

COMMITTEE REPORT

BY THE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 4th SEPTEMBER 2019

Ward: Whitley

App No.: 190858/REG3

Address: Land West of Longwater Avenue (Green Park Railway Station), Green Park

Proposal: Construction of a building comprising ticket hall, public conveniences, staff facilities and ancillary retail provision to serve the proposed Green Park railway station development, including associated signage.

Applicant: Reading Borough Council - Highways and Transport

Date received: 28th May 2019

Minor Application: 8 week target decision date: 31st July 2019

Extended deadline: 13th September 2019

Planning Guarantee date: 4th December 2019

RECOMMENDATION - 190858

GRANT Planning Permission subject to conditions and informatives.

CONDITIONS TO INCLUDE:

1. TL1 - Time limit (5 years)
2. Approved plans
3. Materials to be submitted
4. Submission and approval of boundary treatments.
5. Construction Environmental Management Plan (CEMP: Biodiversity) to be submitted to and approved in writing by the local planning authority.
6. CMS including control of noise and dust, hours of working, culverts.
7. No piling using penetrative methods.
8. Sustainable Drainage - submission and approval of a drainage design in consultation with the Network Rail Asset Protection Engineer.
9. Sustainable Drainage - pre-occupation completion of scheme in accordance with the submitted and approved details.
10. Submission and approval of details of covered bicycle storage.
11. Submission and approval of site security measures to be agreed in consultation with British Transport Police.
12. Submission and approval of bin storage details.
13. Any previously unidentified contamination to be reported to the Local Authority. An assessment of the contamination and where necessary a remediation scheme to be submitted to and approved by the Local Planning Authority and implemented thereafter.
14. Submission and approval of a scheme to protect against land gas and implementation thereafter.
15. Submission and approval of a tree/ landscape protection scheme for the approved landscaping to the south (as approved under 171259/APPCON) and implementation of such during construction of the station hereby approved.
16. No burning of waste on site.
17. In accordance with the approved Lighting Statement.

INFORMATIVES TO INCLUDE:

1. Terms and conditions

2. Building Regulations approval

3. Network Rail informatives:

Excavations/ Earthworks - All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Plant, Scaffolding and Cranes - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Party Wall - Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.

The applicant is reminded that any works close to the Network Rail boundary, and any excavation works are also covered by the Party Wall Act of 1996. Should any foundations, any excavations or any part of the building encroachment onto Network Rail land then the applicant would need to serve notice on Network Rail and they would be liable for costs. An applicant cannot access Network Rail land without permission (via the Asset Protection Team) and in addition to any costs under the Party Wall Act, the applicant would also be liable for all Network Rail site supervision costs whilst works are undertaken. No works in these circumstances are to commence without the approval of the Network Rail Asset Protection Engineer.

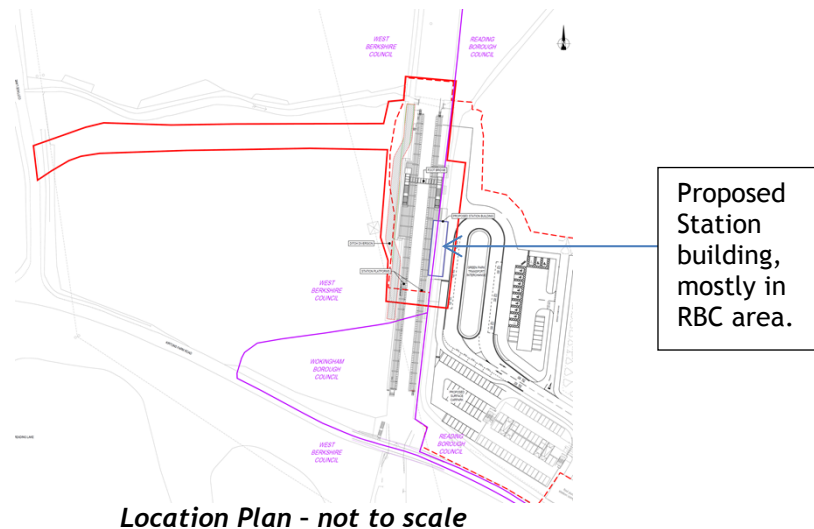
In order to mitigate the risks detailed above, the Developer should contact the Network Rail's Asset Protection Western Team well in advance of mobilising on site or commencing any works. The initial point of contact is

assetprotectionwestern@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement.

4. Positive & Proactive

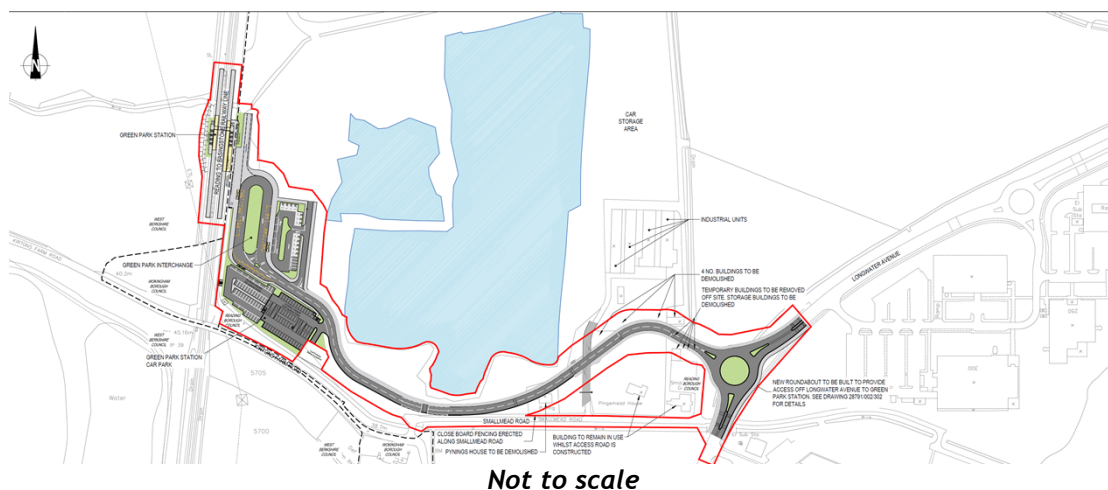
1.0 INTRODUCTION

- 1.1 The overall site area, including that part within West Berkshire Council area, is 0.73 ha, and is located to the west of Green Park Village, a mixed use development of residential, community facilities including a one-form entry primary school, small scale retail, and open space. To the north of the site is the former Smallmead landfill site, now capped, and to the west of the site is land within West Berkshire previously used for minerals extraction. The overall redline area takes in land on and adjacent to the main railway line linking Reading and Basingstoke.



Location Plan - not to scale

- 1.2 The application is made on behalf of Reading Borough Council Highways and Transport Section, and the total application area includes land within West Berkshire and Reading Borough Areas. Duplicate applications have been submitted to both Councils, but it is for each Council to determine the application within their administrative boundaries (it should be noted that West Berkshire Council determined their application (ref: 19/01468) under delegated powers, and approved it on 16th August 2019). As the redline plan needed to include connections to the highway it includes elements of the overall station and interchange already approved by RBC and West Berkshire, i.e. railway track, station platforms and overbridge. The submitted application relates to the station building, the majority of which is within RBC area, and a small slither in West Berkshire. The interchange itself was originally approved under planning permission 141944/REG3, subsequently amended under 171305/NMA, and the original overall block plan for which is shown below.



Not to scale

2.0 PROPOSAL AND SUPPORTING INFORMATION

- 2.1 The consented scheme (141944) for: 'Construction of a new Railway Station, bus interchange, multi-storey car park (park and rise facility), short stay car park, taxi drop-off, disabled parking facility, station access road from Longwater Avenue, landscaping and associated works', was approved on 8th May 2015. The station platforms and concourse are situated within West Berkshire and consent

was granted by West Berkshire District Council for the station development under their ref: 14/03289/COMIND.

- 2.2 Works are underway to implement the current consented scheme, with interchange enabling works nearing completion, and preparatory rail works due to commence in October 2019. All Interchange pre-commencement conditions have been discharged. The station interchange works are due to be completed early 2020 and will be followed later in the year by the full completion of the scheme.
- 2.3 A subsequent planning permission was applied for to relocate the proposed station a little further south and this revised planning application was granted by West Berkshire Council (Ref: 18/01451/COMIND) and Wokingham Borough Council (Ref: 181514). That revised application did not include the proposed station building.
- 2.4 The original permission included an indicative building location and suggested imagery, but it was the intention that the building design would be worked up for submission later on, which is the subject of this current application. Condition 20 below, was attached to the original permission:

20. No phase or part of the development shall commence until details of waiting room facilities, ticket machines, Real Time Passenger Information system and bus shelters or taxi shelters relevant to that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The respective facilities shall be implemented in accordance with the approved details prior to the first use of the relevant phase or part of the development and maintained as such thereafter.

Reason: To ensure the provision of a sustainable and convenient station facility. Core Strategy CS23: Sustainable Travel and Travel Plans.

- 2.5 Notwithstanding the terms of this condition, given the detail required for the station building, the option has been taken to apply for full planning permission for the works. The new station building will be one part the overall development of a new travel hub serving Green Park and the surrounding area comprising:
- New car parking facilities
 - Public road transport interchange
 - Cycle parking
 - Passenger drop-off point
 - Footbridge with lifts for track crossing
 - Platform / waiting / canopy provision, and associated 'out of hours' access / egress provision for high volume passenger flow.
- 2.6 The proposal is for a single storey station building of 30m by 8.5m to be accessed from the interchange. It will accommodate an open ticket and enquiry desk, secure ticket office, staff rest and toilet facilities, male and female toilets, 2 no. accessible/baby change facilities, self-service ticket machines and ancillary retail provision. The signage above the entrance canopy 'Reading Green Park', which will constitute internally illuminated letters on spacers, is also included in the submission, although separate advertisement consent would be required for this.
- 2.7 The building will be situated between the rear of the proposed east platform and the proposed interchange development and is positioned at one end of a diagonal route that crosses Green Park and links the station to the Madejski Stadium.

2.8 The following plans and supporting documents have been assessed:

Received 29th May 2019 (unless otherwise stated):

- Site Context Plan Station Building - Drawing no: 36382/2002/SK80 Rev B, received 7th June 2019
- General Arrangement - Drawing no: 17-013/01 Rev K [includes platform elevation, floor plan, and entrance elevation]
- 3D Model Base Drawing and Roof Plan - Drawing no: 17-013/02 Rev E
- 3D images of proposed station approach, platform view and aerial view
- Accessible Spaces to Station Building Route - Drawing no: 36382/2002/SK086, received 2nd August 2019

Other Documents received 29th May 2019 (unless otherwise stated):

- Covering letter prepared by PBA, dated 28th May 2019
- Design and Access and Planning Statement, Vo1, dated 25th February 2019, prepared by Quadra Bec Ltd
- Flood Risk Assessment, Doc ref: 36382/4001, dated April 2019 [and appendices], prepared by PBA
- Lighting Statement for Planning, Doc ref: 158989-ARP-RG-BD-RP-Z-000002 Rev P01, dated 16th April 2019, prepared by Arup
- Utility Statement, Doc ref: 158989-ARP-RG-BD-RP-Z-000001 Rev P01, dated 15th April 2019, prepared by Arup

The application is being reported to committee because it has been submitted by the Council's Transportation Services Team.

3.0 PLANNING HISTORY

- **00/00612/OUT** - Erection of a railway station with road access, bus turning, parking and associated works - Granted 10/01/2001.
- **03/01514/OUT** - Erection of a railway station with road access, bus turning, parking and associated works (renewal of application number 00/00612/OUT) - Application permitted 04/06/2004.
- **07/01108/FUL** - Construction of a new railway station, bus interchange, decked park and ride facility, short stay car park, taxi drop off, disabled parking facility, access road, landscaping and associated works - Application permitted 14/12/2007.
- **07/01156/WBKADJ** - Construction of a new railway station including 5-car platforms, footbridge, lift, concourse, disabled access provision, engineering works including diversion of existing drainage ditch to the west of the railway line and associated works - Application withdrawn.
- **07/01594/WBKADJ** - Construction of a new railway station including 5 car platforms, footbridge, lift, concourse, disabled access provision, engineering works including diversion of existing drainage ditch to the West of the railway line and associated works - Observations sent 10/01/2008.
- **07/01275/OUT** - (Green Park Village) A planning application for mixed-use development comprising:
"Phase 1 (submitted in full with no matters reserved and as defined on Plan Ref. PA-P1-002): the construction of housing - 46 houses and 22 apartments

(Class C3), local retail (Use Classes A1, A2, A3, A4, A5), management suite, village hall, engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works; and

Subsequent phases (submitted in outline with all matters reserved except for details of the main access proposals): the construction of housing - 669 dwellings (Class C3), extra care housing with ancillary community uses (Class C2), 16,000 square metres office space (Class B1), one-form entry primary school including nursery (Class D1), health surgery (Class D1), sports pitches, children's play facilities, engineering and infrastructure works including reconfiguration of the lake and vehicular access, lakeside access, car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works." Application Permitted.

- **09/00347/FUL** - Construction of new access road, car park, landscaping proposals and associated works to be implemented in conjunction with planning permission 07/01108/FUL. Application Permitted.
- **09/00349/VARIAT** - Construction of a new railway station, bus interchange, decked park and ride facility, short stay car park, taxi drop off, disabled parking facility, access road, landscaping and associated works without complying with conditions 2, 3, 4, 5, 6, 7, 9, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 28, 29, 31 and 32 of Planning Application Reference: 07/01108/FUL, with alternative conditions imposed to allow for a phased discharge of the alternative conditions. Application Permitted.
- **09/01494/VARIAT** - Construction of a new railway station, bus interchange, decked park and ride facility, short stay car park, taxi drop off, disabled parking facility, access road, landscaping and associated works without complying with conditions 13 and 34 of Planning Application Reference 09/00349/VARIAT.
- **10/01461/OUT** - (Green Park Village) A planning application for mixed-use development.
- **10/01905/FUL** - Construction of a new railway Station, bus interchange, decked park and ride facility, short-stay car park, taxi drop off, disabled parking facility, access road, landscaping and associated works. Permitted 14th December 2010
- **10/02048/ADJ** Application for renewal of planning permission 07/02570/COMIND - Construction of a new railway station including 5-car platforms, footbridge, lift, concourse, disabled access provision, engineering works including diversion of existing drainage ditch to the west of the railway line and associated works. Permitted January 2011
- **141944/REG 3** - Construction of a new Railway Station, bus interchange, multi-storey car park (park and rise facility), short stay car park, taxi drop-off, disable parking facility, station access road from Longwater Avenue, landscaping and associated works - Approved xxxxx
- **150254/FUL/OOB** - Construction of a new Railway Station, bus interchange, multi-storey car park (park and rise facility), short stay car park, taxi drop-off, disable parking facility, station access road from Longwater Avenue, landscaping and associated works.

- A number of approval of conditions with respect to the interchange only approved during 2017 and 2018 (170011, 171064, 171258, 171262, 171261, 171259)
- **171305/NMA** - Application for a non-material amendment to the proposed interchange layout following a grant of planning permission 141944 - Agreed 11/1/18
- **1801451/COMIND & 181514** - Applications in West Berkshire and Wokingham areas to shift station on west side of track further south.
- **181979/PREAPP** - Pre-application advice for new station building at proposed Green Park Station with regard to design, layout and appearance of new building only. - obs sent 10/6/19
- **19/01468/FUL** - Construction of a building comprising ticket hall, public conveniences, staff facilities and ancillary retail provision to serve the proposed Green Park railway station development, including associated signage -Approved 16/8/19 - West Berkshire application under delegated powers.

4.0 CONSULTATIONS

(i) Statutory consultation

Environment Agency

- 4.1 The site lie within Flood Zones 1 and 2 in accordance with our flood map for planning. The site also lies within a secondary and principal aquifer. The past uses of this site include a landfill and a railway.
- 4.2 *Advice to LPA - Sequential test* - In accordance with the National Planning Policy Framework paragraph 158, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for you to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework. Our flood risk standing advice reminds you of this and provides advice on how to do this.
- 4.3 We have **no objections** to the proposed development subject to the following condition being imposed on any planning permission granted. Without this condition, the proposed development on this site poses an unacceptable risk to the environment and we would wish to object to this application:

***Condition:** Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details. **Reasons:** To ensure that the proposed development does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.*
- 4.4 *Advice to applicant and LPA for piling condition* - No information has been supplied with this application about the proposed foundation design for this building. Should piling be the chosen foundation solution then the potential for

piles to create pathways for contamination from the landfills in the area to migrate into the Chalk (Principal Aquifer) at depth under this site should be considered. Any deep foundations used should terminate within the clay of the Lambeth Group that protects the Chalk in this location.

- 4.5 *Advice to applicant and LPA - Surface water drainage and foul drainage* We are pleased to see that surface water drainage from this development site will be via a lined drainage system that will discharge to an existing watercourse and that the foul drainage will go to the main sewer. We don't want to see any surface water drainage infiltration to ground or discharge of foul to ground as this could cause pollution of the groundwater aquifer.

(ii) **Non statutory consultation**

RBC Access Officer

- 4.6 The following are the issues raised via the Access and Disabilities Working Group (attended by the Planning Officer on 27th June 2019), with corresponding comments from RBC Transport or from GWR:

- **Outside toilets are prone to vandalism; anyone can buy the relevant fobs.**
Transport response: The original design was for an internal toilet. GWR requested the toilet to be with outside access.
- **The disabled toilet is too small; could access be from the inside too?**
Transport response: We have previously discussed the difficulties of having 2 accesses into the toilet, particularly when the station building is closed. Additionally, having 2 accesses would require an increase to the toilet footprint, which is not achievable. The accessible cubicle is 2.2m x 1.93m and is larger than the standard shown in the Building Regulations' Approved Document B : Diagram 18 (2.2m x 1.5m). We are not aware of any standards that dictate whether the WC should have internal/external access. Its location and access should be associated with normal use of buildings and the entrance or waiting area within (or around therefore) of the building.
- **Please provide details of the lift size and compliance with relevant standards**
Transport response: The lift is a 'through lift' with internal dimensions of 1600mmx1600mm. This is in excess of a type 2 lift noted in the Technical Specifications for Interoperability: Persons with Reduce Mobility.. The lifts comply with the guidance set out in the DfT Code of Practice for Accessible Stations.
- **How many blue badge spaces will there be and could a drawing be provided to show the accessible route from them to the station entrance?**
Transport response: 12 accessible spaces will be provided. The attached drawing shows the route [Accessible Spaces to Station Building Route - Drawing no: 36382/2002/SK086, received 2nd August 2019] to the station entrance. In accordance with the DfT Code of Practice for Accessible Stations, seating will be provided along the route between the accessible car park and station entrance.
- **The height of ticket booth can be a problem if not manned. Request for ticket machines to be installed that can be accessed by all.**
Planning Officer note: GWR Deputy Mobility & Inclusion Manager was contacted and responded as follows on 1st July 2019:

"We do not have such a facility at any of our stations and not aware of one on the UK network. The main issue with this, is to make a ticket machine accessible for one person, it can often be to the detriment to another

person. For example, changing the colour contrast may help one customer, but result in another not being able to use the machine.

The ticket machines currently provided have to comply with the Government's design standards. These can be found on the below link, the section on ticket machines is section N2, p131: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/425977/design-standards-accessible-stations.pdf

These are industry standards and are designed to help make the machines as accessible as possible to the majority. However, there will be individuals who fall outside this scope unfortunately. They also help to provide consistency across the network. There are also only two main providers of the ticket machines, and therefore we are limited to what is on offer from these suppliers.

It is outlined in the standards that "At unstaffed stations, where vending machines are relied upon for ticketing, an alternative means of ticketing, accessible to visually impaired passengers, shall always be available (for example, permitting purchasing either on the train or at the destination.)"

At GWR, our policy is that if you are unable to buy a ticket from the facilities provided, you are able to purchase the full array of ticket options from the train manager or the destination station at no penalty."

- **Is it possible to make the toilet Changing Places?**
Transport response: This would require a much larger footprint for the toilet. We are aware of Government funding / push for Changing Places provision but this is not currently a mandatory requirement for stations of this size / category.
- **There was concern that if the station were not manned the whole time then there would be no one to help people on and off trains.**
Planning Officer note - this would require a response from GWR, but is considered to relate to operational matters rather than design-specific matters, the latter can be considered through the planning process.

Ecology

- 4.7 This application is for the provision of a new station building. Only part of the site is located within Reading Borough. Unmitigated, the clearance of the site could have an adverse impact on wildlife, such as reptiles and nesting birds, and as such it is recommended that a condition is set to ensure a Construction Environmental Management Plan is produced (and implemented) and that wildlife is not harmed.

RBC Landscaping

- 4.8 I have compared the approved planting plan (approved under 171259) with the proposed drawing and the location of the proposed station building does not affect the landscaping approved, the station building being north of the proposed landscape strip, with the surrounding landscape provision being indicatively shown on the aerial photo provided. I therefore have no objections to the proposals. Depending on the phasing of build and landscaping, it would be prudent to consider protection of the landscaping to the south during construction, if it is in place when the station building is constructed. An appropriately worded condition will be required.

Network Rail

- 4.9 *Planning Officer note: Joint response to West Berkshire and Reading BC:* Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. Please can you add a condition to any approval granted for the paragraph which is emboldened.
- 4.10 Drainage - Soakaways, as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- 4.11 **Full details of the drainage plans are to be submitted for approval to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the approval of the Network Rail Asset Protection Engineer.**
- 4.12 The following should be included on any approval granted as informatives: -
1. Excavations/ Earthworks - All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.
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The applicant is reminded that any works close to the Network Rail boundary, and any excavation works are also covered by the Party Wall Act of 1996. Should any foundations, any excavations or any part of the building encroachment onto Network Rail land then the applicant would need to serve notice on Network Rail and they would be liable for costs. An

applicant cannot access Network Rail land without permission (via the Asset Protection Team) and in addition to any costs under the Party Wall Act, the applicant would also be liable for all Network Rail site supervision costs whilst works are undertaken. No works in these circumstances are to commence without the approval of the Network Rail Asset Protection Engineer.

In order to mitigate the risks detailed above, the Developer should contact the Network Rail's Asset Protection Western Team well in advance of mobilising on site or commencing any works. The initial point of contact is assetprotectionwestern@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement.

Office for Nuclear Regulation (ONR)

- 4.13 The scale and location of the proposed development is such that ONR do not advise against this application unless the emergency planners at West Berkshire Council which is responsible for the preparation of the Burghfield off-site emergency plan required by the Radiation Emergency Preparedness and Public Information Regulations (REPPPIR) 2001 state that, in their opinion, the proposed development cannot be accommodated within their off-site emergency planning arrangements.

SUDs

- 4.14 The SuDs proposal has been deemed acceptable subject to conditions.

RBC Transport

- 4.15 This application is for the new Green Park Station which will result in the existing large business park and subsequent consented residential development being able to have direct access to the rail network. The station has had planning permission in the past but this proposal looks to alter the design of the station.
- 4.16 Access to the station is not to be altered as part of the scheme with the same pedestrian and vehicular routes retained. Therefore I have no objections to the proposals.

West Berkshire Council

- 4.17 The application made to West Berkshire is currently invalid [at time of sending] so our full consultation has yet to take place. The Ward Member, Burghfield Parish Council and the Highways department have been consulted as part of this out of district consultation, but no comments have so far been received. At this stage West Berkshire has no comments to make on the out of district consultation without prejudice to our own consideration of the planning application submitted to us.

Wokingham Borough Council

- 4.18 No objection to the proposal and trust the application will be considered in accordance with the relevant planning policies.

(iii) Public/local consultation and comments received

- 4.19 A site notice was displayed. Berkeley Homes, and Green Park Business Park (Deloitte on behalf of Mapletree). Two responses were received as follows:

- No cover for the bike stands? Can we please consider combining transport methods and thinking how to make both methods as comfortable as possible. I would suggest increasing the size of the cycle stands, and at least covering them so the bikes and seats are protected from the rain?
- I broadly support the proposal to build a station at Green Park. However, access to the station, and certainly parking for the station, appears to be only available for people arriving from the east side of the railway. With the upcoming demolition of the NCP in Garrard St, and a general desire to reduce car travel in Reading, should travellers not be welcome from the western side of the railway? Green Park is already grid-locked in the evening rush hour, and access from Junction 11 is poor in the morning, and a lot further in terms of miles and pollution, from areas like Burghfield. We are already forced to travel the long way to reach Green Park for access to the facilities - why the station as well? Would be nice for something sensible to be built, which considers local residents to the west - is that asking too much?

5.0 RELEVANT PLANNING POLICY AND GUIDANCE

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF)
Planning Practice Guidance

Reading Borough Local Development Framework - Core Strategy (2008, altered 2015)

Policy CS1 (Sustainable Construction and Design)
Policy CS2 (Waste Minimisation)
Policy CS3 (Social Inclusion and Diversity)
Policy CS4 (Accessibility and Intensity of Development)
Policy CS5 (Inclusive Access)
Policy CS6 (Settlement Boundary)
Policy CS7 (Design and the Public Realm)
Policy CS20 (Implementation of Reading's Transport Strategy)
Policy CS21 (Major Transport Projects)
Policy CS24 (Car/Cycle Parking)
Policy CS34 (Pollution and Water Resources)
Policy CS35 (Flooding)
Policy CS36 (Biodiversity and Geology)
Policy CS38 (Trees, Hedges and Woodland)

Reading Borough Local Development Framework - Sites and Detailed Policies Document (2008, altered 2015)

Policy SD1 (Presumption in Favour of Sustainable Development)
Policy DM1 (Adaption to Climate Change)
Policy DM3 (Infrastructure)
Policy DM4 (Safeguarding Amenity)
Policy DM6 (Affordable Housing)
Policy DM12 (Access, Traffic and Highway-Related Matters)
Policy DM19 (Air Quality)

Supplementary Planning Guidance/Documents

Revised Parking Standards and Design (2011)
Revised Sustainable Design and Construction (2011)

6.0 APPRAISAL

Main considerations:

The main issues to be considered are:

- i) Principle of Development
- ii) Design, Layout and Appearance
- iii) Access
- iv) Other matters: SUDs, Flooding, Cycle Storage and Equality.

(i) Principle of Development

- 6.1 The principle of the proposed station building in this location was established by the granting of the previous planning permissions for a station and interchange on the wider site and is identified in the Sites and Detailed Policies Document as a key piece of infrastructure required to support the level of growth envisaged over the plan period in the Borough (Section 16 - Implementation - Infrastructure Delivery Plan). Emerging Reading Borough Local Plan Policy TR2 specifically identifies Green Park Station as a major transport project for which priority should be given and land safeguarded.

ii) Design, Layout and Appearance

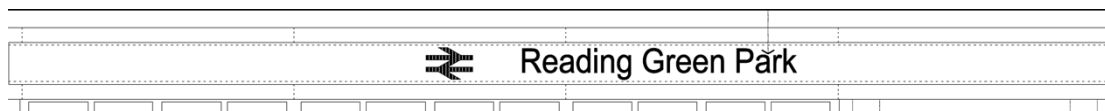
- 6.2 Policy CS7 requires that all development must be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located. The various components of development form, including: -
- Layout: urban structure and urban grain;
 - Landscape;
 - Density and mix;
 - Scale: height and massing; and
 - Architectural detail and materials.
- 6.3 The submitted Design and Access Statement (DAS) states that the design and layout of the station has largely been determined by passenger flow rates at peak periods of normal use, and much of the technical and spatial provision in respect of this is set out in national guidance as follows:
- GWR Design Guide
 - Department for Transport 'Design Standards for Accessible Railway Stations'
 - Network Rail 'Inclusive Design Guidance - Family Facilities'
- 6.4 In addition the DAS refers to the need for the station building to be able to be a *"sign-post that can attract passengers from a distance" which is "... a key driver for the aesthetic consideration of the station building, whilst ease of cleaning and maintenance is a key design driver from the operator's perspective..."*
- 6.5 Therefore, a simple rectilinear building form has been chosen with a recessed main entrance, with a slim cantilevered canopy over. There is an 'out-of-hours' entrance, which is set to one side and recessed behind the main elevation of the station building, which will be steel sectioned sliding gates and fencing panels of 2.4m tall. A tall glazed screen element provides partial views into and through the building in both directions.



- 6.6 The overall scale of the building would be 5m high (eaves similar to a two storey house), which means that in its context it would not be dominating, but would be sufficiently tall to make it visible within its setting. However, it is not considered that this would have any detrimental effect on views to and from the adjacent countryside.



- 6.7 The materials palette proposed is simple with proposed fairface 'Bathstone' masonry block for the main elevations (which contain 20% recycled content), with pale grey panelled fascia and canopy, and standing seam aluminium roofing system, suitable for future installation of PV panels. This is intended to reflect the colours being used in GPV and is influenced by the commercial buildings within Green Park Business Park.
- 6.8 With respect to security of design the DAS highlights that the station building, as part of the overall station facility, has been the subject of review by the British Transport Police. The measures incorporated include CCTV, appropriate illumination and security fencing, the latter as open vertical bar type, so as to allow full visibility through the fencing and gates.
- 6.9 As set out in the committee report for the original permission in order for the overall station to achieve rail industry technical approval, the station is required to meet the latest security and antiterrorism provisions, with CCTV provision being accessed by Transport Police. It is proposed to have two separate CCTV systems. The station CCTV would be managed by GWR and British Transport Police and that for the interchange by RBC. The original overall permission (141944) included a specific condition (19) which relates to security cameras and other security measures. A similar condition is recommended.
- 6.10 As part of the overall scheme, there will be a station name sign on the front entrance canopy which would feature individual internally illuminated letters on spacers. The proposed signage would benefit from deemed advertisement consent Class 1 being a functional sign displayed by a public transport operator. This also applies to information or directional signs such as timetables and safety signs.



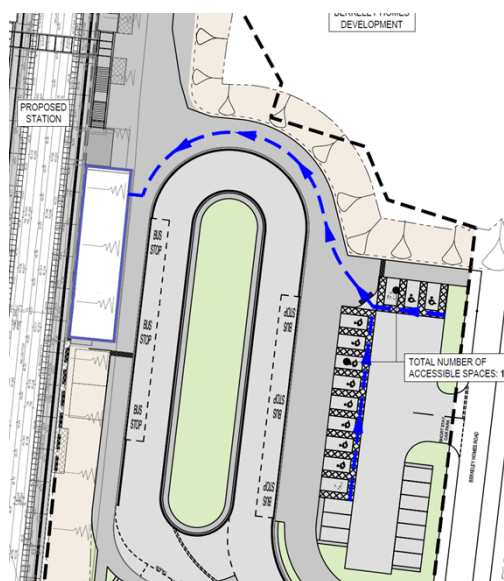
6.11 In terms of landscaping this specific proposal for the station building does not include further landscaping over and above that previously approved under the wider station permission (141944), and is therefore considered acceptable to Natural Environment officer, subject to a condition requiring protection of approved landscaping.

6.12 Officers are satisfied that the overall design of the building will appear as a contemporary and appropriate addition to the wider Green Park and complies with Policy CS7.

(iii) Access

6.13 Policy CS5 requires that *“All buildings should be located, sited and designed to provide suitable access to, into and within, its facilities, for all potential users, including disabled people, so that they can use them safely and easily.”*

6.14 The building has been designed in accordance with Network Rail guidance and Building Regulations standards with respect to inclusive access. The DAS identifies that the surface approach to the station will be generally flat and suitable for wheelchair access and ambulant access. Clarification was also provided regarding the safe route from blue badge spaces to the entrance of the building shown below.



6.15 Automatic doors give access to the building with low counter sections of the enquiry desk and hearing loop provision. A number of matters were raised by the Access and Disabilities Working Group and the responses are set out in para 4.6 above. A number of the concerns related to matters which are operational in nature and therefore not part of the remit of assessing this application. Officers are satisfied that the application strikes the correct balance on these issues and that Policy CS5 is complied with.

(iii) Other Matters

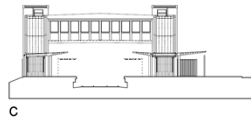
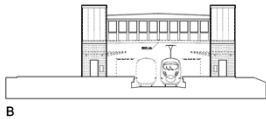
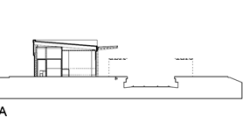
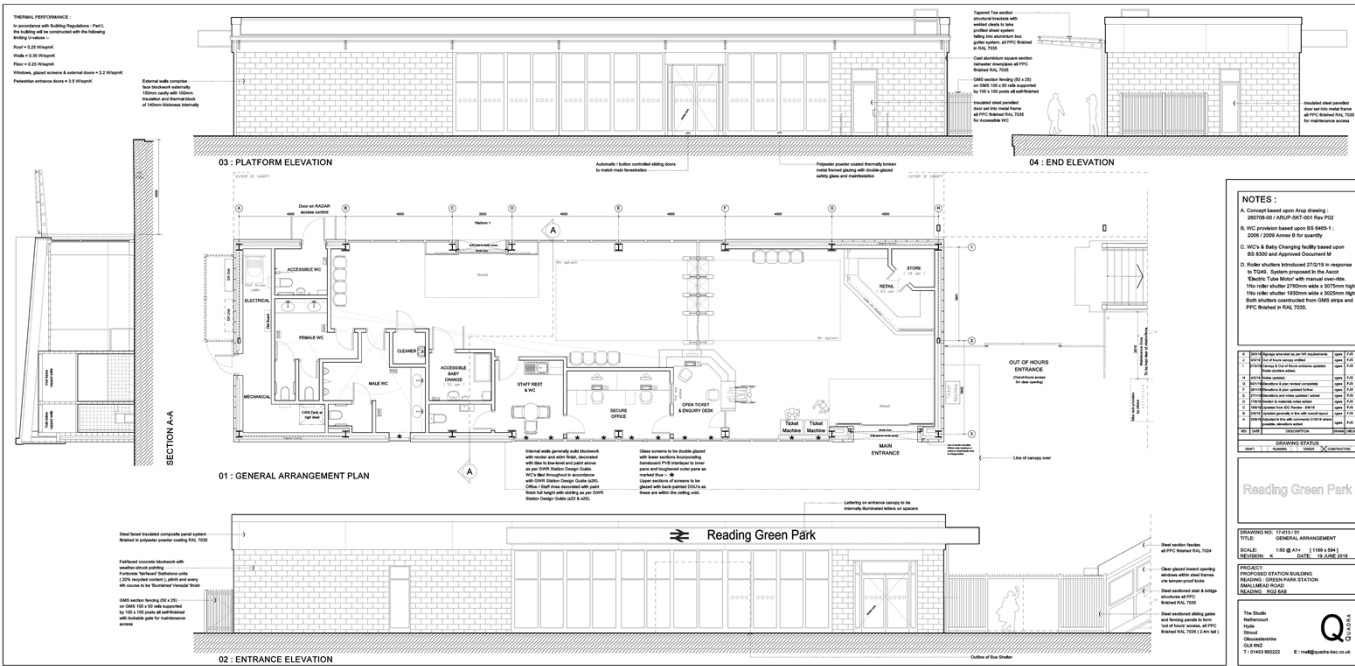
- 6.16 *SUDS* - The Utility Statement identifies that the surface water drainage will be directed from the building into a new system being installed as part of the interchange works. Conditions are attached requiring the submission and approval of drainage design, which is to be approved in consultation with Network Rail.
- 6.17 *Flooding* - The proposed building is in Flood Zone 1 (at the least risk of experiencing a flood event), however, the FRA states that the “proposed station floor levels will be set at a minimum of at the level of the approved platform that range between levels of 41.0m AOD, and 41.5m AOD. This is a minimum of 1580mm above the worst case modelled 1 in 1000 annual probability flood level.” The Environment Agency has confirmed that they have no objection on flooding grounds and therefore the scheme complies with Policy CS35. It should be noted that the wider Green Park Station Development was assessed under the original application against the Sequential and Exception tests and were considered to have been passed.
- 6.18 *Cycle storage* - Responding to a comment raised through consultation a condition is recommended requiring the submission and approval of covered bicycle storage.
- 6.19 *Equality* - In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. The design of the building has been developed in accordance with relevant inclusive access requirements both within relevant train station guidance, network rail guidance, but also those within Building Regulations. It is considered that the matters raised through the course of the application have been adequately addressed, and that there will be no significant detrimental effects with regard to protected groups in relation to the proposed scheme.

7.0 CONCLUSION

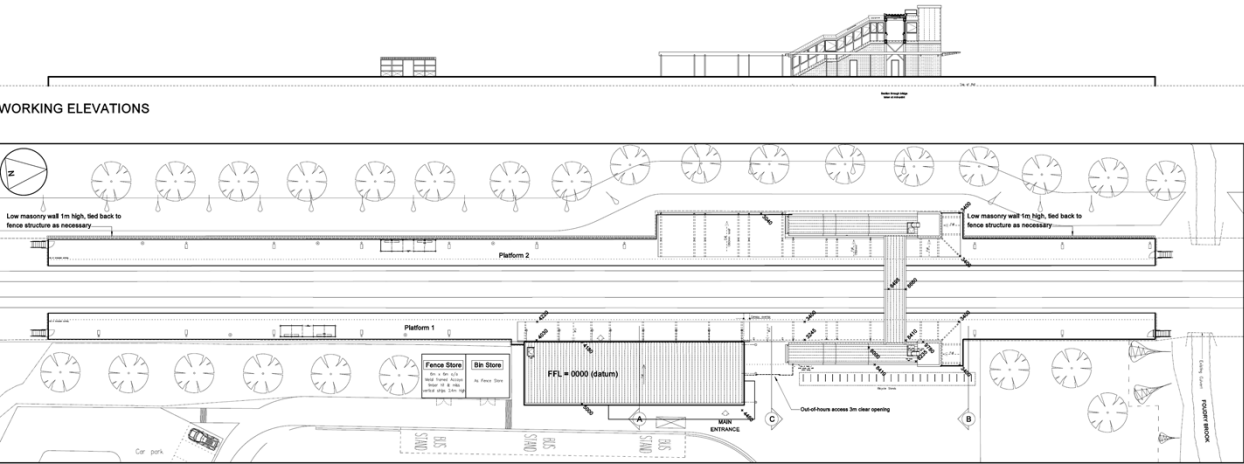
- 7.1 The proposed station building forms part of the wider Green Park Station interchange and is considered to be of an appropriate scale and design to serve the new station and the wider development of Green Park Village and is considered to comply with all relevant policies. It is recommended for approval subject to conditions and informatives.

Case Officer: Alison Amoah

APPENDIX 1: PLANS AND ELEVATIONS



WORKING SECTIONS



AREA OF MODEL BASE & ROOF PLAN

