if found to be applicable.
WBC Highways	Supports the application subject to various conditions (see recommendation).
WBC Tree & Landscape	No objection subject to conditions controlling detailed hard and soft landscape design, specification and management.
WBC Public Rights of Way	No objection subject to being consulted on recommended landscaping conditions.
Loddon Valley Ramblers	<i>“The construction of the park and ride would have implications for Wokingham Within Footpath 16, which runs along the northern and eastern sides of the site. It is not clear to LVR whether the footpath falls partly inside or wholly outside the site boundary. A complicating factor is the fact that Footpath 16 was subject to closure and a diversion order when the new housing was constructed, and it is not clear if the path was re-instated on the correct line of the diversion.”</i>

Either way, the current route of Footpath 16 is not very clear, not very attractive and is not properly signposted. Therefore, whether or not it lies within the site boundary, LVR would like its proper routing, surfacing, protection and signposting to be a condition placed on any planning permission for the park and ride or, failing that, achieved by some other means as part of the construction works.”

[OFFICER NOTE: FP16 (as diverted) falls outside of the application site boundary and its surfacing and signage are not a relevant planning consideration for the current application. Recommended landscape conditions 16 & 17 will ensure that impact on the setting of the route is mitigated.

Berkshire Archaeology

No objection – site has been subject to previous archaeological investigation.

Bracknell Forest Council

No objection / supports the proposal noting potential for increasing sustainable travel patterns and recent road connectivity improvements from Bracknell to the site via the London Road / Coppid Beech roundabout.

REPRESENTATIONS

Town Council:

“The WTC P&T committee could not understand who would benefit from this and who it was aimed at as it seems travelling on existing bus service would be the same. It is not clear in the plans the expected use and projected numbers using it. There doesn't seem to be a clear business case for the use of this land and it could be better used as a green space. The local bus service should be improved instead.

Objections on the following:

CP3 General principles for development

e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses.

CP2 Inclusive communities

b) Children, young people and families, including the coordination of services to meet their needs.

CP3 General principles for development

c) Have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.

d) Maintain or enhance the ability of the site to support fauna and flora including protected species.

g) Provide for a framework of open space in secure community use achieving at least 4.65 ha 1,000 population provision together with recreational sporting facilities in addition to private amenity space.

CP7 Biodiversity

B) Which may harm habitats or, species of principle importance in England for nature conservation, veteran trees or features of the landscape that are of major importance for wild flora and fauna (including wildlife and river corridors), whether directly or indirectly.

CP1 Sustainable development

8) Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers.

CP9 Scale and location of development proposals

The scale of development proposals in Wokingham borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.

CP10 Improvements to the Strategic Transport Network

Improvements to the Strategic Transport Network will be provided to ameliorate major environmental or safety problems and to support new development in partnership with other authorities.”

OFFICER NOTE: A park and ride facility will benefit those that that would otherwise choose to travel into Wokingham by private car, providing an alternative to parking in the town centre, as well as benefiting other residents by reducing congestion and emissions (parts of the town centre are designated Air Quality Management Areas). The facility explicitly promotes and encourages the utilisation of bus services, as those choosing to park at the facility would benefit from convenient access to existing services to Bracknell and Wokingham. A park and ride facility is both supported by and anticipated within the Development Plan and the principle of development was previously established through planning permission O/2014/2435. This planning permission made separate appropriate provision for public open space in accordance with WBC policy requirements.

CP1 – The proposal will encourage sustainable travel choices and is complementary to existing land uses in the vicinity. It is not considered that the application will have a significant negative impact on residential amenity, an assessment is provided within the main section of this report.

CP2 – A park and ride facility would meet the needs of inclusive communities, including those of children, young people and families – all of whom stand to benefit from improved access to sustainable travel choices. A family travelling into Wokingham may also benefit indirectly by having better access to town centre car parking spaces where commuters opt to use the park and ride instead.

CP3 – The proposal will not give rise to any significant detrimental impact on ecological, heritage, landscape or geological features and will not harm protected species. The Keephatch Gardens development is well served by a framework of

open space, and in particular by the nearby Keephatch Park nature reserve and recently completed Stokes Farm SANG.

CP7 – Subject to conditions, the proposal does not threaten biodiversity, including protected species, veteran trees, ancient woodland or valued landscapes.

CP1 – A park and ride facility is not considered to be likely to give rise to an unacceptable level of pollution, including noise pollution. The principle of its siting adjacent to residential development has previously been accepted through planning permission O/2014/2435.

CP9 – A park and ride facility is being proposed in order to plan for and mitigate the impact of population and employment growth by providing sustainable travel infrastructure in a convenient, accessible location.

CP10 – The facility is considered to be an improvement to the strategic transport network in its own right].

Local Members:

One letter received from Norreys Ward Councillor Rachel Burgess:

“While I support the increased provision of sustainable transport options, this scheme does not provide enough environmental gains to justify the loss of natural green space and an area that could be enhanced to the benefit of local residents. The volume of resident comments evidence this, and it is clear from their contributions that residents in this area will experience a reduced quality of life.

There is a need for more frequent bus services to service the new estates to the north, south and east of Wokingham. The more accessible we make the service, the more people will use it, but these services must be aimed at the residents, rather than people driving into the borough.

Additionally, safe routes which separate pedestrians from cyclists and from motor vehicles must be established to encourage walking and cycling, not more dangerous shared routes.

The business cases states that "Security measures for the site include the provision of wooden fencing around the perimeter of the site to discourage unwanted informal entry." However there are numerous complaints from residents about the site fencing not being adequate. This is something that must be addressed, along with all the other resident concerns raised.

[OFFICER NOTE: boundary fencing can be provided as part of the scheme, the specification of which is controlled by recommended condition 17]

The case for the Park and Ride seems to rest on the idea that people will drive to the edge of Wokingham, park in the Park and Ride, wait 15 minutes for a three minutes bus journey to the centre of town and do the same on the way back. Their clear alternative however is to continue past the Park and Ride and park in the recently acquired Denmark Street car park (formerly Euro Car Parks) in the centre of

town or, in the case of commuters, drive to Carnival Pool car park or the station car park. Driving has the advantage that there are multiple possible routes to these car parks via the London Road (a flexibility which will be increased with the southern distributor road) rather than risk a hold up affecting the bus route.

There is a lack of clarity on whether Denmark Street car park was intended to be a car park in the 2010 Wokingham Town plan. In this plan, the site is designated for "Longer Tern Development" this implies that at the same time the need for the Gateway Parking (such as the Coppid Beach Park and Ride) was identified. There was also an assumption that, at some point, the Denmark Street car park would cease to be a car park. With the acquisition of this car park, there is now a guarantee of car parking space which did not exist previously.

The Park and Ride is planned to provide 254 bays so more than half of these (130) have been added to the Council's own permanent parking capacity by the acquisition of the Denmark Street car park.

In the light of the secured parking it would make sense for Strategy Recommendation 2 in the Wokingham Town Car Parks Strategy to be heeded: "Install smart Variable Message Signs at key locations to better manage access to car parks and thereby the town centre itself." This would allow more effective use of the car parks.

In addition, the application does not comply with the following parts of the Wokingham Borough Local Development Framework Adopted Core Strategy Development Plan Document January 2010. I have listed the Core Principles and my objection to them below.

CP3 General Principles for development Planning permission will be granted for proposals that:

a) Are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life;

- The amenity of the land lies in its underdeveloped nature and its potential as green space. It is clear from the volume and nature of resident responses that those in the area will experience a reduced quality of life.

d) Maintain or enhance the ability of the site to support fauna and flora including protected species;

-The scheme does not enhance the ability of the site to support fauna and flora. The best use of this area would be to increase its ability to support flora and fauna.

f) Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping;

- It is clear from the resident comments that the Park and Ride cannot integrate with the surroundings and the landscaping cannot hide the lights and the double decker buses that will intrude into the community. No one's sense of place includes the desire to be adjacent to a car park and a bus terminal. If people wanted this they would choose to live in central Reading. No other Park and Ride

in the Borough (Mere Oak, Winnersh, and Broken Brow) has been built adjacent to housing. All the others are separated from residential areas either by a main road, a railway or some other barrier which reduces the impact of the Park and Ride on residents.

g) Provide for a framework of open space in secure community use achieving at least 4.65 ha/1,000 population provision together with recreational sporting facilities in addition to private amenity space;

-This is a minimum, not a maximum. The space should be used to create a mixed recreation natural space.

In addition, this scheme apparently satisfies the objectives of the NPPF for sustainable development - however my objections to this are listed as follows:

Economic - providing infrastructure to facilitate economic growth.

- It is claimed that the Park and Ride will encourage trips between the housing development at Keephatch Beech and other residential areas within Wokingham and Bracknell town centre, as well as providing links to Reading town centre, promoting economic growth in the region. This is demonstrably false, in part, because the bus service already exists. There is no guarantee that the Coppid Beech Park and Ride will lead to any additional bus services to access Reading.

Social - a high quality, built environment being created.

- It is claimed that a new high quality, built environment is being provided at Keephatch Beech, which will be connected to other economic hubs via the Park and Ride Provision. Again, the bus service already exists, so the connection to other economic hubs already exists, and there is no guarantee of any additional provision.

Environmental - environmental impact of development is being mitigated.

- The introduction of Park and Ride is claimed to introduce alternate modes of transport to private car, reducing private cause and mitigating environmental impact of emissions. The alternate mode of transport (the bus service) already exists."

[OFFICER NOTE: Issues raised by Cllr Burgess have also been referred to by local residents (see below) and the Town Council (above). In order to avoid duplication, an officer response to each point is addressed elsewhere in the representations section, or otherwise provided in the main section of this report].

Neighbours:

36 letters were received (excluding duplicates) in total (33 objections, 3 supporting).

Responses are summarised thematically below:

Objections:

Principle of development

- P&R not needed or required / Covid-19 renders this obsolete or unviable / decision should be postponed

- There is another park and ride facility at Winnersh
- Need to consider journeys to Reading, not just to Wokingham/Bracknell
- Council should spend the money on social care, or other priorities instead
- Loss of green space / no suitable alternative provision / residents will have to drive to find green space
- Suggest instead using the area to provide a park, green space or mixed-use development including convenience store
- Children/families currently use this area for play

[OFFICER NOTE: The principle of development is supported by the development plan and the planning history of the Keephatch Gardens site. The LPA is required to determine the application on its planning merits and in accordance with relevant planning policy. Officers are unaware of any evidence to suggest that a P&R is unnecessary or unviable in the medium to long term, post Covid-19. In any case, viability is not an issue for the LPA to determine. The existing Winnersh P&R caters primarily to journeys into Reading, whereas the application proposal would mainly service journeys to Bracknell and Wokingham (as well as onward connecting journeys to Reading via bus/train). The planning permission for Keephatch Gardens reserved the site for a park and ride use and also makes appropriate provision of public open space and SANG elsewhere on the site, in accordance with WBC policy requirements. Stokes Farm SANG is located within walking distance of the development].

Amenity

- Possibility of air, noise & light pollution
- Overlooking / loss of privacy for neighbouring properties
- Current fencing between the sites inadequate
- Parking area behind Nos 1-10 Oak Avenue not fenced off / boundary has not been considered
- Landscaping scheme is unsuitable / not enough trees
- Negative visual impact / Park and Ride is out of character in a residential area
- Proposal is a security risk / possibility of antisocial behaviour in the car park

[OFFICER NOTE: The potential for air and noise pollution are considered within the Environmental Health section of the main report. Recommended condition 10 would control the specification of lighting (i.e. hours of use, location, height, type and direction of light sources), in part to minimise potential harm to residential amenity. The development is capable of accommodating additional tree planting along its western and eastern boundaries, thereby mitigating the outlook from Oak Avenue properties and overlooking from the site. Condition 16 will ensure that landscaping is to an appropriate specification. New boundary fencing would also be installed, this will provide functional separation for Oak Avenue properties and their associated rear private parking courtyards (condition 17 refers). The P&R site would be managed by WBC; CCTV and lighting are proposed to help mitigate the potential for crime and anti-social behaviour].

Highways and transport

- Traffic in residential area and pub car park will be increased
- Residential parking may be affected if overflow spills over from P&R
- Journey times into Wokingham town centre will increase as local junctions not able to cope with additional traffic drawn in
- Oak Avenue will become unsafe for children / area will become more prone to road accidents
- Cars currently speed down Oak Avenue / use Oak Avenue as a 'rat run'

- Council should encourage travel on foot and bicycle rather than a Park & Ride facility

[OFFICER NOTE: The potential for overspill parking can be mitigated by a Parking Management Strategy, recommended condition 8 refers. The application demonstrates that a safe and suitable access to the park and ride can be provided. Oak Avenue – which forms part of the Wokingham Northern Distributor Road – is a primary through route, and has been designed in such a way that the geometry will keep speeds naturally low, consistent with the 30mph limit. The application Transport Statement demonstrates that local roads and junctions would operate safely and within capacity. The park and ride access road has been safety audited through all key stages and to date has been found to be acceptable based upon independent professional scrutiny. The scheme will itself help to reduce congestion along the A329 and reduce journey times into Bracknell and Wokingham. The development caters to cyclists by providing dedicated bicycle parking facilities; the route to the site via Oak Avenue also benefits from a dedicated cycleway].

Other

- Adjacent woodland will be negatively affected **[OFFICER NOTE:** The application is supported by an Arboricultural Assessment and demonstrates that the development will not have a negative impact on adjacent woodland, an appropriate separation distance is maintained].
- Wildlife will be negatively affected **[OFFICER NOTE:** The application is supported by an Ecological Appraisal and demonstrates that, subject to mitigation, the development will not cause harm to wildlife or habitats].
- Scheme relies on land currently used for BMX track / close proximity to BMX track **[OFFICER NOTE:** The original application submission (rev. P01) had shown parking spaces within close proximity of the BMX track. Revised plans have since been submitted (rev. P02) which reconfigures the parking layout and allow for an appropriate degree of separation. The landscaping scheme will ensure that boundary fencing is installed to separate the two sites].
- Site is currently liable to flood / increase in flood risk **[OFFICER NOTE:** The application is accompanied by a drainage strategy and scheme; these demonstrate that run-off can be managed satisfactorily, and will not give rise to additional flood risk].

Support for development

- Will promote the use of public transportation
- Reduces congestion in Wokingham
- Good for the environment

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development

	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP11	Proposals outside development limits (including countryside)
	CP13	Town Centres and Shopping
	CP14	Growth and Renaissance of Wokingham Town Centre
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
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	NWSP D	North Wokingham SDL SPD
	BDG	Borough Design Guide – Section 4

PLANNING ISSUES
Description of Development:
<ol style="list-style-type: none"> 1. Full planning permission is sought for a park and ride facility of 254 car parking spaces, bus stops and shelters, bicycle and motorcycle parking, landscaping, drainage and ancillary development on a 1.17ha site, east of Oak Avenue, south of Sadler Crescent and north of A329 London Road. 2. The car park would be accessed from Oak Avenue to the west and laid out with disabled parking spaces, motorcycle parking and cycle storage in the vicinity of two bus stops/shelters. The remainder of the parking spaces would be set out in rows punctuated by pedestrian walkways and soft landscaping. The boundaries of the

site would be fenced and landscaped with species-rich grassland, hedgerow and new tree planting. A toilet block, bin storage and electricity substation are also proposed within the site.

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 (MDD) 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 CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories and Strategic Development Locations (SDLs).
5. The application site is located within the North Wokingham Strategic Development Location (SDL), where policy supports mixed-use development and measures to improve access by non-car means to Wokingham town centre. The Core Strategy identifies the need for infrastructure provision, including a Park & Ride facility with easy and safe access and to create opportunities for new and existing communities to walk/cycle and ride to Bracknell, Wokingham and onwards to Reading via rail links. The adopted North Wokingham SDL SPD identifies the Keephatch Gardens site as a preferred location for a Park and Ride site).
6. The application site forms part of the Keephatch Gardens development, a larger site comprising 21.25ha and with planning permission for 300 dwellings, a restaurant/pub and park and ride facility (application reference O/2014/2435, 27/03/2015). The planning permission established the principle of a park and ride facility in the same location currently proposed. A section 106 legal agreement associated with the consent requires the site to be reserved for this purpose and the land transferred to Wokingham Borough Council upon request.
7. Condition 2 of the outline planning permission required details of the access, appearance, landscaping, layout and scale to be determined through future Reserved Matters applications and before the expiration of three years from the date of permission. Reserved Matters for the residential and public house phases were subsequently approved through applications 153247 and 173082; currently being implemented. Although detailed proposals have not (until now) been submitted for a Park & Ride facility, the approved designs for the surrounding residential development and public house anticipate this use by reserving the land and providing a suitable access. Since more than three years have elapsed since the original planning permission, a new full application is required to re-establish the principle of a park and ride development, together with the detail of its construction.
8. In summary, the site falls within the North Wokingham Strategic Development Location, a park and ride use is anticipated by the Development Plan in this location and the principle of development has previously been confirmed through planning

permission O/2014/2435. Therefore, the proposal is considered to be acceptable in principle.

Environmental Impact Assessment (EIA) Development:

9. Due to the scale and type of activity, the proposal has been 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).
10. The LPA has previously assessed the characteristics of the potential impacts, and further detail of these is reported in the screening matrix that accompanies application 192795. It was not considered that any of the relevant factors are likely to result in a significant effect in EIA terms. As such, the proposed development is not considered to be EIA Development.

Character of the Area:

11. The site is bordered by a variety of suburban land uses including low-rise residential (to the west and north), a public house (south west) woodland (south) and BMX track play facility (north). A Public Right of Way is sited immediately to the east of the site boundary (Wokingham FP16), with a noise bund and the A329(M) motorway further to the east.
12. The main impact on the character of the area results from hardstanding across the majority of the site, together with that of parked cars and lighting. However, the site itself is well screened by existing mature woodland to the south, residential development to the north and west and the A329(M) / associated noise bund to the east. As such visual impact on the character of the area is considered to be limited and contained. Localised impacts can be mitigated in part through soft landscaping, sensitive lighting and appropriate boundary treatments (see residential amenities and Landscape & Trees sections below).

Residential Amenities:

13. Core Strategy Policy CP3 requires development to be of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users or occupiers and their quality of life. Development is to provide a functional, accessible, safe, secure and adaptable scheme.
14. Adjacent residential development (Nos1-20 Oak Avenue) directly border the site, either from rear parking courtyards, or in the case of Nos 8 & 10 Oak Avenue, rear gardens and boundary fences. The park and ride facility is not considered to have a visually overbearing impact on Oak Avenue properties, nor would it result in loss of light.
15. A condition has been proposed to control the specification of street lighting / lighting within the park and ride facility; this will ensure that hours of use, location, height, type and direction of light sources are installed and managed in such a way as to minimise potential impact on residential amenity. Condition 10 refers.

Overlooking

16. The rear elevations of Nos 1 - 20 Oak Avenue are overlooked from the site, which currently has an open, undeveloped character. The approved landscaping scheme

for the implemented residential phase has specified tree planting between the two sites. However, further and additional planting along the western boundary would help to further screen and improve the outlook toward the site from these properties. The landscape officer has advised that appropriate planting can be achieved within the space available. A landscaping condition would ensure that the LPA retains control over the quality and quantity of buffer landscaping and is therefore recommended - condition 16 refers. A new boundary fence will also be required to delineate the two sites – condition 17 refers.

Security

17. The park and ride facility would largely retain the site's existing visually open character, be controlled by CCTV and lit during winter and early evening hours. Adjacent Oak Avenue properties have rear parking courtyards and gardens that benefit from natural surveillance from the rear elevations at first and second floor level. The private rear gardens of Nos 8 & 10 Oak Avenue are currently bordered by residential parking courtyards along garden flank boundaries. In its present form, the site is unlit and not subject to active management by the current landowner, Bellway Homes. As such, use of the land as a managed park and ride is unlikely to result in a development that is less safe or secure.

Access and Movement:

18. The National Planning Policy Framework sets out 12 core land use planning principles at para. 17, including principle 6 – to transition to a low carbon future and 10 - to manage patterns of growth in order to make fullest possible use of public transport. Para. 29 seeks to give people a “real choice” about how they travel, giving preference to sustainable travel modes and 30 encourages transport solutions that support reductions in greenhouse gas emissions and traffic congestion.
19. The WBC Core Strategy seeks to reduce the need to travel by private car (CP1), supports schemes that provide for sustainable forms of transport and allow choice (CP6) and anticipates improvements to the Strategic Transport Network. Policy CP10 specifically envisages a park and ride near the Coppid Beech roundabout, whereas CP20 identifies the need for improvements to transport capacity along the A329 corridor and to enhance access by non-car modes to Wokingham town centre. The North Wokingham SDL SPD also identifies the Keephatch Gardens site as a preferred location for a Park and Ride site.
20. The proposal is part of a commitment by Wokingham Borough Council to relieve congestion along the A329 and is intended to complement other strategic road improvement schemes along the Bracknell-Wokingham corridor. The stated objectives are to support forecast local housing and employment growth as well as to reduce congestion and emissions through mode shift; ensuring that sustainable transport options are an attractive and viable alternative to the private car.
21. The site would be accessed by all vehicles from a spur road located on the eastern side of Oak Avenue. The existing spur road (which currently serves the Oakingham Belle pub and parking for Nos 1-7 Oak Avenue) is subject to a Section 278 highways agreement and will shortly be adopted by the Council. The access road and its T junction with Oak Avenue have been designed and constructed to a standard that is compatible with the proposed park and ride use. Within the main part of the application site, access is provided via a one-way perimeter loop road.

The bus stops are located separated to the main parking area and allow buses to manoeuvre without the need to reverse.

22. *Highway Safety*: The scheme has been subject to Stage 1 Road Safety Audit and its recommendations been accommodated within the application submission. The development would be subject to a Stage 2 audit upon progression of a detailed technical design. The highways officer is satisfied that subject to the outworking of the audit process, the development would be acceptable in highway safety terms.
23. *Traffic Impact*: The impact of the development on the local highway network has been modelled for various scenarios (at opening, and forecast 2036) in accordance with Wokingham Strategic Transport Model 4. In all scenarios, the Park & Ride would not lead to the operation of local junctions (i.e. A329 London Road and site access from Oak avenue) being adversely affected, with capacity limited to 70% or below in most instances. As such, the development will not result in an unacceptable impact on the localised highway network. Further afield, it is envisaged that the development would reduce congestion along the A329 corridor by encouraging sustainable modes of travel.
24. *Car parking* – The vehicle parking layout is acceptable, subject to a condition to ensure that the alignment of each space is acceptable upon conclusion of technical/detailed design (conditions 3 & 5 refer). Of the 254 total car parking spaces, 12 would be made available for blue badge holders. 13 of the spaces would initially be made available with electric charging capabilities (active spaces), whilst a further 157 are ‘passive’ i.e. easily capable of being converted to active, as the enabling infrastructure (cabling etc.) would not need to be retrofitted. Proposed electric vehicle charging provision accords with the Council’s standards.

A number of local residents have raised concerns that operations may lead to overspill parking within nearby residential areas. Recommended condition 8 would require a parking management strategy to be agreed and implemented for the site, in part to mitigate against this possibility.

Cycle/Motorcycle parking – 10 motorcycle parking spaces and 16 cycle spaces would be provided as part of the development, in line with Borough standards.

25. *Sustainability*: The proposal is considered to meet the NPPF definition of sustainable development; helping to support economic growth, whilst providing quality, accessible transport infrastructure to meet the social needs of residents. The scheme would introduce genuine alternative transport choices to the private car, reducing congestion and emissions and thereby contributing to greater environmental sustainability.

Flooding and Drainage:

26. MDD policies CC09 and CC10 require all sources of flood risk to be taken into account. Applications are required to demonstrate that surface water arising from development will be managed in a sustainable manner. Proposals must also take account of climate change and guide development into the lowest areas of flood risk in the first instance.
27. The application is supported by a drainage strategy and scheme. Runoff would be managed via a series of permeable paving features linking to a carrier pipe and

geo-cellular storage unit. It has been demonstrated that discharge from the site can be limited to greenfield run off rates for all modelled storm events. The development complies with the Council's policies and standards and is therefore considered to be acceptable in drainage terms.

Landscape and Trees:

28. Core Strategy Policies CP1 and CP3 require a high quality design that respects its context. This requirement is amplified by MDDL policies CC03 and TB21 which require development proposals to protect and enhance the Borough's green infrastructure, retain existing trees, hedges and other landscape features and incorporate high quality – ideally native – planting within the context of the Council's Landscape Character Assessment. Proposals should incorporate high quality planting and retain or enhance features which contribute to the character of the landscape.
29. The site forms part of the wider Keephatch Beech development and is bordered by residential units on the western boundary. There are no existing trees within the proposed construction area of the park and ride facility. Woodland beyond the south eastern boundary of the site is protected by TPO (1439/2012), the northern part of which is designated as Ancient & Semi-natural Woodland. The TPO also protects an individual oak and group of oaks located in the public open space and BMX track area beyond the northern boundary of the site.
30. Residents have raised concerns that the development may harm the adjacent woodland and that the site would not be properly screened from neighbouring residential areas.
31. An arboricultural assessment and tree constraints plan accompany the application and demonstrate that sufficient distance can be maintained between the built area of the site and TPO trees and the ancient woodland, thereby avoiding harm.
32. A preliminary soft landscape proposal accompanies the application, though this would need to be further refined upon progression of a detailed technical design for the site. In order to provide sufficient visual mitigation, the landscape officer has recommended that planting along the western and eastern boundaries are further enhanced with additional specimen trees. This can be accommodated within the space available and the applicant has agreed in principle to do so. A fence is also proposed along the site boundaries. The landscape planting and boundary treatment specification can be controlled by condition, and would ensure appropriate mitigation prior to first use of the facility. Conditions 16 & 17 refer.

Environmental Health:

33. Core Strategy Policy CP3 requires that new development should be of a high quality of design that does not cause significant detriment to the amenities of adjoining land users and their quality of life.
34. The application is accompanied by a detailed Environmental Appraisal report which considers the impact of the development on air quality and noise during its construction and operational phases:

Operational phase

35. A number of residents have raised concerns that the proposed use would result in an increase in noise and reduce air quality.
36. In terms of noise, the impact of site operations has been assessed in detail. There is potential for a moderate increase in external noise levels for properties immediately adjacent to the south western portion of the site (1-10 Oak Avenue, apartments), closest to the site access road and bus stops for the park and ride. However, these properties do not have gardens and so the external areas are limited to parking courtyards. Internal noise levels within the buildings would not be significantly impacted. As such, the operational phase of the development is not considered to affect neighbouring properties to a significant degree.
37. The Environmental Appraisal report also considers impact on air quality and demonstrates that the development would not give rise to a harmful localised impact during the operational phase. In terms of wider impact, a reduction in traffic along the A329 corridor would result in fewer emissions and potentially improve air quality in the (congested, physically constrained) Wokingham town centre Air Quality Management Area.

Construction phase

38. The Environmental Health officer has recommended conditions to control and mitigate the impact of construction activities on residential amenity. Recommended condition 13 requires the submission of a Construction Environment Management Plan, and condition 12 would restrict construction working hours to 8am-6pm Monday to Friday, 8am-1pm on Saturday and at no time on Sundays or public holidays.
39. As a precautionary measure, a condition is recommended to assess and monitor the potential for contaminated land (should it be discovered), with reporting and remediation to be carried out if and as required – condition 21 refers.

Ecology:

40. Core Strategy policy CP7 and MDDLDP policy TB23 require appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
41. The application is supported by an Ecological Appraisal which considers the existing baseline conditions and potential impacts in detail. The surveyed area is separated from nearby statutory and non-statutory designated sites by major barriers and there are no habitat corridors or waterbodies connecting the development to these sites. Operational impacts on these sites are not anticipated, due to the scale and purpose of the proposed park and ride use.
42. Within the application site boundary, habitats are assessed as being of low ecological value. More valuable habitats are located immediately adjacent to the site, including semi-natural broadleaved woodland (HPI) and ancient woodland. An appropriate buffer distance has been applied between these areas and the application site. In order to mitigate potential adverse effects, conditions are recommended to control landscape buffer planting and ensure that lighting will not harm wildlife. Conditions 10 and 16 refer.

Public Right of Way:

43. The application site is located immediately to the west of the diverted route of Wokingham Footpath 16. The footpath begins at the A329, runs through a wooded area, passes an open field to the west (the development area) and then past the BMX track and residential areas along the new estate roads. This route was diverted in 2019 as a result of an application made by Bellway Homes and was formally 'made' on 12th November 2019. In terms of legal process, all that remains is for WBC to confirm and finalise the diversion.
44. Since the current park and ride planning application was submitted it has been established that the physical path has not been constructed on the correct legal line of the diverted Public Right of Way (PROW). Although a section of constructed pathway falls within the proposed development area, this does not constitute a legally defined PROW and is not therefore a relevant planning constraint to the current application.
45. For information purposes, it has been established that the path can and will be relocated from its current (incorrectly sited) position and re-constructed along the proper legal diversion line, outside of the application site boundary and in accordance with the previously 'made' diversion order. Practical arrangements for doing so are currently being addressed with the landowner.
46. In terms of the current application, only the correct legal diversion line is of planning relevance. Since the PROW falls outside the application boundary, the impact is limited to a potential effect on the setting of the path, which currently enjoys a semi-rural character. The landscape officer has advised that the impact can be mitigated through planting along the eastern boundary of the site. As such, subject to recommended conditions 16 & 17, the development would preserve the integrity and setting of the Wokingham FP16.

Sustainable Design & Construction:

47. The nature of the proposal is such that the sustainable design and construction requirements of MDD policies CC04 and CC05 are not relevant. However, as outlined out in the Access/Movement: Parking) section of this report, development will provide electric vehicle charging infrastructure in accordance with Council requirements.

Community Infrastructure Levy (CIL), Special Protection Area (SPA):

48. The proposal does not constitute CIL liable development. There are no relevant implications for the Thames Basin Heaths SPA.

Employment Skills:

49. 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 recommended condition 22 which requires a plan to be submitted, the development would accord with this policy.

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 proposed development accords with national and local policy and would provide an anticipated piece of sustainable transport infrastructure to meet the demands of forecast housing and employment growth. The principle of development has previously been established and the detail of the scheme is acceptable in policy terms, subject to conditions. As such, the application is recommended for approval.