

Planning Statement

Land off Abattoirs Road, Reading

July 2017

Turley

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Client

Turley

Our reference

NCPR3001

2 August 2017

1. Introduction

1.1 This Planning Statement has been prepared by Turley on behalf of NCP Car Parks Ltd to support the full planning application for the delivery of a new public car park providing of 72no. spaces at 'Land off Abattoirs Road, Reading'.

1.2 The description of development, as set out on the planning application forms, is:

'Demolition of existing out buildings on site and the provision of a new public car park with access acquired from Abattoirs Road, with egress onto Great Knollys Street'

1.3 The project will provide the opportunity to utilise the currently vacant and disused space to increase the public parking provision for Reading; contributing to a vital amenity for the town, accessible parking for those accessing the town centre and for onwards travel from the nearby station.

1.4 The application site lies wholly within the administrative boundaries of Reading Borough Council.

1.5 The purpose of this Planning Statement is to set out relevant planning policy, local and national, to consider relevant planning considerations and detail how the proposed development complies with these considerations.

1.6 This Planning Statement should be read in conjunction with the following supporting documents:

- Planning Application Form and Covering Letter;
- CIL Form;
- Flood Risk Statement;
- Transport Statement.

2. Site and Surroundings

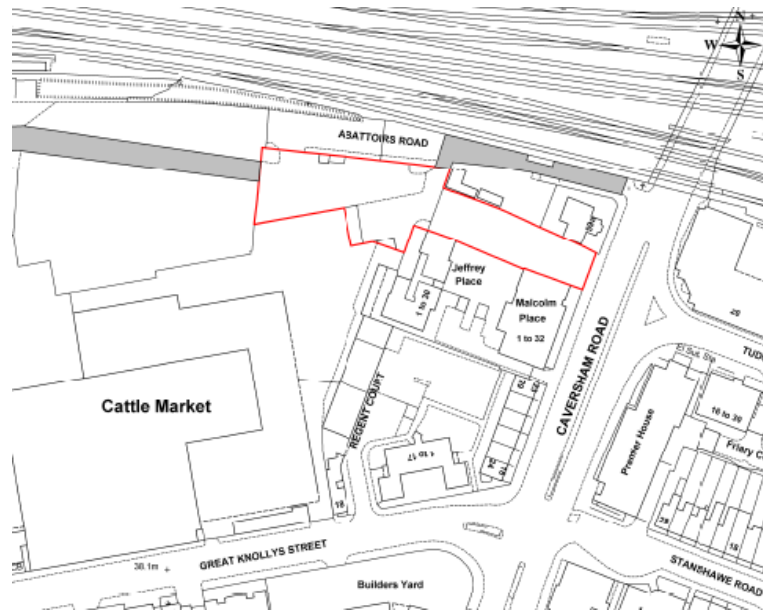
The Site

- 2.1 The application site comprises a currently vacant parcel of previously developed land that extends to 0.59 ha and is irregular in shape. We understand that most recently the site was used for the storage of vehicles (although we understand that there was no planning permission for that use).
- 2.2 The boundary of the site comprises a range of brick walls, close boarded fencing and palisade fencing reflective of how the site abuts various uses on all sides. There is an existing wall which defines the western boundary of the site alongside remaining elements of a former wall along the northern boundary which lend themselves to forming the two key access points into the site from Abattoirs Road.
- 2.3 There is a small section of the site which directly abuts Caversham Road, although does not provide either vehicular or pedestrian access and merely forms the eastern extent of the site. In addition, there are two existing access points into the site from the northern boundary along Abattoirs Road, one formed by double metal gates, with the other being an open access in the north-western corner of the site.
- 2.4 The primary vehicle routing to the site from the local highway network is via the junction of Abattoirs Road and the A329 Caversham Road. There are no physical, or highway enforcement restrictions that restrict the movement of vehicles turning left into or left out of Abattoirs Road.
- 2.5 NCP benefit from rights of access into the site from Abattoirs Road as well as across land to the west of the site which provides direct access into the existing NCP car park at Great Knollys Street. There is an existing palisade fence which restricts access from the western extent of Abattoirs Road into the land to the west of the site.
- 2.6 The surface of the site is predominantly made up of concrete and areas of loose chippings. There are also remaining floor slabs from previous buildings on site that have since been demolished. There are a number of existing poor quality outbuildings across the site which are most likely associated with the former temporary uses on site.
- 2.7 The site is located within Flood Zone 2. It is not within a Conservation Area and there are no listed buildings on site.

Surroundings

- 2.8 The site is located to the north-west of Reading town centre, adjacent to the railway lines, and approximately 300 metres to the west of Reading Station. The site is located to the east of the existing Cattle Market along Great Knollys Street.
- 2.9 The site directly abuts Caversham Road to the east, a single dwelling and outbuildings to the north, an existing residential development to the south, and an undeveloped area to the west which adjoins the existing NCP car park which is accessed from Great Knollys Street.

- 2.10 A Location Plan outlining the site, sourced from Reading Borough Council, is shown below.



Designations

- 2.11 The site falls within the Reading Central Area and within the settlement boundary of Reading for the purposes of the adopted Development Plan. The proposals map identifies that the site is located within Flood Zone 2 as identified on Environment Agency mapping. In addition, it should be noted that the emerging Local Plan identifies the site as a proposed allocation RC2.

3. Planning History

- 3.1 Information regarding the detailed planning history of the site is limited. The most recent and relevant planning application is detailed below.
- 3.2 A planning application was submitted (under the reference 141475) for the site proposing the use of the land as storage for approximately 70 cars. The application was refused by Reading Borough Council on 18th May 2015.
- 3.3 The reasons for refusal of the application are detailed below:
- The proposals failed to comply with the Local Planning Authority's standards in regards to vehicle parking;
 - This, in addition to unrestricted traffic movements could result in on-street parking and reversing movements on Abattoirs Road and / or Caversham Road, affecting the flow of traffic and road safety; and
 - As such the proposals would be in conflict with Reading Borough Council Core Strategy (CS) Policy CS24 and Sites and Detailed Policies Document Policy DM12.

4. The Proposed Scheme

- 4.1 NCP Ltd is seeking to deliver a 72 space public car park on the site with access obtained from Abattoirs Road (over which it has rights of access). The proposed access into the site from Abattoirs Road would utilise the existing north-western access forming the ingress and egress to the site itself.
- 4.2 The parking provision would allow for 68 vehicular spaces in addition to 4 disabled spaces and dedicated parking for motorcycles within the site.
- 4.3 With regard to access to and from the public highway, it is proposed to operate a one way system, with ingress access from Abattoirs Road and egress onto Great Knollys Street.
- 4.4 With regard to egress, it is proposed to use the land to the west, over which NCP have right of access, to provide a connected route to the existing NCP Car Park accessed from Great Knollys Street. It would be proposed to remove the existing palisade fencing which restricts access to the west. The egress would link through the existing NCP Car Park onto Great Knollys Street.
- 4.5 Given the former temporary uses on site, it is proposed for all existing outbuildings on site to be demolished to allow for the efficient use of space on site.
- 4.6 No amendments are proposed to the existing surfacing of the site albeit Flood Risk and Drainage considerations have been addressed through the proposals.

5. Planning Policy Framework

- 5.1 This Section outlines the key planning policy consideration relevant to the proposed development at a national and local level.
- 5.2 It follows Section 54(a) of the Town and Country Planning Act (1999), as amended by Section 38 (6) of the Planning Compulsory Purchase Act 2004, which states that Local Planning Authorities (LPAs) should determine planning applications in accordance with the Development Plan unless material considerations indicated otherwise.
- 5.3 At a national level, relevant planning policy and guidance is set out within the National Planning Policy Framework ('the NPPF') published 2012 and the Planning Practice Guidance ('the PPG') in 2014 and updated as an online resource.
- 5.4 The Development Plan for Reading Borough Council includes:
- Reading Core Strategy (Adopted January 2008, altered January 2015);
 - Sites and Detailed Policies DPD (October 2012 - altered January 2015); and
 - Central Area Action Plan - January 2009.
- 5.5 Material considerations in the determination of this application are as follows:
- National Planning Policy Framework (the Framework);
 - Planning Practice Guidance;
 - Relevant RBC Supplementary Planning Documents (SPD's); and
 - RBC documents relevant to transport and parking.

Local Planning Policy

The Development Plan

- 5.6 The current development plan comprises:
- Reading Core Strategy (Adopted January 2008, Altered January 2015);
 - Sites and Detailed Policies DPD (October 2012 – altered January 2015); and
 - Central Area Action Plan (January 2009)
- 5.7 The Revised Parking Standards and Design SPD was adopted in October 2011, and provides guidance for public and private car parking within the town centre,
- 5.8 In addition, the Interim Parking Policy (January 2011) and the Reading Borough Local Transport Plan 3: Strategy 2011-2026 (April 2011) are also relevant to this application.

The Core Strategy (Adopted 2011)

- 5.9 The Core Strategy is the overarching document making up part of the Local Development Framework for Reading. The Core Strategy Policies relevant to the proposals are listed below.
- 5.10 Policy **CS4: Accessibility and the Intensity of Development** sets out that development will be related to its level of accessibility to a range of services and facilities.
- 5.11 Policy **CS5: Inclusive Access** sets out that facilities should be safely and easily accessible to all potential users, including disabled people.
- 5.12 Policy **CS6: Settlement Boundary** ensures that no development outside of the settlement boundary as defined on the Proposals Map is permitted.
- 5.13 Policy **CS7: Design and Public Realm** sets out that development must be of high design quality that maintains and enhances the character and appearance of the area in which it is located. This includes the need for development to create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.
- 5.14 Policy **CS9: Infrastructure, Services, Resources and Amenities** states that proposals will not be permitted unless the local planning authority is satisfied that infrastructure, services, resources, amenities or other assets lost or impacted upon as a result of development will be provided or re-provided to ensure that development is sustainable and contributes to proper planning of an area.
- 5.15 Policy **CS20: Implementation of The Reading Transport Strategy** sets out that proposed developments must contribute appropriately to the provision of a balanced transport network as outlined in the Reading Transport Strategy
- 5.16 Policy **CS22: Transport Assessments** seeks to ensure that development proposals make adequate and appropriate provision for works and contributions to ensure accessibility and safety by all modes of transport on a development site, in accordance with an agreed transport assessment submitted as part of the submitted application.
- 5.17 Policy **CS24: Car / Cycle Parking** will ensure that maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.
- 5.18 Policy **CS35: Flooding** states that planning permission will not be permitted in areas at high risk of flooding, or increase the risk of, or those associated with flooding.
- 5.19 Policy **CS38: Trees, Hedges and Woodlands** seeks to ensure that trees, hedges and woodlands are protected from damage or removal, and the Borough's vegetation cover extended.

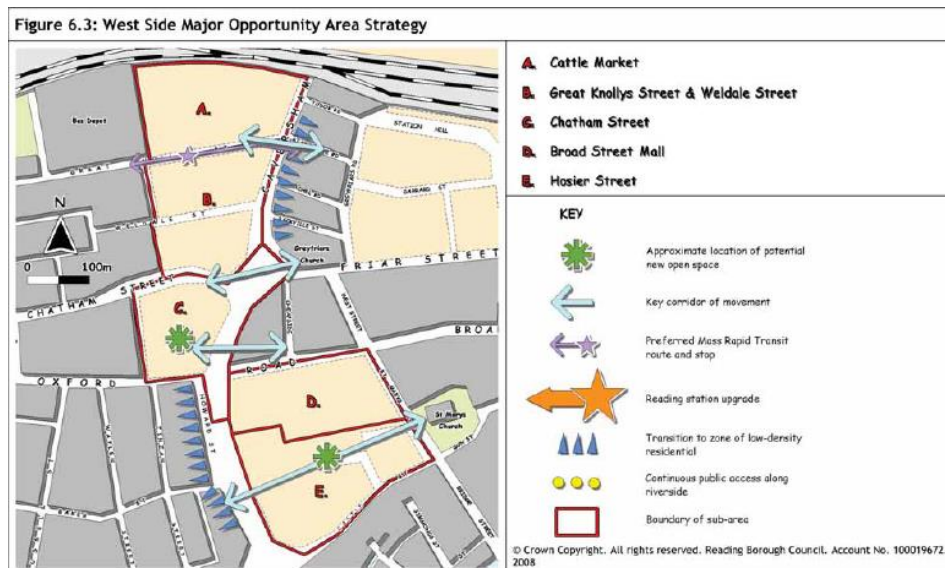
Reading Central Area Action Plan (Adopted 2009)

- 5.20 The site falls within the 'West Side Major Opportunity Area' identified for development within the Reading Central Area Action Plan (RCAAP).

- 5.21 The site falls within proposed allocation RC2a which requires development to fall in line with the following provisions:

“The site will be developed for a mix of edge-of-centre retail uses, which may include bulky goods, and residential development, along with public car parking. The residential should be located on the parts of the site that are at lower risk from flooding. The retail must be designed to mesh into the urban fabric and a single storey retail warehouse will not be permitted.”

- 5.22 The image below details the West Side Major Opportunity Area, the application site falls with Section A – Cattle Market.



- 5.23 The RCAAP discusses the recommendation for a maximum of 8,000 parking spaces in Reading town centre, in line with the Parking Strategy at the time. However, it is acknowledged that current public car parking areas may be lost elsewhere across the Central Area to enable redevelopment of key sites within the town centre. In addition, paragraph 6.12 identifies that *“some new public car parking is likely to be required in the area, which due to space constraints and changes in levels, may well in some cases take the form of undercroft car parking”*.

Sites and Detailed Policies Document (Adopted 2012)

- 5.24 This document provides detailed policies necessary to deliver the Core Strategy Policies, and thus the two documents should be read in conjunction. The relevant policies from the Sites and Detailed Policies DPD are listed below.
- 5.25 Policy **SD1: Presumption in Favour of Sustainable Development** sets out the Council’s positive approach to the determination of development proposals in line with the presumption in favour of sustainable development set out within the National Planning Policy Framework.
- 5.26 Policy **DM12: Access, Traffic, and Highway Related Matters** states that for proposals involving a new or altered access onto the transport network, or the generation of

additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

The policy states that development will only be permitted where:

- Accesses and works to the highway comply with the 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;

Furthermore, the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be lead to the encouraged use of the network for short local trips of compromise the safe movement and free flow of traffic on the network or the safe use of the road.

- 5.27 Policy **SA11: Settlement Boundary** should be read in conjunction with Policy CS6, that states development outside the settlement boundary will not be permitted. This policy sets out that the settlement boundaries are defined on the updated Proposals Map.

Relevant Material Considerations

National Planning Policy Framework

- 5.28 At the heart of the NPPF, is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking, at paragraph 14, this means:
- Approving development proposals that accord with the development plan without delay; and
 - Where the development plan is absent, silent or relevant policies are out-of-date grant planning permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, where assessed against the policies in this Framework taken as a whole; or
 - Specific policies in this Framework indicate development should be restricted.
- 5.29 Paragraph 7 sets out that as part of the three dimensions of sustainable development, the economic role seeks to ensure that the planning system contributes 'to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure (Turley emphasis).

- 5.30 Paragraph 7 further continues that from a social perspective, there is a need to support strong, vibrant and health community 'by creating a high quality built environment, with
- 5.31 accessible local services that reflect the community's needs and support its health, social and cultural well-being'
- 5.32 In addition, paragraph 9 reference that in pursuing sustainable development there are opportunities to improve' the conditions in which people live, work, travel and take leisure'.
- 5.33 Paragraph 10 also requires that 'decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas'.
- 5.34 Paragraph 21 discusses that local planning authorities 'should identify priority areas for economic regeneration, and infrastructure provision'.

Revised Parking Standards and Design SPD (Adopted 2011)

- 5.35 Parking standards set out within this document are reflected in the following Core Strategy Policies: CS4, CS7, CS20 and CS24.
- 5.36 The SPD sets out that car parking standards set are to be imposed as maximums, unless a developer can prove their development requires parking at a higher level for exceptional circumstances.
- 5.37 The SPD states that the introduction of Electric Vehicle charging points will be encouraged, where appropriate.

Disabled Parking

- 5.38 Sets out the provision of disabled parking, a key element of all development open to the public. The suggest level is as follows:
- For developments providing up to 200 spaces, 3 disabled spaces or 5% of total capacity, whichever is greatest, will be required.

General Parking Design and Layout

- 5.39 Parking spaces are recommended to be designed at 5000mm long by 2500mm wide. The provision of off-street parking must also be designed to enable vehicles to circulate efficiently and provide adequate space for manoeuvring into and out of spaces.

Reading Borough Council Interim Parking Policy (Adopted 2011)

- 5.40 The Interim Parking Policy document sets out how parking objectives will be achieved, whilst working towards meeting overall transport strategies and objectives set out in the Local Transport Plan 3, for the period 2011 to 2026.
- 5.41 The relevant aspects of the Off-Street Parking Policy are detailed below:

Provision

- 5.42 The Off-Street Parking Policy is set out to provide a maximum of 8500 spaces. The policy states this provision will be subject to an annual review.

Access

- 5.43 The Parking Policy states that new car parking areas will need to conform to the Council's Transport Strategy, recommending that road access should be via a suitable route and not pass through pedestrianised or public transport priority areas. Access routes to car parks should therefore be clearly marked.
- 5.44 Furthermore, proposals should ensure that the main road network is not congested by vehicles queuing to access the site.

Availability

- 5.45 Short-stay parking is to be for up to a maximum of 6 hours; with tickets for more than 6 hours available after 12 noon.
- 5.46 Long stay parking sites will be for any length of stay (over 6 hours). Recommending that 'special use' car parks, such as the station aimed at on-going journeys, should not be used for general long stay centre parking but should prioritise rail users.

Pricing

- 5.47 The policy sets out that all town centre public car parks are to have a similar pricing structure, so an agreed pricing structure is to be shared across car park operators.
- 5.48 Furthermore the set cost of parking should reflect the availability of alternatives, especially long stay parking provided by Park and Ride services, helping to meet the goals set out in the transport strategy. The price of long stay parking should be at least three times the average return fare for a Park and Ride scheme.
- 5.49 The pricing policy states that town centre parking prices should reflect the cost of provision.
- 5.50 Short stay car park prices are set out to that any stay exceeding four hours between the hours of 9am to 5pm should be priced, at minimum, at double the average Park and Ride daily charge.

Facilities

- 5.51 The policy states that all car parks must provide adequate security; this will be considered on a case-by-case basis.

Disabled Parking

- 5.52 Disabled parking spaces should be 2.4m by 4.8 m, with 1.2m clearance to the rear and to the side of each space (this is in accordance with 'The Building Regulations 2000:

Approved Document M”). The provision of disabled spaces should be set out in alignment with the Council’s Parking Standards and Design SPD.

- 5.53 The policy setting out access to parking for those with disabilities reiterates the number of required disabled spaces as set out in the Parking Standards and Design SPD.

Car Park Layout

- 5.54 The Policy sets out that the standards set out in the Council’s Parking Standards and Design SPD (2009, Revised 2011) as set out in the section above. This includes setting out

Local Transport Plan 3: Strategy 2011-2026 (Adopted 2011)

- 5.55 The Reading Borough Council Local Transport Plan 3: Strategy 2011-2026 was adopted in April 2011. It sets out the objectives, policies and schemes intended to improve transport in the Reading area, contributing to wider social, economic and environmental benefits.
- 5.56 The strategic policies set out in the Local Transport Plan are related to the Development Plan via Policy CS20 of the Core Strategy (stated in the Core Strategy Policies listed above).
- 5.57 The Transport Plan sets out the Council’s policy on the implementation of new public car parks in the town centre. The plan makes reference to how the reduction in car parking provision over recent years in the centre has put pressure on the existing car parks within the town. The Council’s key concern is the resulting impact on the public highway, that queuing into car parks can cause.
- 5.58 The Council is committed to dealing with the challenge of managing demand for the existing car parks in the town centre, and to maximise use of alternative means of accessing central Reading, or to expand car park capacity centrally in order to support the town’s economic prosperity.

6. Planning Considerations

6.1 As set out previously, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that development proposals are considered against the relevant provisions of the development plan and other material considerations and that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

6.2 The appraisal of the proposed set out in this section follows this approach and addresses the following planning considerations:

- Principle of a public car park on the site;
- Design considerations;
- Flood Risk considerations; and
- Transport considerations.

Principle of a Public Car Park

6.3 The site is located within the existing settlement boundary of Reading and is currently a vacant site that falls within the Central Area Action Plan Area. The Core Strategy recognises that the vast majority of development within the Borough will be through the redevelopment and regeneration of previously developed land, in particular, sites which are currently under-utilised. The site was most recently used for car storage, although prior to this has remained undeveloped and disused. Given the site is located within the defined settlement boundary (Policy CS6) the principle of development is acceptable.

6.4 Within the broader context, the site forms part of a wider parcel of land which is identified for redevelopment through the Central Area Action Plan under policy RC2 allocates the site as follows: *“The site will be developed for a mix of edge-of-centre retail uses, which may include bulky goods, and residential development, along with public car parking. The residential should be located on the parts of the site that are at lower risk from flooding. The retail must be designed to mesh into the urban fabric and a single storey retail warehouse will not be permitted.”*

6.5 We understand that at present no proposals for the site have come forward to support the allocation and therefore, our client seeks to deliver a new public car park on site to complement the existing carpark accessed from Great Knollys Street, as an interim proposal. It is proposed that the delivery of a public car park would provide an appropriate public use for the site which would deliver an effective use of land prior to redevelopment proposal coming forward in the future.

6.6 With regard to the acceptability of a public car park on site, the RCAAP further provides the context for the delivery of 8,000 public car parking spaces¹ within the Town Centre which is considered to align with the Reading Car Parking Strategy. There is

¹ Paragraph 2.17 of the RCAAP

acknowledgement that it is likely that a number of public parking spaces will reduce over the plan period on account of sites being lost for redevelopment.

- 6.7 The Local Transport Plan 3: Strategy 2011-2026 discusses that there is on-going concern in relation to the reduction in public car parking spaces within the town centre². As such, there is a focus on either encouraging alternative forms of transport or 'expanding car parking capacity centrally' to assist in supporting the town's economic prosperity. As such, it is considered that the provision of car park on a poorly utilised area of land within a key location in the town centre, without requiring the loss of any other town centre use, would assist in reducing such pressures and according with Core Strategy CS20 which focusses on the implementation of the Transport Strategy over the plan period.
- 6.8 Since the RCAAP was adopted, an updated Interim Parking Strategy has been prepared which further increase the envisaged level of public parking provision within the town centre area. The Interim Parking Strategy (January 2011) identifies that with regard to public parking spaces in the town centre, these there should be '8500* these should include on-street parking and be at least 70% short stay/ shoppers/ leisure parking. (*figures exclude park and ride spaces). Paragraph 5.3 further states '*Public car parking spaces are needed for both long and short stay, for employment, shopping and leisure. A balance approach must be taken between the need that people have and the greater good*'.
- 6.9 The 2015/2016 Parking Services Annual Report identifies a current total of 7,489 off-street public parking spaces which falls below the maximum requirement of 8,500 spaces within the Interim Parking Policy document. As such, it is considered that there is sufficient capacity to accommodate a further public car park within Central Reading and that this will assist in addressing any future shortfall arising from the lapse of temporary public car parking at BMW Cooper Garage which terminates in May 2019. The Transport Statement supporting this application provides further clarification on the existing public car parking provision within Central Reading.
- 6.10 As such, it is considered that the principle of a public car park within this location is supported within the adopted Development Plan and will assist in meeting the objectives of the Reading Transport Strategy in relation to public parking provision within Central Reading.

Design Considerations

- 6.11 The proposal will seek to deliver a new public car park for 72 spaces incorporating high level lighting, pay kiosk and entry/exit cameras. There are no existing trees or other landscape features on the site which would impact on the proposals although existing outbuildings will be demolished to enable the parking layout to be delivered.
- 6.12 The parking layout has been developed through discussion with the appointed Transport Consultant and is further discussed within the supporting Transport Statement. It is proposed that 68 standard car parking spaces will be provided alongside 4 disabled

² Paragraph 4.87 of the Local Transport Plan 3: Strategy 2001-2026

parking spaces .Provision has been made for designated motorcycle parking areas along the southern perimeter.

- 6.13 High level lighting is proposed within the site, details of which would be secured via condition. In addition, there are already existing light columns on land to the west of the site where the proposed egress route it to be located.
- 6.14 The parking layout and design has sought to accord with the requirements of the Council's Parking and Design SPD alongside the Interim Parking Policies.

Highways and Access Considerations

- 6.15 Policy CS22 (Transport Assessments) seeks to ensure that appropriate and adequate works are proposed where new development is proposed. In support, SADPDPD policy DM12 discusses that where proposal for new or altered access onto the transport network are proposed or the generation of additional trips on the transport network, consideration will be given to safety, congestion and the environment.
- 6.16 As such, as part of the application a Transport Statement has been prepared by Motion which discusses the key highways and parking consideration associated with the proposals. The principle of the public car park itself is discussed earlier within the Section.
- 6.17 With regard to access, the car park would be accessed fromCaversham Road using the existing junction alignment providing access to the car park from Abattoirs Road itself. Vehicles exiting the site will be directed west along the northern boundary of the site extending along the railway line. The route will then extend through the current Cattle Market Car Park and access on Great Knollys Street. It is proposed that a crocodile teeth restraint will be positioned on the entrance of the proposed car park to restrict vehicles attempting to exit the site via Abattoirs road. As such, a one way access route would operate through the site which would ensure that there would not be congestion on the highway to access the site in line with the requirements of the interim Parking Strategy.
- 6.18 With regard to highway impact, the statement considers that on the basis of the car parking spaces proposed, that the proposal would not impact on the operating capacity of the local transport network and the proposal would accord with the requirements of the Transport Authority.
- 6.19 The Transport Statement further provides clarification on pricing and short/long term parking availability on site.
- 6.20 As such in line with the policies of the adopted Development Plan (policy DM12) and the Interim Parking Policies, the proposal can be accommodated on site with a suitable and clear access route through the site.

Flood Risk Considerations

- 6.21 As set out previously, the site is within Flood Zone 2 according to Environment Agency Mapping. Core Strategy policy CS35 sets out that planning ppermission will not be

permitted in areas at high risk of flooding or where there is an increase in the risk of flooding.

- 6.22 The existing surfacing of the car park is proposed to remain unchanged through the proposal given the intention for the site to be an interim public car park prior to any future redevelopment of the site. This said, due consideration has been given to the flood risk element of the proposal with a Flood Risk Assessment being prepared by Glanville to support this application.
- 6.23 The site is within Flood Zone 2 although historically there is no evidence that it has ever flooded. The proposed car park will not serve any high vulnerable uses and the site will fall within the same Flood Zone as the existing public NCP car park access off Great Knollys Street.
- 6.24 In addition, the proposals will not result in any raised ground levels and will not result in the loss of floodplain storage capacity and flood flow routes will not be impeded given the site circumstances will remain as is. As such, flood compensation measures are not required to mitigate the risk of fluvial flooding.
- 6.25 With regard to the access points into and out of the site, whilst the access areas fall within Flood Zone 2 access away from the site in emergencies is not considered to be unduly hazardous. If required, an appropriate Flood Warning and Evacuation Plan could be provided via condition.
- 6.26 With regards to drainage, the site is identified as being at low risk from surface water flooding and it is assumed that the site currently discharges surface water to the surface water culvert that exists within Abattoirs Road. It is not proposed for this to change as part of the proposals and nor will there be any increase in impermeable areas arising from the proposal.
- 6.27 Given the above, it is considered that the proposals accord with the relevant policies of the adopted Development Plan and National guidance.

7. Conclusion

- 7.1 The proposal would contribute to the Council's requirement for 8,500 public parking spaces within the town centre in a location which can provide easy access to local facilities and public transport links and would assist in addressing any anticipated shortfall arising from the redevelopment of key sites within the centre over the next few years.
- 7.2 The provision of a car park presents an opportunity to deliver an appropriate use of this previously developed site which currently remains vacant within the town centre location and is considered to be an appropriate and viable use for the site. It is not considered that the proposal would undermine any future redevelopment of the site for the allocation identified within the RCAAP.
- 7.3 The proposed layout of the parking area accords with the Council's parking standards and would deliver 68 public parking spaces, 4 disabled bays and motorcycle parking across the site.
- 7.4 The proposed access into the site would utilise an existing road access from Caversham Road although incorporates appropriate mitigation to ensure that a one way system would be in operation. In addition, the egress would provide safe access through the car park by linking with the existing NCP Car Park off Great Knollys Street.
- 7.5 From a highways perspective, the proposals accord with the local transport related policies and could be accommodated without detriment to the operating capacity of the local transport networks and nor result in congestion from queuing along Caversham Road given the mitigation proposed.
- 7.6 From a flood risk perspective, whilst the site is within Flood Zone 2, the car park will not be associated with a highly vulnerable use and the proposal will not result in any loss of flood plain capacity. In addition, there would be no increased risk from surface water flooding and as such the proposal would not raise undue concerns relating to flooding and drainage.
- 7.7 It is concluded that the application should be approved without delay on the grounds that the proposals for the site accord with national planning policy and adopted and emerging local planning policy and would assist in meeting the Council's Transport Plan objectives to deliver a maximum of 8,500 parking spaces within Central Reading.

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