

Planning Applications Committee

Wednesday 30th May 2018

ADDITIONAL INFORMATION

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Applications for Committee Determination since previous Committee Report

Printed: 25 May 2018

Ward: Abbey

Application reference: 172026

Application type: Full Planning Approval

Site address: Kings Meadow, Napier Road, Reading

Proposal: Erection of gas governor building and associated works.

Reason for Committee item: Departure from the Local Plan

Ward: Peppard

Application reference: 180720

Application type: Regulation 3 Planning Approval

Site address: 11 Knights Way, Emmer Green, Reading, RG4 8RJ

Proposal: Single storey rear extension

Reason for Committee item: RBC application

Ward: Redlands

Application reference: 180683

Application type: Full Planning Approval

Site address: Land Adjacent, 300 Kings Road, Reading, RG1 4HP

Proposal: Construction of a part five part three storey building of 14 residential apartments (C3) and associated undercroft car parking

Reason for Committee item: Major Development

Ward: Whitley

Application reference: 180691

Application type: Full Planning Approval

Site address: Green Park Village, Longwater Avenue

Proposal: A planning application for a 2 Form Entry Primary School, associated playing space, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works.

Reason for Committee item: Major Development

Ward: Whitley

Application reference: 180698

Application type: Full Planning Approval

Site address: 448a Basingstoke Road, Reading, RG2 0RX

Proposal: Change of Use of 448a Basingstoke Road to a mixed B1/A3/D1 use, with glazing to replace roller door.

Reason for Committee item: Departure from the Local Plan

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30 May 2018

ITEM NO. 7

Ward: Abbey

Application No.: 171814/FUL

Address: Cox and Wyman Site, Cardiff Road

Proposal: Demolition of existing site buildings and boundary treatments and erection of 96 no. dwellings (48 x 3 bed houses; height 2 to 3.5 storey and 40 x 1-2 bed flats, 8 x 3 bed flats within 2 apartment blocks; height 3 to 4 storey) including associated surface car parking, public realm and landscaping on land at the former Cox & Wyman building, Cardiff Road.

Applicant: Thames Properties Limited

GRANT full planning permission subject to completion of a S106 legal agreement or (ii) to REFUSE permission should the legal agreement not be completed by the 25/7/2018 (unless the Head of Planning, Development and Regulatory Services agrees to a later date for completion of the legal agreement),

The legal agreement to secure the following:

- Affordable Housing:

Provision of 29 on-site residential units as affordable housing, comprising 8 social rented (6 x 3 bed houses, 2 x 3 bed flats); 12 Affordable rent (12 x 1 and 2 bed flats) and 9 Shared ownership 9 x 1 and 2 bed flats).

- A financial contribution **£30,000** to undertake formal road closures and associated legal costs

- A financial contribution of £7,500 toward a Traffic Regulation Order

- Car-club (minimum 1 vehicle) and 12 electric charging points

- Provision and Implementation of a Travel Plan

- An Employment, Skills and Training Plan (construction phase) or financial contribution

- Provision of Public Open Space and play equipment

- Financial contribution of **£150,000** towards off site leisure improvements

ADDITIONAL INFORMATION

The applicant has confirmed their agreement to the financial sums sought by officers (set out above in **bold**) in respect of road closures; and off site leisure improvements. These sums are considered to satisfactorily mitigate the impact of the development and the recommendation remains for approval subject to the updated S106 Heads of Terms above.

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO. 8

PLANNING APPLICATIONS COMMITTEE: 30th May 2018

Ward: Abbey

App No.: 180273/FUL

Site Address: 109b Oxford Road, Reading, RG1 7UD

Proposal: Amended Description: Change of use from sui generis (betting shop) to A3 restaurant with ancillary A5 takeaway and replacement shopfront (revised elevation details)

Applicant: Express Team Ltd

Date valid: 12th February 2018

8 Week Date: 9th April 2018

RECOMMENDATION

As per the main agenda.

1. Introduction

The purpose of this update is to advise of

- a) Extraction Details
- b) Shopfront

2. Extraction Details

Further to additional representations received, concerns have been raised about the proposed extraction system, with comments made on current issues with another site in the area. Given the site's location within the Conservation Area, and in a prominent corner plot position, a more discreet extraction system was considered appropriate to comply with Policy CS33 Protection and Enhancement of the Historic Environment. However, any such system should also comply with Policy DM4 Safeguarding Amenity and Policy CS34 Pollution and Water Resources. In this respect, the proposed system, on the rear elevation and at a lower discharge level is not considered to result in any adverse effect on the character and appearance of the Conservation Area, and, moreover, is not considered to result in harm to any neighbouring property. The Environmental Protection Team are aware of, and involved with, the other site referenced. They have assessed this specific site and raised no objection to the extraction system proposed, having viewed a case study submitted with the application.

3. Shopfront

Further to additional representations received, concern has been raised that the changes to the shopfront, to include ornate timber columns, may work if done well, but may look out of place if not. In this respect, 3D visuals of the proposed external changes have been submitted. The proposals incorporate features that an older shop front would have and are considered to be an improvement on the current situation, including the proposed changes to the front of the site.

3D visuals:









Case officer: Ethne Humphreys

Location Plan



Location Plan 1:1250



Site Plan 1:500



Proposed Plan and Elevations



UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30 May 2018

ITEM NO. 10

Ward: Battle

Application No.: 172192/PNN

Address: Reading West Station Footbridge, Oxford Road, Reading.

Proposal: Prior Approval under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (the GPDO) for reconstruction of the footbridge to provide the necessary clearance for the OLE which is to run underneath the structure.

Applicant: Network Rail

Date Valid: 7 December 2017

Application target decision date: 1 February 2018 (agreed extension of time)

26 week date: 7 June 2018

RECOMMENDATION

As per the main agenda

1. Additional Representations

An objection was received after publication of the main agenda, from the new occupiers of 13A Brunswick Hill (on 24 May 2018), as follows:

"We are writing in concern of the Planning Application 172192: Network Rail plan to build a new footbridge at Reading West Station. I formally object to this project based on the negative impact it will have on my property and other closer properties around the area.

We have always supported any work done in the areas where we have lived in order to achieve a better environment for the neighborhood and despite the work done for electrification has been noisy and disturbing, we haven't opposed to it at all because we understand its importance. But this case is different. As we said to Network Rail workers, who approached to our house on May 23rd, we bought this house knowing this plan may be executed but always hoping it wasn't going to be approved due to the negative impact it would have in our lives.

That day, we not only express to Network Rail workers that we are against the project to be approved, but also we told and showed them the impact it is having at this stage (where they have already begun the work without the formal approval), not only affecting our privacy but also putting ourselves at a risk since there is all kind of people now having access to our house and lives.

We think Network Rail has other options where to build the new bridge, and are just looking for a short-term solution and convenient decision to be able to build the new bridge while the old one is still able to be used. However, they are not taking into consideration the long-term negative impact (that would be lifetime) they will do on our property with a decision like this.

We really believe there might be other temporary solutions to this issue and even without the current bridge, there is a new access being build which will make that both platforms of Reading West Station have access from the two main roads (Oxford and Tilehurst Road), as a temporary solution. This is a measure many big companies normally take in similar situations in order to get the job done without damaging others lives and we don't believe it would affect the users."

2. Letter from Applicant 17 May 2018

The letter at Appendix 3 of the main report has a page missing in error. The full letter is appended to this Update.



Stephen Vigar
Reading Borough Council
Civic Centre
Reading
RG1 7AE

Colin Field
Town Planning Manager
Temple Point, Redcliffe Way
Bristol
BS1 6NL

Submitted Electronically



17 May 2018

Dear Stephen,

READING WEST FOOTBRIDGE, READING WEST STATION - RAILWAY MILEAGE BKE 36m 72ch – RECONSTRUCTION OF BRIDGE TO INCREASE HEIGHT OF FOOTWAY OVER RAILWAY AND RASING PARAPETS - UNDER PART 18 CLASS A TO SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015, REQUIRING THE LOCAL PLANNING AUTHORITY'S PRIOR APPROVAL. LPA REFERENCE 172192/PNN

Grid Ref: E 470129 N 173063 Post Code: RG30 1AS

Following the useful meeting on Monday 14th May, please find attached / enclosed information requested in support of prior approval for Reading West Footbridge replacement which is further to earlier emails and attachments.

At the meeting we discussed the wider context of the ongoing largest modernisation of the railway since Victorian times and the significant investment being made to the rail infrastructure across the route and in particular within Reading. This includes electrification of the railway line from London Paddington, through Reading West, to Newbury. GWR are introducing the biggest fleet upgrade in a generation, providing new longer trains with more seats and better facilities as well as being quieter and greener. Reading itself has already benefitted from significant investment by Network Rail at the main Reading station less than a mile away which provides fully inclusive and exemplar accessibility.

The existing footbridge at Reading West station will be demolished in June to facilitate the installation of overhead electrification to maintain the programme for of electrification from Reading to Newbury for December 2018. The removal of the footbridge in itself does not need planning consent and would be deemed "excluded" development.

Part 11, Class B of The Town and Country Planning (General Permitted Development) (England) Order 2015 permits 'any building operation consisting of the demolition of a building'. Part 11, Class B.2(b) details circumstances where an application to the local planning authority for a determination as to whether prior approval as to the method of demolition and any proposed restoration of the site will not be required. This includes

'excluded demolition', which Part 11, B.3 (d) defines as '[demolition] required or permitted to be carried out by or under any other enactment'.

This section of railway was originally authorised by the Berks and Hants Railway Act 1845. This Act incorporated the provisions of the Railway Clauses Consolidation Act of 1845. Section 16 of the 1845 Act incorporates the provisions which permit the original railway company and its successors in title (now Network Rail) to undertake future works, not limited to the construction of the railway, but including powers to 'alter, repair, or discontinue' works and to 'do all matters and things necessary for making, maintaining, altering or repairing and using the railway'.

Our current prior approval application under Part 18 of the GPDO (172192/PNN) is for the erection of the new replacement bridge not the demolition of the old. As you are aware there are limited reasons as to why such an application can be refused and any adverse impact on the amenity of the neighbourhood needs to be demonstrated by the LPA. The wider benefit of providing an electrified railway and other betterment to the station needs to be weighed up against the visual impact of a new taller footbridge.

The purpose of this letter is further to the various meetings we have held with Reading Borough Council and GWR, and to reiterated Network Rail's commitment to working with you to provide a gauge clear footbridge whilst taking account of your future station masterplan aspirations.

In addition to the proposed footbridge as part of the offsetting of any potential impact on the neighbourhood of the new taller footbridge structure (to allow the electrification wires to pass underneath) we have started work to provide a new pedestrian access from street level off Oxford Road onto platform 2 which will be opened before the existing footbridge is removed and these works are being implemented under our permitted development rights. This new pedestrian access is a clear betterment to the station and will be an improvement for the passengers that use the station and the amenity of the neighbourhood. This has been possible by using an existing manufactured replacement bridge that is no longer needed elsewhere on the network and is thus cost effective in enabling additional access to Oxford Road too.

To follow up Monday's meeting and further to the various emails between you and my colleague Ian Wheaton we can now confirm the following points;

- **Location of the replacement structure** – we have asked the question of our designer one more time and for the reasons we have previously outlined in emails the footbridge as proposed is as far north as it can be and we are unable to move it from that proposed due to the position of the Overhead line equipment and the proximity to the steps.
- **Details of the privacy screening from the bridge and steps** – we have previously submitted this to be shown on the top section of steps to stop overlooking. However contrary to discussions at our meeting when we suggested the privacy screen would be perforated we can provide this with a solid screen in a similar manner to that which we propose across the bridge span. The privacy screen would be 1.8m in height from the step surface and by being solid in structure would stop all overlooking. The photo below shows how the parapet would appear 1.8m tall across the bridge span which would ensure there was no overlooking from here.



We would suggest that if officers felt that the privacy screen details contained in drawing 40103 C02 and confirmation of the solid design in this letter was not adequate this detail could be controlled by an appropriated worded planning condition.

- **Proposed landscaping** – we suggest that on the Network Rail owned land at the bottom of the garden of 13a we would plant a number of Poplar trees. These would be reasonably quick growing and would act as a screen to any perceived overbearing nature of the footbridge from the garden of 9a. We suggest that this requirement be controlled by an appropriately worded planning condition, should prior approval be granted. In the meantime, please find below sketch from our GIS mapping with the zone shown with a red line for proposed new trees.



- **Potential overshadowing** - we believe that by planting in this location but further down the embankment from the vegetation that has recently been removed the newly planted trees would cause no more overshadowing of the garden of 13a from that which previously existed prior to being cut back which was too close to the overhead wires about to be installed.

- **Existing planting** – we have now cleared all the vegetation we require to along the corridor of the station which has been done for two reasons, firstly due to the exclusion zone for the overhead lines and secondly to allow for construction access to crane in the new footbridge. We do not need to cut back further vegetation/ trees and the vegetation that remains does act as a screen from the street scene in Brunswick Hill from the footbridge that is proposed with steps. In addition the position of the retained trees on the railway embankment and adjoining land block the direct views from the windows of 13a.

The photos below are taken earlier this week from the street scene and the proposed footbridge will be behind the trees that exist post Network Rail's vegetation clearance. We believe this clearly shows that the bridge as currently proposed does not adversely affect the amenities of the neighbourhood as it will be sited behind the trees in situ and not clearly seen in the street.





We would also like to take this opportunity to further explain why the replacement structure is proposed in this location.

The intention is to minimise the time between removal of existing structure and replacement footbridge. The physical structure that is proposed is one that is already manufactured as a standard design that enables future lifts to be added should funding come forward. In addition a further prior approval would need to be made to the council to consider that design and therefore whilst we show on our submitted plans the location that a lift could be installed this current application does not seek permission for the lift structure. The likelihood is that by time funding becomes available for a lift structure to be added to the bridge the newly planted trees (to be agreed by planning condition) would be established and would act as a screen.

As Reading West is becoming a busier station every year with increased passenger numbers, there is a safety need for a replacement bridge to be located towards the middle of the station to enable the distribution of passengers along the length of the platforms (given that there will be longer trains in the future). In addition there are currently a large number of trespass incidents of passengers running across the railway have occurred (35 trespass

since 2015) and is considered a higher risk location by British Transport Police. By providing a footbridge in a more central location on the operational platform the station will operate much better for the travelling public and local users.

In conclusion it is our view that the design you are currently considering is acceptable and does not adversely affect the amenities of the wider neighbourhood. Any potential and perceived impact on a very small number of residents is off set by the wider benefits to the station, the improved services that will come from an electrified quieter railway and the landscaping and privacy screen mitigation that has been offered during the lifespan of this application. I look forward to reading your committee report recommending approval with appropriately worded planning conditions as suggested in this letter.

Yours sincerely



Colin Field MRTPI
Town Planning Manager
Wales and Western Routes

UPDATE REPORT:

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES READING BOROUGH COUNCIL PLANNING APPLICATIONS COMMITTEE: 30 May 2018	ITEM NO.
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Ward: Caversham
App No.: 180552/REG3
Address: The Heights Primary School, 82 Gosbrook Road, Caversham, Reading
Proposal: Extension to the existing planning approval ref 151283 until 31st August 2020. Erection of a new build 2 storey, 6 classroom modular unit on part of the St. Anne's School site, to allow the school to expand towards a capacity of 325 pupils on the temporary school site until 31st August 2020. Associated external works including the temporary annexation of a portion of the adjacent Westfield Road Recreation Ground for pupils' outdoor play area during school hours.
End date: 7/6/2018

RECOMMENDATION AMENDED TO:

Subject to the satisfactory completion of a s.106 legal agreement/unilateral undertaking (as appropriate), delegate to the Head of Planning, Development and Regulatory Services (HPDRS) to GRANT planning permission by 7/6/2018. If the s.106 agreement is not completed by 7/6/2018, delegate to the HPDRS to REFUSE planning permission, unless the HPDRS indicates an extension of time.

Amended Heads of Terms as follows:

1. Parking management: a contribution of £6,000 towards a Traffic Regulation Order (TRO) in the area to facilitate an extension of the controlled parking zone (CPZ) in Lower Caversham. Payment on commencement of the development and index-linked from the date of permission; and
2. Staff parking provision to be secured to allow staff to park in the extended CPZ, using temporary concessionary permits (to be applied for by the applicant); or
3. In the event of the failure to secure temporary concessionary permits in 2 above, the applicant to provide demonstration that off-street public parking has been secured for the duration of the use via a public or commercial car park in the vicinity of the application site.
4. No occupation of the school buildings until clauses 1 and 2/3 above have been satisfied.

Conditions update:

3. Contaminated land: remediation strategy to be submitted, unless confirmation of suitability received from the Council's Environmental Protection team
15. Cycle plan now approved
16. Flooding: add minimum floor levels
- 24 Hours of use of classrooms: propose up to five events at weekends per School year.

1. FLOODING UPDATE

- 1.1 The **Environment Agency** has not provided a response to the application. It is assumed that their Standing Advice would apply and their advice in relation to previous applications has been reviewed. It is considered appropriate for conditions to be attached in relation to minimum floor heights so as not to impede floodwater flows, and for the development to proceed in accordance with the submitted FRA, in order to accord with Policy CS35 (Flooding). Condition 16 should be adjusted to reflect this.

2. TRAFFIC AND PARKING

- 2.1 **RBC Transport Strategy** has reviewed updated information from the applicant on traffic modelling in the area and agrees that impact on junctions is suitable. However, at the time of writing of the main Agenda report, it was hoped that staff parking may continue to take place from the St. Anne's Church Hall car park, off South View Avenue, however, this option is no longer available.
- 2.2 Notwithstanding the School's efforts for sustainable journeying, Transport Strategy has agreed the required parking level for staff parking as 17 car parking spaces, which would ideally be provided on site, or otherwise as near as possible to the site.
- 2.3 The School will first seek to park staff cars nearby, but these are residential streets, where there are already issues with commuter parking occurring on those streets which are not already part of the CPZ. There is understood to be general support within the local area for an extension of the CPZ to allow control of the on-street parking and deter commuter parking, however, the making of the necessary Order would need to be funded and the development itself would contribute to parking pressures unacceptably if no strategy were to be put in place. Therefore the first part of the legal agreement would seek to extend the CPZ, subject to approval by the Council's Traffic Management Sub-Committee (TMSC). This is partly in recognition of the pressure which is being put on local streets as a result of the location of the School and members will recall that the £6,000 was an obligation which was 'put aside' to be called-in, as required and officers now consider that this is that time. It should be remembered that the extension of the CPZ would be permanent and should free up daytime parking space by removing unnecessary commuter parking.
- 2.4 The second part of the legal agreement is for the applicant to obtain temporary access to this freed-up space, for the remainder of the tie required for the School. The applicant is in the process of applying for 17 concessionary permits for teachers. These would be daytime/term-time only and only for the duration of the School's continued siting at the current site. However, the decision as to whether or not to grant these

concessionary permits does not rest with this Committee and the permits application will be reported to the Council's Traffic Management Sub-Committee (TMSC) on 16 June. In the event that the TMSC rejects the application for permits, then the third part of the agreement requires the applicant to secure 'season ticket' parking for staff and to have demonstrated this.

- 2.5 RBC Transport Strategy agrees with the above and officers consider that these updated arrangements are suitable in terms of meeting the relevant transport policies, which inter alia include CS4, CS24, CS20 and DM12 and the Council's Parking Standards. The latest cycle parking plan has been approved.

3. CONSULTATIONS UPDATE

- 3.1 **Berkshire Archaeology** has not responded to the details regarding foundations for the fencing, as a precaution a condition is recommended for these details to be submitted to comply with Policy CS33.
- 3.2 **Caversham and District Residents' Association (CADRA)** hopes that when the temporary school leaves the site there will be conditions in place to ensure that the park is reinstated to its original condition. We would also seek a commitment to replanting three trees to replace those that that would be lost as a result of this proposal, and which currently screen Elizabeth House. *Noted and these matters covered in the main Agenda report. Leisure and Recreation satisfied that no park trees are affected by the proposal*
- 3.3 **Matt Rodda MP (Reading East)** believes the application is completely out of keeping with the park. In summary he considers that:
- The fencing off of part of the park will affect the residents' enjoyment of it
 - Sweeping views across the park will be interrupted by the fence
 - The fence is a semi-permanent structure and concerned for the length of time it may remain
 - Advises that Christchurch Meadows is unsuitable, being across a busy road and is overused
- 3.4 Yesterday, an email was sent to all members of the Committee by the **Friends of Westfield Park**, a community group recently formed in response to the latest extension application from The Heights Primary School. Officers consider that all the points therein are either covered in the main Agenda report or this update report or are otherwise not relevant material considerations to the assessment of this planning application.

4. FURTHER OBJECTIONS RECEIVED

4.1 The following section addresses further issues in objections, where not covered in the main Agenda report. The current number of objections to the scheme received is 315.

Concern	Officer response
Concern for parents' cars idling and air pollution levels in Caversham showing that levels are currently above national limits. Reading Borough Council has a duty to review this data and act upon it for the well-being of the residents of the area.	<i>This is a matter which would be controllable under the Environmental Protection Act and not planning.</i>
Traffic to the school has increased. This is intolerable and unacceptable when the travel to school distances are comparatively short. No attempt has been made within this planning application to formalise parking arrangements for The Heights families and there are opportunities in car parks nearby. A high proportion of parents drive pupils to school and this is not acceptable.	<i>School travel plan is updated and is accepted. Travel data is accepted.</i>
Object to the knocking down of the wall and the making of the hardstanding area.	<i>The main Agenda report explains that these are reversible actions and conditions can require this.</i>
Disagrees with the statement in the School's Frequently Asked Questions sheet that 20% of the park is affected	<i>The main agenda report explains the effect on the park.</i>
This area also crosses the path which I believe is a public right of way and is widely used by pedestrians and cyclists.	<i>This is not a public right of way and RBC Parks and Recreation does not object to the temporary effect of the fenced off area on this pathway.</i>
Does not believe that another two years will be enough; what if the permanent site is not delivered?	<i>Each application must be considered on its individual merits.</i>
The application suggests that the site is very possibly going to continue to be used as an educational establishment after The Heights have moved. Concerned that if the park is annexed off this will remain in place and green space would be lost permanently.	<i>The main Agenda report explains that the D1 use would continue, but to be clear, this would only extend to the 82 Gosbrook Road site.</i>
Believes there are alternatives to the	<i>Application has been assessed on its</i>

submitted plans and there should be consultation on these.	<i>merits and it is not necessary for a range of alternatives to be analysed.</i>
Use Christchurch Meadows instead	<i>Applicant advises that Christchurch Meadows is already being used for P.E. lessons for older pupils, but a minimum area of school playground is still required for the school.</i>
Height of fence at 1.2 metres will attract antisocial behaviour and vandalism and be overbearing.	<i>Height will not obstruct surveillance. Bow-top metal fence should be resistant to vandalism.</i>
Annexed area offers no shade or natural areas for play.	<i>Area considered suitable for a playground by the LEA (applicant).</i>
Annexed area would require more maintenance and therefore cost, which is not accounted for.	<i>Maintenance liability is not a material consideration although RBC Parks and Recreation will control any additional temporary surfacing arrangements, as may be required.</i>
Westfield Park should be designated as a 'Local Green Space', as advised in the National Planning Policy Framework.	<i>The emerging local plan designates this as local green space, but little weight can be afforded to this document in development control decisions on planning applications at this time. The present designations in the adopted LDF documents must apply.</i>
Concerned that work was carried out to chop down trees and undergrowth in St Anne's playing field during the nesting season, which is contrary to ecologist advice and irresponsible behaviour.	<i>The clearance works carried out were not development and therefore not capable of control. HELEN D, anything else?</i>
Application consideration should be deferred for reasons of non-provision of staff parking/management plan	<i>Covered elsewhere in this update report.</i>
Application consideration should be deferred for reasons of the ownership boundaries of St Anne's playing field	<i>St. Anne's is owned by the Council. CHECK!</i>
Application consideration should be deferred due to considerations over site access routes for building work	<i>Covered elsewhere in this update report.</i>
Application consideration should be deferred for reasons of paperwork trail subject to a FOI request relating to Area 8 of the park which was privately funded by The Heights Parents Association and secured a community use agreement without public consultation or notification. This area should be considered within the	<i>Covered elsewhere and not related to the consideration of the planning application.</i>

planning application so the area annexed for use by The Heights can be considered in its entirety and therefore more accurately.	
Fence will lessen value of open space. Open space value set out in CABE documents and Council's own Open Spaces Strategy	<i>Minor effect on function and openness of park, as explained in main Agenda report.</i>
Schools are supposed to unite local communities, however The Heights' tenancy in Lower Caversham has put a huge stress on many of the local people	<i>Noted that the school has been on the temporary site and now proposes to take in land beyond the former nursery school site.</i>
Why should we lose public green space for a private school?	<i>This is a state school.</i>
On weekends the park on the opposite side of Gosbrook Road is taken up with football with cars parked all over the footpath outside Elizabeth House.	<i>Not connected to this planning application.</i>
The whole situation is unfortunate but is the result of poor and misguided governmental decisions. Local communities must not be penalised for poor national government decisions.	<i>The application is being considered on its individual planning merits. The public benefit of this school is set out in the main Agenda report.</i>

5. OTHER MATTERS

- 5.1 The applicant has advised that whilst the proposed school hours condition is usually suitable, it would preclude them from running other activities, e.g. school fetes, on various dates throughout the year. Officers are conscious of the disturbance that such events may cause and propose a similar condition to that used for other new schools in residential locations. Condition 24 hours of use of classrooms, now proposes up to five events at weekends per School year.
- 5.2 The applicant has supplied a remediation strategy for dealing with the results of the contaminated land report, but a response from the EP team is not available at the time of writing, therefore a pre-commencement condition is still required. Condition 3 requires this.
- 5.3 For completeness, the previous update report to application 151823 is appended to this update report.
- 5.4 The site location plan was missing from the main Agenda report, it is supplied below.

Case Officer: **Richard Eatough**

Site Location Plan is E03620-A-PL-1010



UPDATE REPORT:

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES READING BOROUGH COUNCIL PLANNING APPLICATIONS COMMITTEE: 9 SEPTEMBER 2015	ITEM NO. 11
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Ward: Caversham
App No.: 151283
Address: 82 Gosbrook Road, Caversham, Reading
Proposal: Construction of a first floor classroom extension over existing single-storey classrooms to form enlarged temporary school, for an extended temporary period until 31 August 2018.

RECOMMENDATION (AMENDED):

Delegate to the Head of Planning and Regulatory Services to **GRANT** planning permission, subject to the satisfactory completion of a Deed of Variation S.106 legal agreement to link this permission to planning permission 140940 to (continue to) secure a deposit of £6,000 towards (a) Traffic Regulation Order(s) in the area.

If the S.106 agreement is not completed by 29 September 2015, delegate to the Head of Planning and Regulatory Services to refuse planning permission.

Additional conditions:

-Submission of details of further crown lifting to trees at the north of the site, if such is required to site the additional first floor accommodation.

-Submission of timetable for arborists' supervision during the construction works.

-Tree protection as set out in CMS. Arborist to approve final positioning and specification of tree protection measures.

1. CONSULTATION RESPONSES

1.1 Officers confirm that no objections have been from CADRA, the GLOBE Group or Emmer Green Residents' Association and no further letters of objection have been received.

2. ENVIRONMENT AGENCY RESPONSE

2.1 The Environment Agency has confirmed that they have no objections to the application and that the conditions previously recommended by the EA need to be carried forward with this proposal. The EA also confirms that the assessment has been made given the temporary nature of the proposal.

2.2 Officers note the EA's comments and advise that the conditions in the main agenda report are suitable.

3. TREES

- 3.1 The main report identifies a number of outstanding matter with regard to tree works and queries from the Council's Tree Officer. In response to each, officers can confirm the following:
- 3.2 There was a concern that Tree T16 (the off-site Oak, within the parking area to Elizabeth House) needed crown-lifting, if that had not been carried out previously. The applicant has now confirmed that lifting indeed took place in 2014, to allow the original modular units to be brought to the site. This confirmation is acceptable.
- 3.3 The Tree Officer requested confirmation that her advice for 25% reduction in tree canopies to trees T10 and T11 (at the north of the site) which was supplied in 2014, was in fact carried out. Again, the applicant has confirmed that this was the case and this is considered by the applicant to also be sufficient to accommodate the new storey. However, at the time of writing, this has not been confirmed by the Council's tree officer and therefore an additional condition for further crown-lifting (if advised by a arborist) is recommended.
- 3.4 The Tree Officer advised that Arboriculturist supervision should be included, via a timetable to be provided. This has not been prepared in time for this report and the applicant is content for this to be dealt with via condition.
- 3.5 The tree report should show that it is the arboriculturalist who should sign off the tree protection fencing, not the Local Planning Authority. This can be covered in a restrictive condition.
- 3.6 The applicant confirms that all tree protection to trees off-site are set out within the CMS as previously submitted and this include both trunk protection and matting to spread lorry weight and this is acceptable.
- 3.7 With the above conditions, the application complies with Policy CS38. The other tree conditions remain.

4. CONCLUSION

- 4.1 The application is continued to be recommended to you for approval.
- 4.2 The two missing reports were missed off the main agenda in error, they are attached here for members' information.

**APPENDICES: committee report and update report, planning permission 140940
(THESE NOT ATTACHED)
-ENDS-**

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30 May 2018

ITEM No: 14
Page: 231

Ward: Redlands

App No: 180144/FUL

Address: 25 Redlands Road, Reading

Proposal: Demolition of a single-storey rear projection, followed by the construction of a single-storey rear extension, internal modifications and refurbishment to facilitate change of use from a single dwelling house with detached garage (C3a) to 5no. self-contained flats (C3a) with associated car parking, bin and cycle storage.

RECOMMENDATION

As on main report.

1. Further comments received since main report published

1.1 CAAC have commented on the applicant's Heritage Statement. They raise concerns about the on-site parking layout and whether adequate for 3 cars. They also suggest that the opportunity should be taken to improve the appearance of the property boundary and are critical of the proposal to remove the existing post and rail gate.

1.2 Officer comments are that:

1.2.1 The parking layout has been assessed by transport officers and confirmed to be acceptable.

1.2.2 The existing boundary consists of a low brick wall with close boarded fencing above on to Elmhurst Road, which provides a secure screen for the private area (side and rear) of the property and is appropriate given the function it serves on this busy road. The existing boundary on to Redlands Road is a close boarded fence (approx. 1.4m high) with brick pillars. The appearance of this frontage might be improved by using, for example, a low wall and railings but given that this boundary is next to the traffic light controlled junction officers accept that the residential amenity of future occupiers might be best served by the existing boundary. The suggestion has however been passed on to the applicant and details for final boundary treatments to be approved could be included in the recommended landscaping condition.

1.2.3 The existing post and rail gate is proposed to be removed. In practice, were the gate retained, it is likely that it would remain open to facilitate access to the site so there does not seem to be any merit in insisting that the gate is retained.

1.3 A neighbour has challenged the age of the existing property as described in the heritage statement by providing a map from 1873 (see below). The applicant has reviewed this and other available maps in detail (one from 1899 shown below) and has responded:

"we have studied this map extract closely and confirm that there is an illustrated record of a building and ancillary out-buildings on the application site in the 1873 OS map. However, the building footprint illustrated is significantly different from that depicted on subsequent maps and which exists on site which suggests that it pre-dates the building currently occupying the site and may have been demolished to make way for the existing building".



1.4 Officers consider that, while of interest, the age of the property does not form a significant material consideration in this case as the existing building is being retained.

1.5 One neighbour has written in to query the proposed sizes of the flats with reference to RIBA and nationally accepted internal space standards. Officers can confirm that these standards are also referred to in the emerging local plan as required for new build housing. However, they do not apply to conversions to flats unless as an indicator of poor standard of accommodation generally. In this case the flats are well served by amenities and access to natural light and while some units are small they are not that poor as to warrant refusal on this basis. The plans have been considered by environmental protection colleagues who have not raised an objection on the adequacy of the room sizes.

1.6 The recommendation remains to grant planning permission subject to a S106 agreement and recommended conditions.

Julie Williams

UPDATE REPORT:

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30 May 2018

ITEM NO. 9

Ward: Abbey/Out of Borough

App No.: 171108/REG3

Address: Land between Thames Valley Business Park and Napier Road, Reading
Proposal: Construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, together with new footpath links and existing footpath alterations, replacement supermarket car parking provision, junction improvements and landscaping.

Applicant: Reading Borough Council Highways and Transport

RECOMMENDATION AMENDED TO:

In considering the EIA Regulations (as per main report);
Delegate to the HPDRS to GRANT Regulation 3 planning permission, subject to the satisfactory completion of a s106 legal agreement by 27/7/2018 (or to refuse by this date unless an extension of time agreed)

S.106 obligations: as set out in main Agenda report, but with confirmation that all s106 management controls (landscaping, ecology, etc.) to be carried out for a minimum of ten years.

Construction method statement to be via s106, not condition (currently #15).

Alterations to conditions required:

Landscaping conditions required:

L2a, L2b (which allows phasing to be accommodated), L3, L5 (covering a min 10 years), L6a (AMS), L10 (boundary treatment)

Flooding conditions/controls, see discussion below.

Long elevation plans: to be supplied.

1. AIR QUALITY UPDATE

1.1 Various objectors consider that the application demonstrates little improvement to congestion and therefore air quality and the report describes that the proposal will generally improve air quality within the area in part of the Borough which experiences poor air quality and assist traffic flows on the local road network.

1.2 The applicant has clarified the approach taken in respect of air quality.

1.3 There were three scenarios tested:

- Scenario 1 - Effects of the MRT Route Only
- Scenario 2 - Effects of the MRT Route and Thames Valley Park (TVP) P&R Combined
- Scenario 3 - Effects of the MRT Route with TVP P&R in the Baseline

1.4 For each scenario, the applicant predicted concentrations at 12 specific receptor locations.

- In Scenario 1, 9 of the 12 locations had improvements, with 3 worsening.
- In Scenario 2, 7 of the 12 locations had improvements, 3 worsening and 2 no change
- In Scenario 3, 6 had improvements and 6 worsening

1.5 The predicted improvements generally occurred where the pollutant concentrations were highest. However, in accordance with the assessment criteria use, all of the predicted impacts were deemed to be negligible when the size of the change in concentrations and existing pollutant levels was taken into account. Overall therefore, the effects were judged to be not significant.

1.6 Officers therefore concur with the overall sentiment that the scheme will improve air quality, especially as it will also arise from things that cannot be easily modelled with any degree of certainty; i.e. reduction in congestion, smoothing out traffic flows etc, which would be by the provision and use of more public transport.

2. UPDATE ON ALTERNATIVES CONSIDERED

2.1 The main report discusses alternatives to the chosen scheme and your officers have sought reassurance from the applicant's EIA consultants that this task has been carried out robustly, in terms of the Regulations.

2.2 The applicant confirms that EIA for MRT East is submitted under the Town and Country Planning EIA Regulations 2011 (as amended). The EIA Regulations require an Environmental Statement (ES) to include an outline of the main alternatives considered by the applicant, indicating the main reasons for the choice made, taking into account the environmental effects. This legal requirement is expressed in very general and high-level terms, requiring only the inclusion of an "outline" of "main" alternatives and an "indication" of "main" reasons. However, sufficient detail should be provided to allow for a meaningful comparison between the alternatives and the proposed development.

- 2.3 The consideration of alternatives is set-out in Section 3.4 and Appendix 3-2 of the 2017 East Reading MRT ES and it is confirmed that this fulfils the requirements of the EIA Regulations.
- 2.4 Specifically, the consequences of the 'Do Nothing' Option were identified in the Phase 1 and 2 Option Appraisal Report (PBA, 2016) and is summarised in Section 3.4.6 (of the main Report) and Section 8.3 (of Appendix 3-2) of the 2017 ES. Under the 'Do Nothing' Option that assumes no mitigation (e.g. physical alternatives) is provided, there would be ever increasing congestion and worsening transport conditions; existing poor air quality issues would be exacerbated; and there would be restricted access to jobs and services. Appendix 3-2 of the 2017 ES sets out the assessment of ten further 'Do Something' Options (or alternatives) that comprise both wider transport options within Reading and Thames Valley as well as looking at the eastern route in Reading town centre from the A4 and A329 Thames Valley Park. A two-stage assessment process was undertaken whereby the ten options were assessed (the assessment criteria included socio, environmental and well-being impacts) and reduced to four options for more detailed appraisal. This led to the identification of a Preferred Hybrid Option. Further detailed options appraisal work of the Preferred Hybrid Option (e.g. of the route alignment) has since been undertaken during determination to inform the revised scheme and environmental assessment in the 2018 ES Addendum."

3. FURTHER EFFECTS ON TREES

- 3.1 Various objectors have raised the issues of air quality degradation and flooding implications associated with proposed tree loss and the applicant has provided responses to these issues.

Air quality

- 3.2 In terms of the impact of trees, this is not specifically assessed in terms of pollutant concentrations. The effects are complex and depend on the positioning of the trees in relation to buildings and the pollution source. In general terms, one should not enclose pollution by the planting of trees either side of heavily trafficked roads, but they can in other circumstances be used to separate people from pollution or prevent pollution from elsewhere impacting on a particular street. If there is a net gain in trees, then presumably the overall benefit in terms of CO2 reduction can be calculated, but as CO2 is a global problem, the benefits would be insignificant.
- 3.3 Officers therefore offer that given the mitigating tree planting, it is not clear that there is harm as suggested.

Flood Risk

- 3.4 The applicant's flood risk team has examined the issue of trees and flood prevention and provided a detailed response.
- 3.5 Studies have shown that natural flood management techniques, such as the provision of trees in the floodplain *can* be beneficial in terms of reducing flood risk to the downstream receptors, this is particularly applicable when located in rural upland catchments. However, it is not relevant to correlate such studies with the impacts of localised tree removal at the MRT site. The removal of the limited number of trees in this localised stretch of the lowland River Thames would not have a measurable impact on water levels. In addition, it is also noted that the majority of the individual trees to be felled in this stretch of the river (which are to be replaced as set out in the planting plan included in the Landscape and Ecology Strategy submitted with the application) are located on land west of Kennetmouth and as such are mainly outside of or in higher level floodplain.
- 3.6 The trees located in the lower level floodplain (where there is more risk of flooding) are generally single trees rather than woodland areas. As the mechanism to impact water levels relies on tree density and obstructions imposed, the removal of these low numbers of trees in this location will not have a measurably impact on overall flood flow.
- 3.7 Officers therefore understand from the above that trees within the floodplain can make a positive contribution to flood risk, however in the low numbers to be removed, size and density the impact is negligible within this part of the Thames catchment and is not able to be measured. The project will only remove the necessary trees and will be accompanied by focused ecological mitigation. Surface water in this location will also be positively controlled at greenfield runoff rate to demonstrate no increase in runoff despite an increased impermeable area (in accordance with the presented SUDS report).

4. FLOOD RISK UPDATE

- 4.1 The main agenda report discusses flooding briefly in terms of technical aspects only and a fuller discussion of flood aspects is required here.

Flooding policy

- 4.2 The application has been assessed in terms of the National NPPG Guidance on flooding (Flood Risk and Coastal Change) in terms of its acceptability in terms of the Sequential Test. The application site is within flood zones 2 and 3. The proposal is considered to comply with the definition of Essential Infrastructure in Table 2 of the above guidance, in that it is 'essential transport infrastructure... Which has to cross the area at risk' and these

reports have identified why the route has been chosen. It also includes elements of 'water compatible development' (repairs to banks, mooring facilities). Officers therefore advise that there are clearly no other sequentially preferable sites that could be chosen and the proposal complies with the NPPF, the guidance and Policy CS35 (Flooding).

Environment Agency response

- 4.3 The Environment Agency has advised by email received on 29 May that they are able to remove their objections on flood risk, biodiversity and navigation grounds subject to the following conditions being imposed on any planning permission granted (discussion by officers on each in italics):
1. The moorings are managed as short stay visitor moorings (*s106 proposed*)
 2. The failing wall at the existing mooring area at Kennet Mouth is repaired (*s106 proposed*)
 3. The detailed finalised design for the marginal shelf and mooring platforms is agreed ahead of construction (*details provided in application, final detailed design in s106*)
 4. Prior to commencement of development, details of the final alignment of the road and ground level changes shall be submitted in order for compensatory storage mitigation to be provided in line with the principles demonstrated in the flood risk assessment and addendum reports and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. (*s106*)
 5. No development shall take place until a method statement/construction environmental management plan that is in accordance with the approach outlined in the Planning/Environmental Statement, has been submitted to and approved in writing by the local planning authority. (*currently in main report as a condition, on reflection, given cross-boundary issues, suggest s106*).
 6. No development shall take place until a landscape and ecological management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. (*s106*).
- 4.4 On the basis of the above, officers consider that all of the EA's requirements can/have been accommodated and officers advise that on this basis there is no longer an EA objection to the application. A formal letter is not expected until 4 June.
5. TREES AND LANDSCAPING UPDATE

5.1 The applicant has produced various information in response to requests from officers and others in respect of landscaping impacts of the development and the most recent document has been received today and unfortunately too late for the Council's Natural Environment team to comment on. The issue of numbers of trees affected is complex and in order to try and simplify/quantify the impact, the applicant's 8 page Technical Note is appended to this update report.

5.2 In summary:

1. **Overall landscape and ecological mitigation:** this has involved minimising impacts on landscaping and ecology as far as possible/practicable; creation of a range of new features, both on-site (including works to the LWS) and off-site (in Hill's Meadow and King's Meadow). This is considered to be a comprehensive suite of ecological mitigation, compensation and enhancement. There are discussions above about the overall mitigation calculations which can be afforded and officers advise that there will be immediate losses. However, it should be noted that habitats associated with the mitigation/management proposed will mature into biodiverse habitat of value to protected and notable species, as well as being of intrinsic value.
2. **A Summary of total tree features, removal and planting and comparison of original and amended application** has been produced: these are supplied in a detailed format. Officers advise that this has not been verified by the Natural Environment Team, but this is merely alternative presentation of the same works.
3. An **Explanation on tree feature removal** is supplied and provides an explanation of tree groups, etc.

5.3 Officers will also provide a guide to the environmental management proposal at your meeting. Overall, officers accept that the impacts on existing wildlife and landscaping will be significant and adverse, but that this is considered to be necessary for the scheme to be progressed and the proposed mitigation package is considered to be comprehensive.

6. **ADDITIONAL CONSULTATIONS RECEIVED**

6.1 The **RBC Consultant Ecologist's** advice is that he notes the amendments, in particular the removal of the replacement car parking spaces that were to be located with The Coal Local Wildlife Site. Despite this he considers that the proposed scheme will have a significant and irreversible adverse effect on the Kennetmouth, the River Thames and The River Kennet, their wildlife and their environs. The planning authority will therefore need to decide whether the benefits of the scheme outweigh the significant adverse impact of the scheme.

6.2 Remains concerned that environmental impact has been underestimated and does not agree with the ecological calculation matrix conclusions. Cannot agree with the applicant's sentiment that there will be no net loss in biodiversity as a result of the scheme.

6.3 **Reading Friends of the Earth** have expanded their objections. Those points not covered in other areas of the reports are as follows:

6.4 Planned new development in East Reading (e.g. Forbury Industrial Park and redevelopment of Alpha House site) and identified future new development (prison site) all add to pressures on existing green spaces without offering new provision for informal open areas.

It will present a less attractive impression to visitors to Reading arriving by boat up the Thames.

The applicant's Landscape Assessment - assessment against policies to protect designated landscape features - rates the effect of the scheme as Adverse and Permanent, but of only Moderate or Minor significance because in each case the affected area is only a small part of the wider protected area. The local impact on landscape at Kennet Mouth will be high.

Because the affected area is at Kennet Mouth- an access point to the wider protected landscapes from the urban area - it will have a disproportionate effect on public enjoyment and use of the open space which is not acknowledged.

There is a fast-increasing body of scientific evidence noting the benefits of green space and the negative mental health effects of built up areas.

Noted, but sustainable travel also assists public health.

New developments and proposals for further developments in the area East of Reading mean further pressure on the existing green spaces (Kings Meadow, The Coal woodland and Broken Brow area). These existing spaces will have a higher relevance in the future. *Wider strategic benefits considered to outweigh this.*

6.5 An objector (using the title of 'Climate Change Centre Reading') advises that the Council must consider our fast-changing climate in every action/decision and such decisions need to be fully evaluated in resilience terms for the life of the development. In order to successfully adapt to these challenges, the Council needs to build on the strengths of the planning tradition and to adapt to the complexity of accelerating global change by delivering at scale at a more rapid pace. Concerned that this planning application is not part of a holistic solution. *The MRT scheme is a bold infrastructure project designed to deliver these types of environmental gains in accordance with adopted Corporate, planning and transport policies at national, regional and local levels and no further research is required.*

- 6.6 **Thames Valley Police, Crime Prevention Design Advisor (CPDA)** advises that the marsh/wetland under the viaduct is an innovative solution and could deter antisocial behaviour, providing it remains a wetland through the year. Points of concern:
- The lower areas and whether the area will dry out and encourage rough-sleeping, particularly the eastern end. Perhaps these lower areas need fencing.
 - The Kennetmouth is an area known for fly-tipping, fires and other antisocial behaviour, including drug-dealing/using. If the wetland fails, graffiti will occur on the viaduct pillars. Believe a combination of appropriate 'target hardening' options could be incorporated.
 - Generally supportive of the detailed landscaping amendments, including the location of benches, and seating areas at the Kennet mouth (adjacent to the moored boats) could be used to prevent gathering, and fires, as this maximises surveillance.
- 6.7 Overall, the CPDA cautiously welcomes the proposals. The main issue should be designing out these ASB issues. Agrees that the fall-back solution of fencing may be required, although there is the obvious litter-trap issue and seclusion which that may bring.
- 6.8 **Tesco Stores Ltd.** has written to express their disappointment with the amended plans and advises that none of their concerns have been fully resolved. These are listed as:
- Safety: MRT vehicles at the junction crossing over the path of vehicles egressing the store *this is a T-junction with a central right-turn filter and good visibility. The Highway Authority has no concerns*
 - Operational impact of loss of parking *covered in main report*
 - Details of construction impacts *to be covered in CMS/CEMP or otherwise directly as landowners*
 - Detailed design issues, e.g. establishment of landscaping areas *see landscaping proposals and conditions to be attached, see elsewhere in this report.*
 - Loss of land would restrict future development potential *not a planning concern, particularly given planning support in policies is for the proposal, not for development on the superstore site*
 - Concern for consultation process *Tesco clearly aware of this process and has made their points clearly.*
- 6.9 **BBOWT** continues to object as it is considered that the ecological impacts have been understated in the application, it is not possible to fully mitigate for the ecological impacts, and the scheme will result in a clear net loss in biodiversity. Put simply, the scheme as currently proposed will be highly

damaging to Reading's local natural environment. The amended scheme will result in the permanent loss of part of the LWS and without any additional area of habitat buffer between the proposed bus lane and the remaining LWS, will result in disturbance and other degrading impacts to the habitat remaining within this part of the LWS. This is contrary to the reasons for designation of the LWS and other environmental protections for conserving this area. The amended scheme will continue to result in the permanent loss and degradation of priority habitats. Whilst we welcome the amended plans, which indicate that priority habitat loss will be reduced, the loss has still not been avoided. A substantial area of protected habitat will be lost.

- 6.10 The additional submitted documentation includes a biodiversity impact assessment which has been mis-applied as it downgrades the impacts and is overly-optimistic in the habitat mitigation which will be delivered. The NPPF requires new developments to achieve a net gain in biodiversity wherever possible. The proposed development does not show that a clear net gain in biodiversity has been demonstrated.
- 6.11 **Network Rail** has supplied a late objection in respect of a sliver of land near the Kennetmouth under their ownership. An update on this this objection is expected for your meeting.
- 6.12 **Caversham GLOBE** continues to object on the grounds of:
- Insufficient number of replacement trees, its effect on air quality and conflict with the Tree Strategy
 - Wishes the three Horse Chestnut trees along the Thames Path by the western bank of the Kennetmouth to be retained in the proposals. *The Tree Officer has assessed the Horse Chestnut trees and concludes that one is dead and the other two would not be able to be retained due to location of the bridge.*
 - The LWS should be protected from development
 - Also objects to the loss of a very large and prominent hedge in Tesco Car park which consists of hundreds of mature hedging plants. This hedge has high public amenity and wildlife value, it provides screening of the railway and the hedge is used by numerous nesting birds.

7. ADDITIONAL OBJECTIONS RECEIVED

- 7.1 The following table sets out responses to objections which were either not covered in the main Agenda report, or have otherwise been received since the publication of that report. The further objections are discussed under the same groups as in the main Agenda report. At the time of writing, a total of 184 objections have been received to the application.

Environment

Loss of trees will adversely affect flooding. Trees reduce the risk of flooding, while the imposition of more built road structure in the area will increase it. No assessment of increased flood risk has been carried out.	<i>It is accepted that trees have a limited effect on flooding, but the flooding compensation more than mitigates for this. See above also.</i>
The revised planning application indicates that, if approved, it will result in the felling of at least 766 trees and only 77, or 10%, of the trees lost will be replaced. The trees which are identified represent 18 species of tree, although 200 trees to be felled are of an unstated species.	<i>See above.</i>
The Tree Schedule in the Arboricultural Impact Statement includes the estimated remaining life of each tree surveyed, and the trees to be felled include many healthy mature trees and many younger trees with 40+ years of remaining life, consequently the Arboricultural Impact Statement shows that the ERMRT will result in the loss of 23,565 years of tree life.	<i>New trees will provide longer lifetimes and in particular where otherwise unmanaged woodland may restrict the ability of trees to achieve maturity.</i>
The area is dangerous when the land floods. River moves at speed and trees collapse, this indicates that the bridge would be unstable.	<i>The bridge has been designed by the applicant in conjunction with a Civil Engineering company in relation to the flooding characteristics of the area.</i>
Reading Buses has now advised that the buses will burn a range of fuels, not just 'clean' fuels, which will exacerbate air quality.	<i>Bus operators, including Reading Buses, are moving towards less polluting fuels, such as compressed natural gas (CNG) as they update their fleets. Overall, the reduction in car journeys of the scheme will improve local air quality.</i>

Traffic and transport

Issue	Officer response
Suggested alternative: lobby hard for a stop for the Elizabeth Line at the park & ride facility at Thames Valley Park. This would have the added benefit of allowing commuters and others to travel east as well as west to Reading.	<i>Proposal to be considered on its merits</i>

The last data analysing traffic flow on London Road was in 2015 and showed falling numbers of traffic due to changing work and shopping trends. Therefore, not accepted that congestion is affecting economic prosperity in the area.	<i>Longer-term trend is increasing congestion, especially given future development eastwards</i>
Digital signalling on the railways line means that the council's assertion that the corridor is at capacity is untrue.	<i>Noted, but this will not materially affect the need for this scheme.</i>
No assessment is provided on the physical and mental health of local people. Some will stop using the affected area, some will make less use of it, and those who continue to use it will enjoy less benefit.	<i>The loss of usable open space will be minimal as a result of the proposal.</i>
Build a railway station for light rail at TVP instead	<i>Proposal to be considered on its merits</i>
Build a multistorey car park at TVP	<i>Proposal to be considered on its merits</i>
The proposal will encourage commuting	<i>Commuting levels and congestion will increase with or without the development. The MRT is a tool to encourage the sustainable growth of commuting.</i>
Harm to Grade II Listed Building is not justified	<i>This is explained in the main report. No physical harm would occur to the character or fabric of the structure and impact on its setting is considered to be minor.</i>
More services/traffic means a third Thames crossing is needed	<i>Not necessary and not the purpose of this application.</i>
Spend the funds on road maintenance instead	<i>This is not a planning matter, but these works come from separate funding sources.</i>
Concerns for wheel chair users	<i>Covered in main report. No diminution of use of the Thames Path and the MRT itself offers further opportunities for wheelchair users.</i>
Whilst the Thames Path is very successful in attracting commuters due to its beautiful, green, open space by the river as well as route, it certainly hasn't reached anywhere near its full capacity.	<i>The capacity of the Thames Path is not the key driver of this scheme.</i>
The lack of clarity in the planning applications and/or inaccurate reporting	<i>See discussion above.</i>

by the councils regarding the number of trees that will be felled for the ERMRT appears to have created confusion in the minds of Councillors when discussing the schemes, and therefore amongst the public who are invited to comment on the consultation.	
Concern for impact on navigation and height of bridge over the river. The EA requires 4.77m minimum	<i>8 metres is provided. EA's previous concern on navigation policy was on the Thames, not the height of the bridge at the Kennetmouth.</i>

Procedural

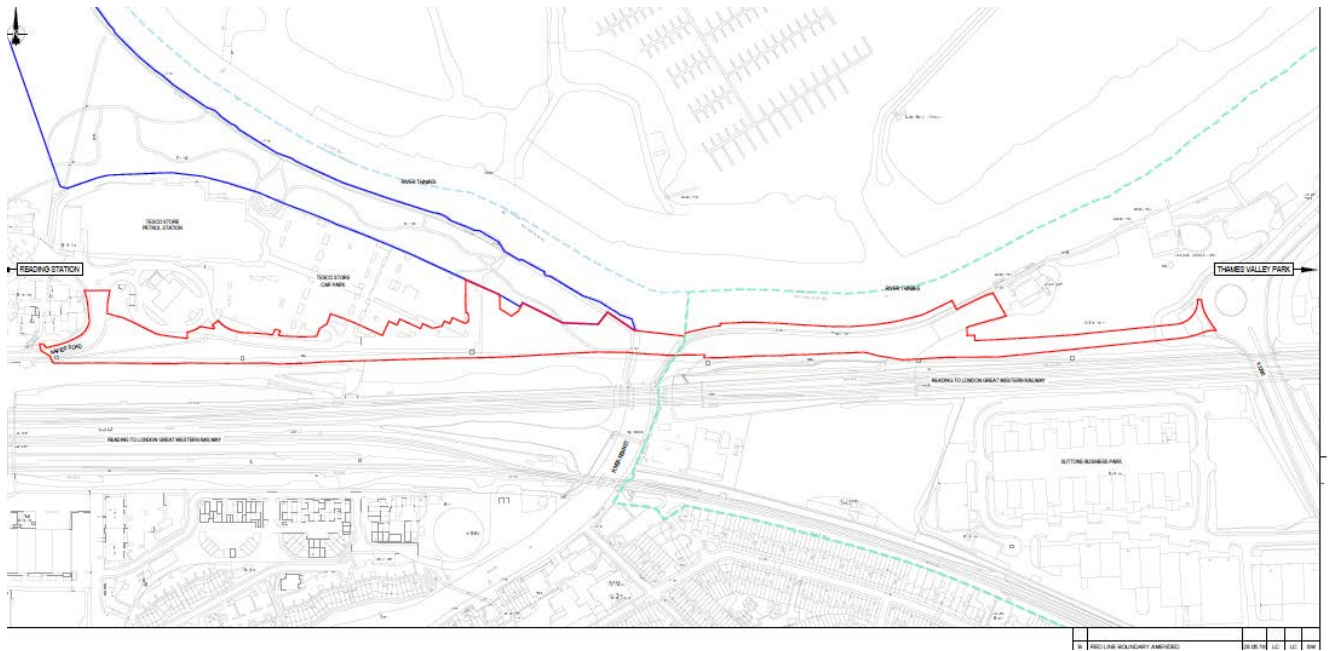
Disparity and lack of consistency in information from different sources represent misinformation to the public, local residents and consultees about the scheme's impact on traffic in east Reading and along the London Road.	<i>Complicated proposal. The applicant and officers have tried to present the scheme as clearly as possible.</i>
The Council has been secretive about this proposal and in particular the late amendments which have been made	<i>The main report explains the publicity undertaken on this planning application. The application was able to be reported to the Committee only once all the proposed changes were finalised to an acceptable level.</i>
The scheme is only for financial profit	<i>Unclear what the objection relates to so cannot respond</i>
The scheme is poor value for money	<i>Not a planning matter</i>

8. CORRECTIONS, CLARIFICATIONS AND AMENDMENTS

- 8.1 The very slightly adjusted (reduced) red line site boundary plan, as amended to address the current Network Rail objection is reproduced below. Further issues will be updated verbally at your meeting.

9. CONCLUSIONS

- 9.1 The officer recommendation is essentially the same as presented in the main Agenda report, with only very slight variations as set out in the Recommendation above.



28791/2009/CIV/002 B Site Location Plan

Plans:

Application Drawing	Issue Date
28791/2009/CIV/002 B - Site Location Plan	May 2018
28791/2009/CIV/001 - Existing Site Layout	June 2017
28791/2009/CIV/003 B - Proposed Site Block Plan Phase 1A	April 2018
28791/2009/CIV/016 A - Proposed Site Block Plan Phase 1B	April 2018
28791/2009/CIV/004 B - General Arrangement Phase 1A	April 2018
28791/2009/CIV/005 B - General Arrangement Phase 1B	April 2018
28791/2009/CIV/015 B - Proposed Site Context Including Proposed Park and Ride Development Phase 1A	April 2018
28791/2009/CIV/020 A - Proposed Site Context Including Proposed Park and Ride Development Phase 1B	April 2018
28791/2009/CIV/006 A - Proposed Longitudinal Section and Typical Cross Section	April 2018
28791/2009/CIV/007 B - Proposed Carriageway Contours Phase 1A	April 2018
28791/2009/CIV/017 A - Proposed Carriageway Contours Phase 1B	April 2018
28791/2009/CIV/013 A - Proposed Cross Sections	April 2018
28791/2009/CIV/008 B - Proposed Surface Water Drainage Strategy Phase 1A	April 2018

28791/2009/CIV/018 A - Proposed Surface Water Drainage Strategy Phase 1B	April 2018
28791/2009/CIV/009 B - Proposed Utility Diversions Phase 1A	April 2018
28791/2009/CIV/019 A - Proposed Utility Diversions Phase 1B	April 2018
28791/2009/CIV/011 A - Proposed Street Lighting Layout Phase 1A	April 2018
28791/2009/CIV/012 A - Proposed Street Lighting Layout Phase 1B	April 2018
28791/2009/CIV/021 - Proposed Site: Context Comparison Between Original Scheme and Revised Scheme	April 2018
28791/2009/CIV/022 - General Arrangement Phase 1B with originally submitted scheme overlaid	April 2018
28791/2003/SK310 P01 - Bridge and Viaduct Single Column Option General Arrangement	April 2018
28791/2003/SK321 P02 - Bridge and Viaduct Single Column Option East Approach	April 2018
28791/2003/SK322 P01 - Bridge and Viaduct Single Column Option East Approach	April 2018
28791/2003/SK323 P01 - Bridge and Viaduct Single Column Option Main Span	April 2018
28791/2003/SK324 P01 - Bridge and Viaduct Single Column Option: Cross Section Comparison	April 2018
28791/4001/013 P01 - Marginal Planting / Mooring Platforms	April 2018

Case Officer: Richard Eatough

TECHNICAL NOTE

Job Name: East Reading Mass Rapid Transit
Job No: 28791
Note No: Landscape/Trees 001
Date: 30/05/18
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Subject: Response and Information on Tree Retention, Loss and Planting

In response to concerns raised regarding tree loss and planting, this note sets provides:

1. a summary of overall landscape and ecological mitigation
2. a summary of total tree features, removal and planting and comparison of original and amended application
3. an explanation on tree feature removal and planting
4. a selection of photographs

1. Overall Landscape and Ecological Mitigation:

Overall landscape and ecological mitigation is set out in the Landscape and Ecological Strategy and ES Addendum.

In summary the primary mitigation measures and enhancement proposals, in relation to landscape aspects are:

- Retention of existing trees and vegetation where practicable (a greater number of trees have been identified for retention due to the removal of replacement car parking at Tesco's);
- Re-routing of services and utilities to the south of the proposed MRT, to enable replacement tree planting to take place to the north of the MRT;
- Height of the proposed bridge element to correspond to that of the Listed railway and accommodation bridge;
- Low-level parapet lighting which removes the need for lighting columns;
- Planting of new native trees and shrubs;
- Selective management and re-planting of the Coal Woodland, this includes new individual trees and also the new woodland shrub and understorey planting;
- Retention and enhancement / extension of the existing area of Acid Grassland at the western end of the MRT East route, with scattered new tree planting to create a glade with dappled shade;

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
Job No/Brief/TN001	-	30.05.18	As above	Treeworks	Treeworks	SM

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- Mooring enhancement with associated new marginal shelf and riverside planting in front of the existing concrete retaining wall at the edge of the River Thames (east of Kennet Mouth);
- Creation of tussocky grassland between the River Thames and the MRT, and wildflower hydro-seeded grassland on the MRT embankment, marshy areas created beneath the viaduct and new marshy planting including Loddon Lily;
- One-column viaduct design and viaduct narrowed by 1m to the east of the River Kennet, with narrowed foundations;
- Relocation and repair of the existing mosaic, provision of new seating and storyboards in public realm area (public information);
- Willow tree T88 east of the Kennet Mouth retained and additional 3 trees retained to the east of the River Kennet.
- High-quality biodiverse habitat will be installed within the application site, to include:

On-site

- Habitats on-site to be retained and / or enhanced through inclusion of native and species rich planting, to be managed for biodiversity. Habitat types to include: acid grassland, woodland, including native understorey planting, tussocky grassland and trees.
- Installation of a marginal shelf to provide a naturalised river edge of value to biodiversity.

The Coal, Kennet Mouth and Kings Meadow East LWS:

- Removal of invasive, non-native plant species (e.g. Himalayan balsam *Impatiens glandulifera* and butterfly bush);
- Selective tree management; and
- Native understorey planting, this includes new individual trees and also the new woodland shrub and understorey planting.

King's Meadow and Hills Meadow:

- Planting of four black poplar *Populus nigra* within King's Meadow;
- Rotational management to reduce invasive species within the belt of vegetation at the north of King's Meadow;
- A one-off project to resolve tree and undergrowth management, followed by rotational annual maintenance of the belt of vegetation at the south of Hills Meadow; and
- Installation of bird and bat boxes within Hills Meadow and / or the off-site portion of The Coal, Kennet Mouth and Kings Meadow East LWS (6 x bird boxes, 6 x bat boxes (general) and 1 x bat box (hibernation)).

This a suite of ecological mitigation, compensation and enhancement measures will enable:

- compliance with planning policy requirements of no net loss in biodiversity and net gain where possible; and
- compliance with relevant wildlife legislation.

A detailed Ecology Mitigation Strategy will be secured by planning condition. This will include appropriate working methods and timings, as well as detailed mitigation strategies for reptiles and bats.

Ecology Comment: Once operational, habitat associated with the proposed development will mature into biodiverse habitat of value to protected and notable species, as well as being of intrinsic

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ecological value in its own right. The proposed development presents the opportunity to deliver a net gain in biodiversity, as demonstrated in the Biodiversity Matrix Calculation.

2. Summary of Total Tree Features, Removal and Planting and Comparison of Original and Amended Application

The revised scheme results in the removal of 36 individual trees (20B, 15C & 1U) and planting 81 individual trees. The removal of 22 tree groups (calculated as 0.34ha of tree groups) and planting of 0.17 ha of understorey and hedgerow, plus the enhancement of existing woodland and scrub habitat (totalling 3.65 ha) through improved management as part of the ecological mitigation and enhancement.

Table 1 – Summary of Tree Feature Removal and Planting for the Revised Scheme

Tree Features	Removal	Planting
Individual Trees	36 individual trees (20B, 15C & 1U)	81 individual trees
Tree Groups	22 tree groups (0.34ha)	0.17 ha of understorey and hedgerow planting, plus the enhancement of 3.65 ha of existing woodland and scrub habitat

The detailed numbers of tree features are summarised below for the baseline, original submission scheme and revised scheme and Additional Tree Features Retained and Comparison with Original Scheme is summarised in Table 5.

Surveyed (baseline):

128 individual trees and 65 tree groups (4 are category A, 88 are category B, 98 are category C, and 3 are category U).

Following the original submission and prior to the current submission 4 trees and 1 tree group were removed by neighbouring land managers (e.g. Network Rail)

This resulted in a total of 124 trees and 64 tree groups (4 are category A, 86 are category B, 95 are category C, and 3 are category U).

Original Submission Removal:

83 (53 individual trees/30 tree groups) - see categories in Table 2.

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Table 2 – BS Category of Tree Features to be Removed in Original Scheme (extracted from Original Arboricultural Impact Assessment, AIA)

Category A Trees/Groups	Category B Trees/Groups	Category C Trees/Groups	Category U Trees/Groups
T86	T37, T63, T74, T76, T77, T78, T81, T82, T83, T84, T85, T88, T91, T101, T114, T117, T122, T127, T128, T129, T164, T165, T166, T172, T178, T185, T186, G42, G47, G58, G62, *G97, *G105, *G107, G115, *G168, *G187 Note: G2 and G4 are outside of the MRT site boundary and will be lost due to the P&R site only	T10, T46, T56, T59, T60, T61, T67, T79, T80, T89, T90, T93, T102, T121, T167, T171, T175, T183, T184, T191, *G11, G12, G45, G48, G49, G50, G68, G75, G92, G103, *G106, G119, G116, *G174, G176, G177, G190 Note: T63, T64, T65 and G66 are at the boundary / partially within the MRT East site boundary, however are also being lost due to the P&R proposals.	T136, T162
1	34 + 5 part removal of groups. * indicates part removal	38 + 3 part removal of groups * indicates part removal	2

Original Submission Planting:

75 new trees to be planted within Redline, and additional 12 new trees to be planted in The Coal woodland.
Total of 87 total proposed individual trees

Amended Submission Removal:

58 tree features to be removed (see Appendix A):

- 36 individual trees (see categories in Table 3 below)
- 22 tree groups (calculated as 0.34ha of tree groups (as defined above), as set out Table 4:

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Table 3 – BS Category of Tree Features to be Removed (extracted from Revised Arboricultural Impact Assessment, AIA)

Category A	Category B	Category C	Category U
Trees/Groups	Trees/Groups	Trees/Groups	Trees/Groups
None	G42, G47, T63, T78, T81 T82, T83, T84, T85, T91, T114, G115, T117, T122, T127, T128, T129, T164, T165, G168, T172, T178, T185, T186, G187	G9, T10, G11, G12, G14, G15 G45, T46, H48, H49, G50, T59, T60, T61, S64, T89, T90, G103, G106, G116, G119, T121, T167 T171, G174, T175, G176, G177 S183, T184, G190, T191	T163
0	25	32	1



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Table 4 – Proportion and Area of Tree Groups to be Removed

Group (G) / Hedge(H) Number	Percentage of group to be removed	Area (ha) to be removed
G9	16%	0.018
G11	70%	0.001
G12	55%	0.011
G14	7.70%	0.056
G15	1.50%	0.031
G42	46%	0.039
G45	23%	0.018
G47	100%	0.001
H48	100%	0.002
H49	100%	0.014
G50	100%	0.012
G103	100%	0.029
G106	13%	0.025
G115	47%	0.026
G116	100%	0.025
G119	60%	0.009
G168	100%	0.005
G174	61%	0.003
G176	100%	0.004
G177	100%	0.012
G187	100%	0.003
G190	100%	0.001
Total Area (ha) to be removed		0.345

Amended Submission Planting and Tree Feature Retention

The proposals include the planting of 81 new individual trees (69 new trees within redline, additional 8 new trees in The Coal woodland, plus 4 Black Poplars offsite). The Landscape and Ecology Strategy provides details on Planting.

We propose 0.16 ha of new understorey planting and 0.01 ha of new hedgerow planting. This totals 0.17 ha of understorey and hedgerow planting, plus as part of the ecological mitigation and enhancement, woodland and scrub habitat both on and off-site (totalling 3.65 ha) will be enhanced through improved management.



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Table 5 – Categories of Additional Tree Features Retained and Comparison with Original Scheme

BS5837:2012 Retention Category	Original Scheme No. Tree Features to be Removed		Revised Scheme No. Tree Features to be Removed		Total Additional Tree Features Retained			Notes
	Trees	Groups	Trees	Groups	Trees	Groups	Total Features	
A	1	0	0	0	1	0	1	
B	28	12	20	5	8	7	15	OS included 1 Tree & 2 Groups in P&R CS includes 1 tree in P&R
C	22	18	15	17	7	1	8	OS included 1 Tree & 1 Groups in P&R CS includes 1 tree in P&R
U	2	0	1	0	1	0	1	
Total	53	30	36	22	17	8	25	
	83		58		25			

3. Explanation on Tree Feature Removal

A group of trees can be described as a cohesive arboricultural or landscape feature, comprising the same or mixed species and age ranges e.g. a hedge, woodland or screen. Tree groups may be made up of the same or mixed species and age ranges.

A tree in a group that is notably different, such as an old Oak in a young woodland for example, would be recorded as an individual tree and not part of the group.

Individual trees within tree groups are less valuable, as they do not provide significant individual value or amenity (landscape, arboricultural or ecological) as a single entity.

Arboricultural Comment:

Many of the trees in tree groups that are proposed for removal to facilitate the project are clearly in need of management, such as thinning or selective removal, due to neglect.

In most cases, the project proposals provide an excellent opportunity to replace, manage and mitigate the low-quality tree groups which are proposed for removal.

New tree planting will provide future amenity, landscape and ecological value over and above the current setting, through a range of suitably selected species, appropriate for the space and riverside setting.

Landscape Comment:

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Replacement individual trees, of a suitable species for the riverside location, are proposed to mitigate the loss of individual trees.

Replacement is made through the proposed 'hedgerow planting', and the proposed 'woodland shrub and understorey planting' to mitigate loss of 'tree groups' or parts of tree groups.

