



Hartwell Automotive Group Ltd Reading

Transport Statement

On behalf of **Hartwell Plc**



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Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: Caversham Bridge House, Waterman Place, Reading, RG1 8DN

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	Name	Position	Signature	Date
Prepared by:	Marcus Kingman	Graduate	MK	Feb 2020
Reviewed by:	Ellen Few	Transport Planner	EF	Feb 2020
Approved by:	Dan Townsend	Senior Associate	DT	Feb 2020
For and on behalf of Stantec UK Limited				

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1 Introduction

1.1 Preamble

- 1.1.1 Stantec have been commissioned by Hartwell Automotive Group Ltd to provide transport and highways support in respect of a planning application for the Infiniti car dealership, 25-27 Rose Kiln Lane, Reading.
- 1.1.2 The proposals for the site are for the refurbishment and re-branding of the existing Infiniti Car showroom adjacent to the A33, Reading to suit a new motor retailer corporate identify, with site rationalisation, parking layout improvements and proposed erection of a Vehicular Storage Deck located to the rear of the facility.
- 1.1.3 There is to be no change in land use and the site will remain as a car dealership, providing sales and servicing for cars and commercial vehicles.
- 1.1.4 This Transport Statement (TS) has been prepared to provide an assessment of the transport aspects of the proposals to support the application. It has been prepared in accordance with local and national guidance, demonstrating that there will be no detrimental highway impact as a result of the proposals, in accordance with paragraph 109 of the National Planning Policy Framework (NPPF).
- 1.1.5 Scoping discussions have been undertaken with Reading Borough Council (RBC) as the local highway authority and the scope of the TS, key parameters and methodologies used covered in these discussions. The pre application meeting was held on 16th December and RBC's pre application response is provided in **Appendix A**. RBC raised no objection to the proposals as there are to be no changes to the existing access arrangements and parking would be sufficient.

1.2 Site Background

- 1.2.1 The site is currently used as an existing car dealership of circa 20,000sqft located at 25 - 27 Rose Kiln Lane, Reading. The site is fronted by the A33 Rose Kiln Lane and is bounded by the River Kennet to the east, Big Yellow Storage to the south and a Honda car showroom to the north.
- 1.2.2 Infiniti Motors have provided sales and servicing services for the last 10 years in which they have occupied the site.
- 1.2.3 Historically, outline planning permission was granted for the wider development site which included the land on which the car dealership and Big Yellow Storage warehouse are presently situated (*Planning Reference: 06/00115/OUT*) in June 2006. Subsequently, full planning permission was granted for the "*erection of a building as use as a car dealership with associated servicing workshop and valet bays with parking and access works*" on the site in September 2008 (*Planning Reference: 08/00779/FUL*).

1.3 Policy and Guidance

- 1.3.1 This TS provides an assessment of the transport matters that are associated with the proposals of this application and has been produced in accordance with the relevant policy guidance.

National Planning Policy Framework (February 2019)

- 1.3.2 The TS will give consideration to the key criteria set out in Paragraph 108 of the National Planning Policy Framework (NPPF) to ensure that:

- Appropriate opportunities to promote sustainable travel have been taken up;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

1.3.3 Paragraph 109 of the NPPF highlights that;

- *'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*

1.3.4 Furthermore, Paragraph 80 of the NPPF stipulates the need to support and grow thriving economies where possible, particularly from a local perspective. It highlights that:

- *'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.*

Reading Borough Local Plan (November 2019)

1.3.5 Policy TR3 within the Reading Borough Local Plan makes reference to access, traffic and highway-related matters, stating that development will only be permitted where:

- *'Accesses and works to the highway comply with adopted standards of the Transport Authority;*
- *The development would not have a material detrimental impact on the functioning of the transport network;*
- *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- *For non-residential users, or new dwellings on classified roads, off-street servicing would be provided'.*

1.3.6 Policy TR5 of the Local Plan refers to car and cycle parking, in addition to provision of electric vehicle charging, highlighting that;

- *'Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport'.*
- *'Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point'.*

1.4 Report Structure

1.4.1 The remainder of this report will be structured as follows:

- **Section 2** – Sets out the existing use of the site and highway conditions;
- **Section 3** – Outlines the development proposals and trip generation;
- **Section 4** – Provides the summary and conclusions.

2 Existing Site and Highway Conditions

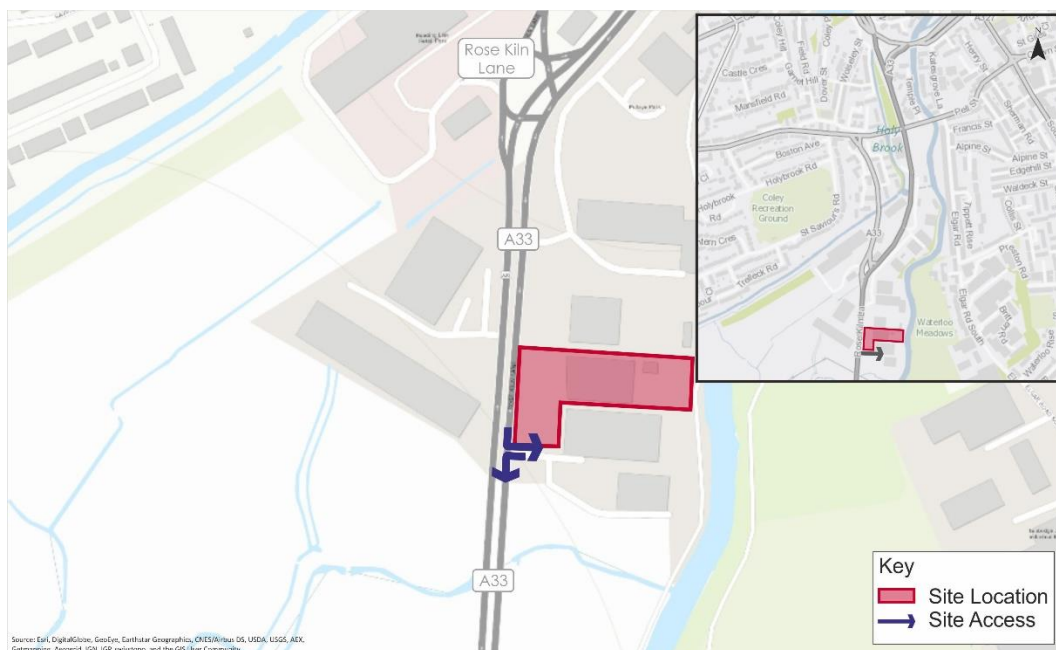
2.1 Introduction

- 2.1.1 This section sets out the existing site use and local highway conditions covering the local highway, public transport and walking and cycling infrastructure within the vicinity of the site.

2.2 Site Location and Existing Use

- 2.2.1 The current site occupied by the Infiniti Centre car dealership has an area of 0.58ha. The site location and immediate highway network is illustrated in **Figure 2.1**.

Figure 2.1: Site Location and Surrounding Highway Network



- 2.2.2 The site is currently occupied by the Infiniti Car dealership with a floor area of circa 1,836m² GIA including both ground and first floor area. This includes a car showroom which currently displays 6 new vehicles, 755sqm of workshop (consisting of 10 vehicle bays), body shop repairs, wash/valet bays, parts storage, new and used vehicle sales in addition to offices and general administration areas on the first floor. There are further used vehicle display and demonstrator spaces to the front of the site and vehicle storage parking at the rear of the facility. The Infiniti dealership currently has 22 staff.

2.3 Site Access

- 2.3.1 Vehicular, pedestrian and cycle access to the site is achieved via a left-in left-out priority-controlled T junction from the A33 Rose Kiln Lane. The access is shared with a Kia car showroom and Big Yellow Self Storage warehouse. Access to the site is via a service road which runs along the front of the Big Yellow Storage warehouse and between the units to access the service yard to the rear of the showroom.

2.4 Existing Parking Provision

- 2.4.1 The site's existing external car parking provision is as follows;

- Sales: 9 spaces, including 1 disabled space;
- Staff: 18 spaces; and
- Servicing: 20 spaces
- Total: 47 Spaces

- 2.4.2 In addition to this parking provision for operational uses, the forecourt provides space for an additional 40 display vehicles, with 6 vehicles on display in the showroom. There are 9 demonstrator vehicles and space for 24 stock vehicles provided. This results in a total parking provision of 126 spaces within the internal and external facilities associated with the site.
- 2.4.3 In terms of cycle parking, 14 cycle storage spaces are provided on site in the form of Sheffield stands. There are 8 sheltered cycle spaces provided to the rear of the building for staff, with 6 spaces provided adjacent to the demonstrator vehicles to the front of the building for customers.

2.5 Consented Vehicular Trip Generation

- 2.5.1 **Table 2.1** sets out the vehicular trip generation provided in the Transport Assessment which accompanied the consented application.

Table 2.1: Consented Vehicular Trip Generation

Period	Traffic Volumes	
	Arrivals	Departures
Weekday 0800 - 0900	18	8
Weekday 1600 - 1700	10	13
Weekend 1200 - 1300	8	12

Source: Savell Bird & Axon Transport Assessment, 2008

- 2.5.2 As demonstrated in **Table 2.1**, the two-way vehicular trip generation as set out in the consented Transport Assessment equates to approximately four two-way vehicle trips every 10 minutes in the AM and PM peak hours.

2.6 Local Highway Network

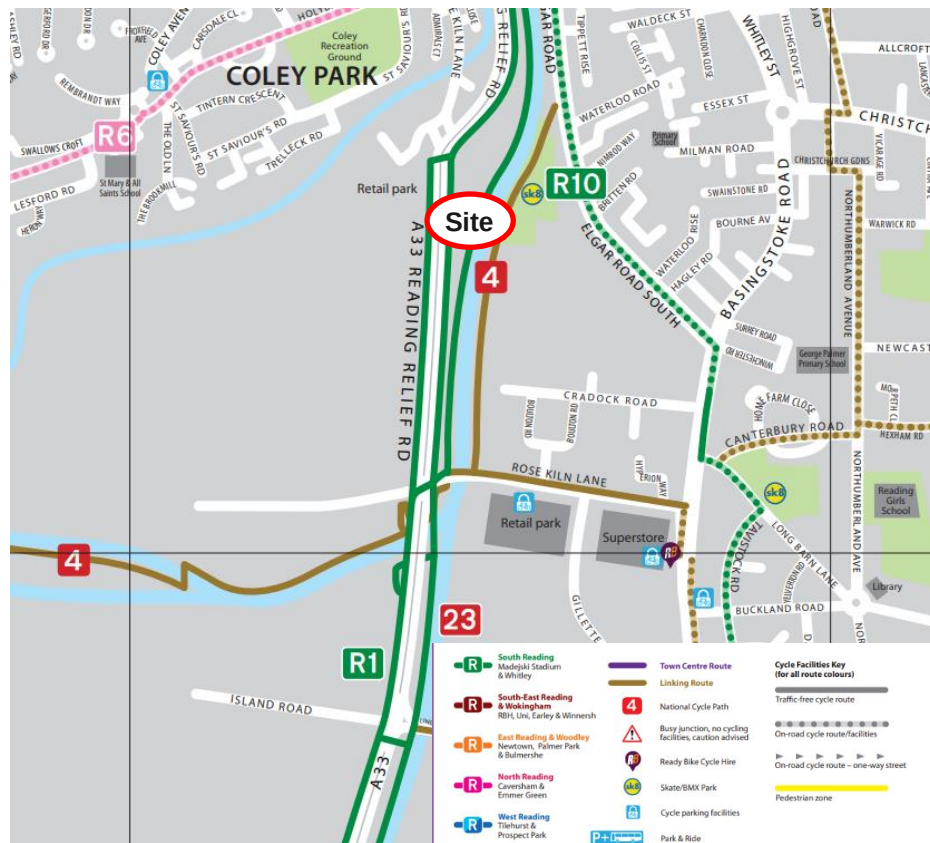
- 2.6.1 Access to the site is achieved via a shared priority-controlled T-junction with the A33 Rose Kiln Lane. The access is shared with a Kia car showroom and Big Yellow Storage warehouse and has a left in / left out arrangement. The A33 Rose Kiln Lane is a two-lane dual carriageway and is subject to a 40mph speed limit. This carriageway is the principal north – south route to Central Reading, connecting the M4 to the south and the A329 to the north.

2.7 Local Pedestrian and Cycle Network

- 2.7.1 The site is well connected to the existing pedestrian and cycle infrastructure within the vicinity of the site. A shared 3.0m wide footway / cycleway runs adjacent to the carriageway on both sides of the A33. At the junction with Rose Kiln Lane, a staggered toucan crossing provides a crossing for those travelling to / from the west towards the A4 Berkeley Avenue. To the north, the shared footway / cycleway continues on the eastern side of the A33 towards Reading Town Centre.

- 2.7.2 To the south of the site, the shared footway / cycleway continues on both sides of the carriageway. This provides a connection to two National Cycle Network (NCN) routes in the vicinity of the River Kennet, approximately 700m south of the site. NCN 23 continues along the A33 towards Green Park, with NCN 4 heading west adjacent to the River Kennet towards Calcot and beyond. Consequently, there are excellent connections between the site and the immediate pedestrian and cycle network.
- 2.7.3 The pedestrian and cycle infrastructure surrounding the site is illustrated in **Figure 2.2**.

Figure 2.2: Pedestrian and Cycle Infrastructure Surrounding Site



Source: Reading Borough Council – Reading Cycle Routes Network

2.8 Public Transport

- 2.8.1 The nearest bus stops to the site are located on Berkeley Avenue approximately 800m to the north of the site. The bus stops are served by the 11-bronze service which provides a frequent (every 20 minute) service towards Reading town centre and railway station.
- 2.8.2 The nearest railway station to the site is Reading Station, located 2.2km north of the site. This station provide access to a number of key destinations including London, Newbury, Oxford, Swindon and Basingstoke.

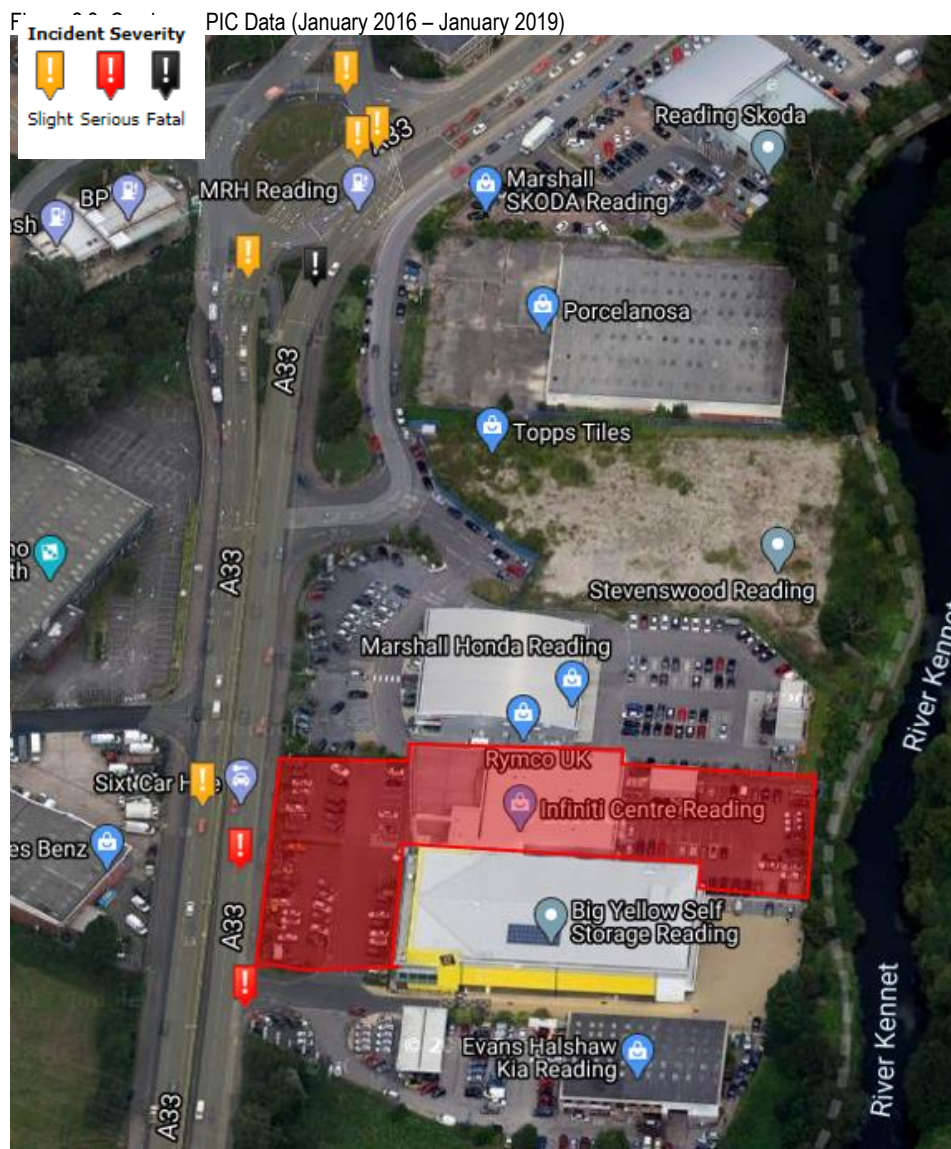
2.9 Personal Injury Accident Review

- 2.9.1 Publicly available Personal Injury Accident (PIA) records from crashmap.co.uk have been reviewed for the most recently available 36-month period between January 2016 and January 2019 in the vicinity of the site.

2.9.2 Collisions are classed into three injury categories based on severity; Slight, Serious and Fatal, the definitions of which are as follows:

- Slight Injury: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury defined as slight);
- Serious Injury: Injuries for which a person is detained in hospital, as in in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries; and
- Fatal: Injuries which cause death either immediately or any time up to 30 days after the collision.

2.9.3 **Figure 2.3** illustrates the location and severity of collisions that have occurred in the last 3-years, within the proximity of the site.



Source: Crashmap.co.uk

- 2.9.4 No clear trends can be identified in regard to highway safety issues around the site. At the junction of the site access with the A33, although one collision was recorded as serious, no patterns can be observed and as such, the site access poses no safety threat to road users and this will remain the case with the development proposals.
- 2.9.5 This PIC data suggests that there are no accident trends in the study area that would be exacerbated as a result of the proposals associated with this development.

3 Development Proposals

3.1 Proposals

- 3.1.1 The site will continue to be used as a car dealership providing both sales and servicing for cars and commercial vehicles.
- 3.1.2 The proposals for the site is for the refurbishment and re-branding of the existing Infiniti Car showroom adjacent to the A33, to suit a new motor retailer corporate identify, with site rationalisation, parking layout improvements and proposed erection of Vehicular Storage Deck to the rear of the facility.
- 3.1.3 The car dealership will retain the same building floor area. The proposed staff numbers for the dealership is anticipated to increase by 8, from 22 to 30 full-time staff. Hartwell Automotive Group Ltd have proposed to make the following internal and external changes in order to fit in-line with their business model;
- A new parking deck will be added to the rear of the site to accommodate greater vehicle storage to reduce the number of trips being made by the car transporter;
 - Reconfigure the showroom to enable more space for display vehicles (16 vehicles); and
 - Reconfigure the workshop to provide a total of 14 bays for servicing.
- 3.1.4 Accessing and servicing arrangements for the site will remain the same as the current conditions.
- 3.1.5 The proposed layout is illustrated **on HNW Drawings 19040-HNW-ZZ-ZZ-DR-A-2101**, provided within **Appendix B**.

3.2 Parking Deck

- 3.2.1 The proposed single storey decked vehicle parking area at the rear of the building will enable the new dealership to store more vehicles on the site. The upper storage area will be access via a new ramp providing access to 46 new spaces. The proposed parking deck is illustrated **on HNW Drawings 19040-HNW-ZZ-ZZ-DR-A-2101**, provided within **Appendix B**.

3.3 Car Parking Comparison

- 3.3.1 As the current provision of parking adequately serves the needs of the site, and the proposals will bring no intensification of use of the site the parking provision proposed is adequate to serve the future needs of the site. The provision across the site is in line with the maximum requirements set out in RBC Parking Standards and Design (2011).
- 3.3.2 The proposed parking provision compares to the current provision provided for the customers, servicing and staff. **Table 3.1** sets out a comparison between the existing and proposed parking provision for the site.

Table 3.1: Parking Provision Comparison

	Use	Existing	Proposed	Difference
Operational	Sales	9	11 (inc. 1 disabled and 4 EV charging spaces)	2
	Staff	18	19	1
	Servicing	20	20	0
	Sub Total	47	50	3
Display / Storage	Forecourt Display	40	40	0
	Showroom display	6	16	10
	Demonstration	9	9	0
	Stock	24	59	35
	Sub Total	79	124	45
	Total	126	174	48

3.3.3 **Table 3.1** highlights that there will only be an increase of 3 spaces in regard to operational uses. No material trip generation is expected to occur and will therefore result in a relatively negligible impact on the local highway.

3.3.4 Although it is demonstrated that there is to be an increase of 45 spaces in regard to display and storage, these spaces are for stock vehicles and therefore no contributed to any trip generation from the site.

3.4 Cycle Parking

3.4.1 It is proposed that the 14 cycle parking spaces on the site are to be retained for customer and staff use, to promote cycling to and from the site for staff and customers.

3.5 Electric Charging Provision

3.5.1 In line with Policy TR5 of the RBC Local Plan (2019) electric charging spaces will be provided across the site.

3.5.2 It is proposed to provide the provision for 4 electric charging spaces using dual head charging points for staff, customers and demonstrator vehicles to the front of the dealership. In addition,

1 rapid charge point will be provided within the workshop for vehicles undergoing servicing and repairs.

3.6 Vehicular Trip Comparison

- 3.6.1 The main change associated with the development proposals are to increase the storage to accommodate vehicles on the site, there is to be no change in land use or any substantial construction on the site. Car transporters will continue to deliver the vehicles outside of the peak hours as they do so under current conditions. Therefore, the additional vehicle storage will not have any impact on peak hour vehicle movements.
- 3.6.2 Due to a greater capacity to store vehicles on-site, the number of trips being made by car transporters will be reduced, as more vehicles can be delivered and stored on-site.
- 3.6.3 The reconfiguration of the showroom sales and servicing areas will generate a negligible change in trips during peak hours and have an imperceptible impact on the local highway network, particularly onto the A33. The development proposals are therefore in compliance with points ii, iii and iv of TR3 within the RBC Local Plan (November 2019).

4 Summary and Conclusions

4.1 Summary

4.1.1 This TS is considered to have delivered on its purpose and objectives by achieving the following:

- Outlining the suitability of the development proposals in terms of access, associated parking and servicing arrangements;
- Evaluating the likely impact of the proposed development at the Infiniti Centre car dealership on the surrounding highway network from a safety and trip generation perspective;
- Describing how access and movement to the site can be achieved by active and vehicular travel modes through the review of surrounding infrastructure and network; and
- Demonstrating that the proposals will generate a negligible change in trips during peak hours and have an imperceptible impact on the local highway network.

4.2 Conclusions

4.2.1 In conclusion, the transport principles of the development comply with the NPPF and demonstrate that:

- The site is located in a location that is suited to its role as a car showroom and dealership;
- The proposals will enhance the current dealership and incorporate the commercial identify requirements for the new motor brand;
- The site can be accessed by both active and vehicular travel modes with no changes to the current access arrangements proposed; and
- There will be a minimal impact on the local highway from a safety and capacity perspective due to negligible extra trips being generated as a result of the proposals.

Appendix A RBC Pre-Application Response

Tom Edmunds
Walsingham Planning
Bourne House
Cores End Road
Bourne End
Buckinghamshire SL8 5AR
C/o tom.edmunds@walsingplan.co.uk

Our Ref: 191806/PREAPP

Direct: ☎ 0118 937 4729
e-mail: Anthony.scholes@reading.gov.uk

29th January 2020

Your contact is: Anthony Scholes, Planning & Building Control

Without prejudice

Dear Mr Edmunds,

Re: 191079/PREAPP - Pre-application advice for proposed construction of decked car park to rear of showroom building on site of existing hard-surfaced car park at the 'Infiniti Centre', 25-27 Rose Kiln Lane.

Please accept apologies for any delay in this pre-application response. Please be advised the following comments are the informal opinion of an Officer and without prejudice to any decision that may be made should an application be submitted. This advice follows a pre-application meeting at the Council's offices.

Site description

The site in question is a currently occupied by an Infiniti car showroom. To the rear of the building is an open parking area used for the storage and manoeuvring of vehicles associated with the current use.

Proposal

This pre-application enquiry relates to the erection of a pre-fabricated single-storey car deck structure to the rear of the site to provide an additional 47 car parking spaces. Minor alterations to the façade of the car show room were also suggested at the pre-application meeting in light of the current occupier 'Infinity' vacating the premises. No information has been provided for officers to comment on this.

This enquiry seeks the LPA's view on the proposed car deck and information requirements that would be required to support an associated planning application.

Relevant Planning History

060539 (06-115-OUT) - Outline application for 2 no. car dealerships including sales vehicle workshops, offices, storage and plant (Plots A and B) and B8 units with ancillary trade counters (Plot C). (Siting, means of access and landscaping to be considered for Plots A and C, and all matters to be considered for Plot B). APPROVED 29/6/2006

081096 (08-779-FUL) - Erection of a building for use as a car dealership (sui generis) with associated servicing, workshop, maintenance and preparation areas and valet bay together with parking and access works, boundary treatment, landscaping and associated works

080736 (08-780-FUL) - Erection of a warehouse building for self storage use (Class B8) together with parking and access works, boundary treatment, landscaping and associated works

Relevant Policies

Any application at the site would be considered within the context of the Council's Local Plan (The Reading Borough Local Plan 2019). Supplementary Planning Guidance would also be applied where relevant, together with national guidance (the NPPF). Please use [this link](#) to view the local policies and guidance.

Appraisal

The main issues to be considered are:

- a) Principle of development
- b) Transport matters
- c) Design considerations
- d) Flood risk
- e) Other matters

a) Principle of development

The site is currently in use as a car show room and is located within a commercial and industrial area off the A33. The proposal would not seek a change of use of the site, with the only addition to be vehicle storage space (by virtue of a deck above the existing parking area to the rear), appearing to allow 8 additional full time members of staff to be employed, and possible increased deliveries.

This development would allow the existing business to expand, thereby supporting economic growth and productivity in accordance with Paragraph 80 of the NPPF. The principle of development is thereby accepted subject to the matters detailed below.

b) Transport matters

In consultation with the Council's Transport Officer, the following advice is relevant to transport matters.

The site will continue to be used as a car dealership providing sales and servicing for cars and commercial vehicles. The submission documents do allude to further changes planned for the show room and sales and servicing area, however comments have only been provided for the introduction of the decked parking area above the existing hard standing area at the rear of the building. The parking spaces proposed on the top deck of the decked car park (47) are to be used for vehicle stock and staff parking. A Break Down of Parking for the entire site including proposed new provision is as follows:

9 Demonstrator Parking
 11 EV Customer Parking
 20 Workshop Parking
 59 Stock Parking
 19 Staff Parking.
119 spaces in total

Staffing levels are set to increase by 8 from 22 to 30, therefore the proposed provision complies with the Council's current parking standards.

The existing parking at the front of the site (including customer parking) is to remain. Current access arrangements to the site are also to be retained as existing. Parking provision would need to comply with the Council's current Parking SPD where it states for (Zone 2).

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Other Land Uses 1 per m²				
Vehicle Sales	1 space per 3 FTE staff 1 space per 15 display cars**	1 space per 2 FTE staff 1 space per 10 display cars**	1 space per 1 FTE staff 1 space per 10 display cars**	1 space per 1 FTE staff 1 space per 10 display cars**

Cycle parking will also be required for staff in line with the standards:

Minimum cycle parking standards	
	Zone 1 - 4
Other Land Uses 1 per m²	
Vehicle Sales	1 space per 6 FTE staff & 1 space per 20 display cars*
Vehicle Services/ Workshops	1 space per 4 FTE staff

Electric Vehicle charging points are also required in line with the Council's Local Plan.

In principle, the Council's Transport Team do not have any objections to this proposal as there are no changes to the existing access arrangements to the site and parking would be sufficient. Tracking illustrations have been provided on submitted plan 9040-HNW-ZZ-ZZ-DR-A-2101 is deemed acceptable given that the rear of the site is already used for parking.

You are advised to consider these points should a full planning application be sought.

c) Design considerations

As discussed at the pre-application meeting, the existing façade treatments and branding relate to the occupation of the building by the Infiniti car group. Their possible vacation of the site is likely to require the façade to be altered to represent the branding any new occupier. No detail was provided at the time of the application, although changes were viewed at the meeting. Policy CC7 requires that development be of a sufficiently high quality that maintains and enhances the area of Reading in which it is located. As the site is located within an industrial area and the building immediately adjacent are not of any particular architectural interest, there would be the possibility to re-design the frontage to a reasonable degree for the ‘branding’ of the business intending to locate within the building. Subject to an assessment of visual impact, there is unlikely to be little harm in any such changes. These would however, need to be included within any planning application.

d) Flood risk

The proposed development is located within Flood Zone 2, and would be classified as ‘less vulnerable’. As such, the application will be required to submit a flood risk assessment in accordance with the Environment Agency standing advice, which can be found through [this link](#).

e) Ecology and the Natural Environment

Ecology

The proposed development is located within close proximity to the River Kennet. Policy EN11 (Waterspaces) requires that “*Reading’s waterspaces be protected and enhanced*” and that new development “*be at least ten metres back from the watercourse wherever practicable and appropriate to protect its biodiversity significance*”.

RBC’s Ecologist provided the following response:

It is proposed to build a new multi storey car park in its place. It is not clear from the plans exactly where the car park will be built, however it appears to be directly adjacent to the river and will result in the river corridor being overshadowed, disturbed by cars, result in an increase in lighting etc.. It is likely to result in an excessive built form adjacent to the river and may adversely affect the adjacent trees. It is therefore very unlikely to comply with policies EN11 - Waterspaces or EN12 - Biodiversity.

This is not a detailed assessment of ecological effects of the proposals and has failed to consider the majority of the likely affects on the River Kennet.

The meeting was held prior to receipt of the full Ecology consultation response. Although it was observed that the plans did not seem not seem to be closer than the existing hard standing, the potential impact of first floor car lighting on habitats within the adjacent trees was not considered. As such, a full planning application should be supported by information which addresses the above concerns and should include:

- An accurate site plan which shows the proposed development in relation to the Kennet Canal, and trees adjacent to the site (including in section form);
- Measures that could control lighting, and disturbance associated with vehicles;
- Ecological enhancements.

As noted above, it is unclear whether the current proposal would be suitable in terms of its impacts on adjacent habitat. More information should be included to assess this fully, and an ecological impact assessment may be required to address the above concerns. However, the points noted above should be a starting point to consider the potential impacts.

Natural Environment

As discussed at the meeting, the pre-fabricated nature of the development would not result in any additional footings to be required for the proposed structure. Plans should clearly show how the structure is to be erected and secured on the site.

The Council's Tree Officer has also highlighted concerns over the proximity of the structure in relation to the adjacent vegetation. The comments are as below:

There are a number of trees to the north and east of this building site and although these are currently fairly small specimens, they have potential to grow larger. Any new structure on site would need to consider the future growth potential of the boundary trees and ensure that the likely mature spread of each tree can be accommodated without requiring significant canopy reductions or tree removal at a later date in order to prevent damage to the new car park or property. The adjacent River Kennet is a designated 'Treed corridor' within the Borough's adopted Tree Strategy and the Council has a commitment to protect and enhance the tree cover along these routes. The trees provide screening of the industrial area and wildlife shelter. Allowing a car park to be constructed right up to the edge of the site where it would potentially impact on the future growth and management of offsite trees would be unacceptable in principle.

The applicant should submit a BS:5837 Survey and Impact Assessment in support of any future planning applications for the site.

As such, further information would be required to address these points.

Procedural Points

Submitting a valid application - Prior to the submission of any future application you are advised to consider the Council's validation checklist (available via the website), which provides details as to the level and nature of information required to validate an application. The determination period for the Council to consider your application will only begin once all the necessary information to validate the application has been received.

Based on the information provided and the nature of the proposals, it is envisaged that the following documents would be required for any future application:

Change of use application

All necessary part 1 requirements

Item 6 - Ecological survey/report (may be required subject to clarification of the above)

Item 9 - External lighting detail (if proposed)

Item 10 - Flood risk assessment

Item 14 - Materials Details

Item 17 - Planning statement

Item 18 - Plans and drawings

Item 25 - Vehicle (car & cycle) parking and servicing (including waste storage and collection) details

Potential Future Signage application

All necessary part 1 requirements

Item 9 - External lighting detail (if proposed)

Item 14 - Materials details

Item 18 - Plans and drawings

A link to the local validation requirements can be found by [clicking here](#).

Wider consultation in advance of any submission - In line with paragraph 189 of the National Planning Policy Framework.

Conclusion

In conclusion, it is considered that the principle of a decked car park to the rear is likely to be deemed acceptable. However, without further detailed information considering implications on trees and ecology, there may be insufficient evidence to demonstrate the proposed structure can be located in such proximity to the site boundary and watercourse. Any proposed signage should also reflect the commercial nature of the area.

Any application which is submitted will be assessed on its own planning merits. If you were to submit an application, please note the validation requirements set out in the Council's Validation Checklist.

This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council. The responses received from consultees may also affect the decision period if matters are raised which were not addressed at pre-application stage or require consideration before a decision is made.

If you wish to discuss the contents of this letter, please contact me on the number given above.

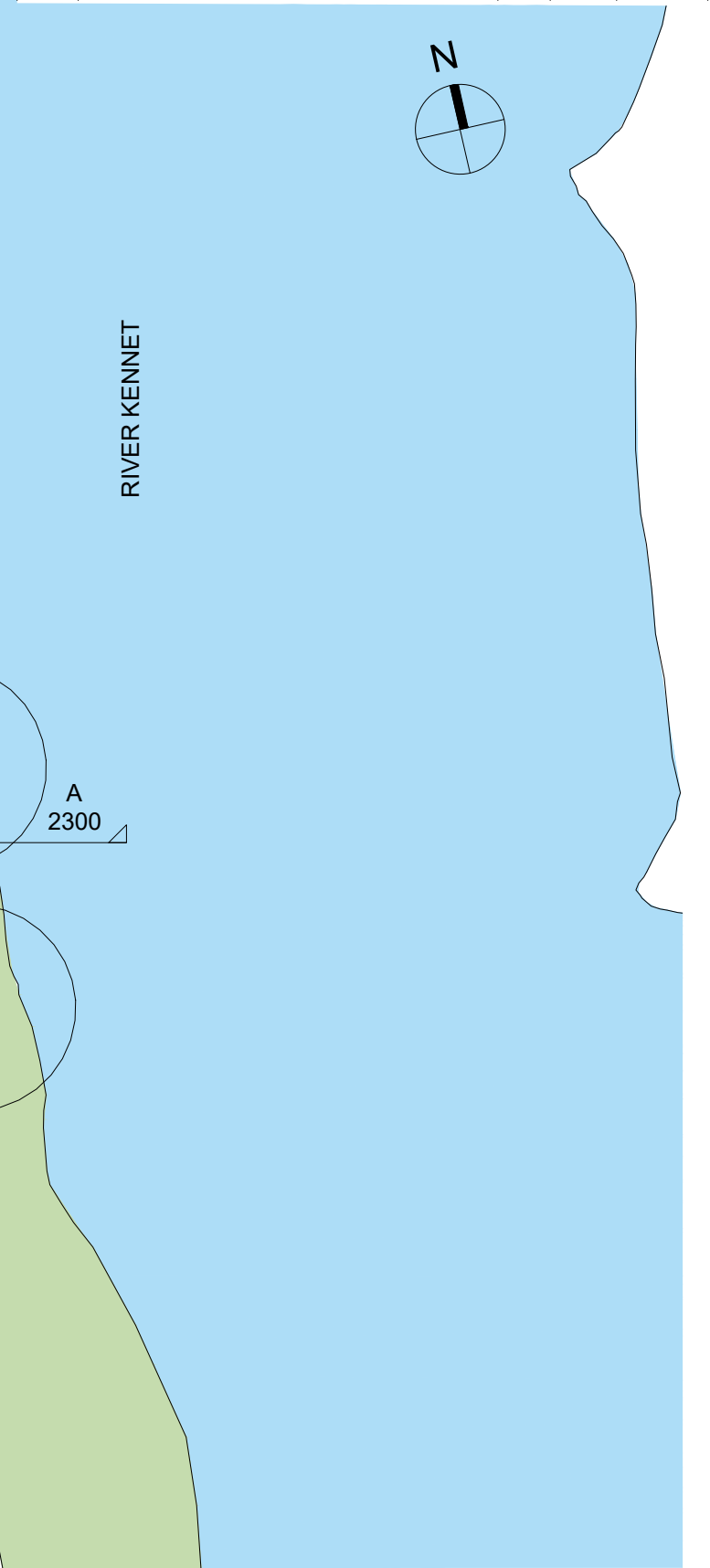
Yours sincerely,

Anthony Scholes

Anthony Scholes
Senior Planning Officer

Appendix B HNW Drawings

Rev	Amendments	by	chkd	Date
P0	FIRST ISSUE	KC	SD	30/10/19
P1	SOFT LANDSCAPING NOTES AMENDED.	IB	KC	31/01/20
P2	MINOR AMENDMENTS.	IB	KC	04/02/20
P3	EV CHARGER POINTS ADDED.	IB	KC	06/02/20
P4	ECOLOGICAL ENHANCEMENTS ADDED. PLANNING ISSUE.	IB	KC	



SITE PLAN LEGEND:

- 2.4m HIGH CLOSE BOARDED FENCE ALONG LINE OF CAR DECK TO EASTERN BOUNDARY TAKEN TO UNDERSIDE OF DECK STRUCTURE
- DUAL HEAD ELECTRIC VEHICLE CHARGE POINT (4 NO. CHARGE POINT SPACES TOTAL)
- INDICATIVE LOCATION FOR A NEW BIRD BOX
- INDICATIVE LOCATION FOR A NEW 'BUG HOTEL'

Note: Design Intent
This drawing illustrates design intent only and is subject to further design development, surveys & statutory approval's.

0m 2m 4m 10m 20m
Scale 1:200

Project
**DEALER REFURBISHMENT
READING**

Drawn By Checked By HNW Project No. Date Created
KC SD 19040 OCT 2019

Scale
A1- 1:200

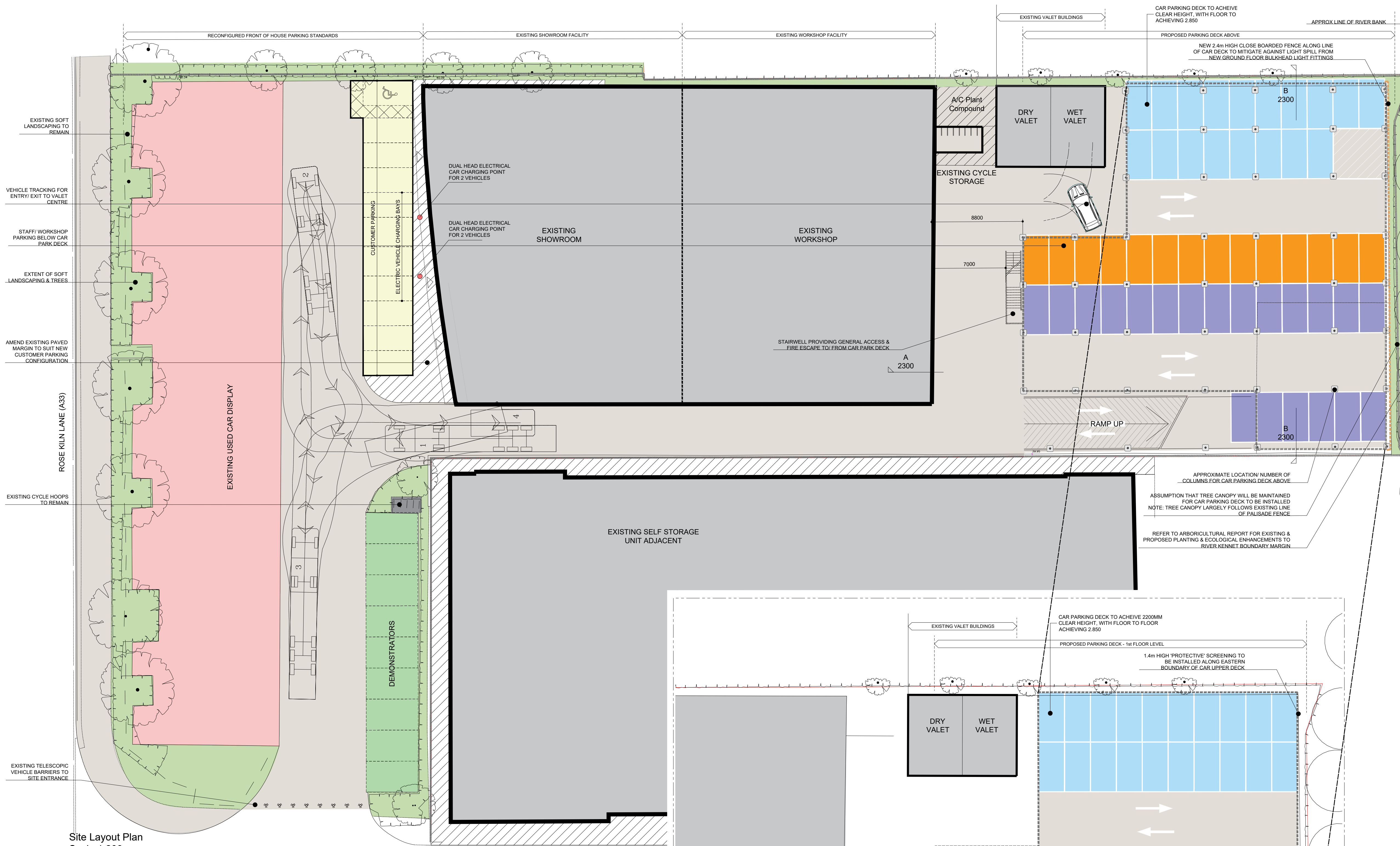
Drawing Title
**PROPOSED SITE SCHEMATIC
(VIEWING VEHICLE
STORAGE DECK)**

Drawing Status Revision
PRELIMINARY P4

Drawing Number
19040-HNW-ZZ-ZZ-DR-A-2101

61 North Street, Chichester, West Sussex, PO19 1JH

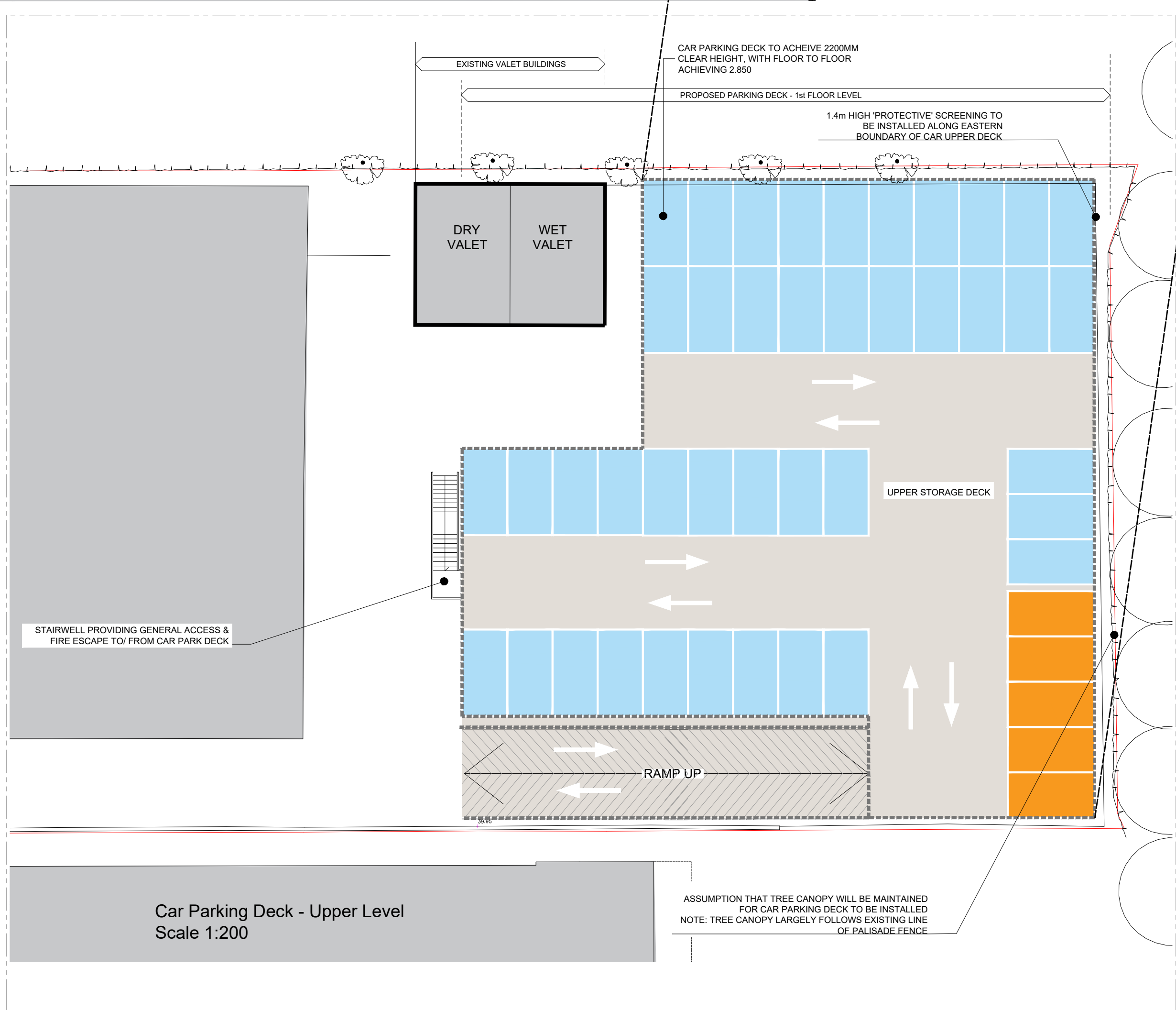
hnw architects



- DEMONSTRATORS 9
- CUSTOMER PARKING/ ELECTRIC VEHICLE CHARGING 11
- WORKSHOP PARKING 20
- STOCK PARKING 59
- STAFF PARKING 19

TOTAL = 118 Parking Spaces

Car Parking Deck - Upper Level
Scale 1:200



ASSUMPTION THAT TREE CANOPY WILL BE MAINTAINED FOR CAR PARKING DECK TO BE INSTALLED
NOTE: TREE CANOPY LARGELY FOLLOWS EXISTING LINE OF PALISADE FENCE