

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 29th APRIL 2015

ITEM NO. 13

Ward: Whitley

App No.: 141944/REG 3

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

Applicant: Reading Borough Council - Highways and Transport

Date received: 9th December 2014

Major Application: 13 week target decision date: 10th March 2015

Planning Guarantee: 26 week date: 2th June 2015

App No.: 150254/FUL/OOB

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

Date received: 12th February 2015

Consultation Application Target: 27th February 2015

RECOMMENDATION - 141944

GRANT permission.

AMENDED CONDITIONS

1. Time limit (5 years)
4. Implementation of landscaping scheme
5. Replacement planting
6. To form part of condition 3
10. Construction and Environmental Management Plan (CEMP) (biodiversity) to be submitted to and approved in writing by the local planning authority
11. Reptile Mitigation Plan
21. Details of lighting including during construction (including impact on biodiversity) to be submitted and approved
22. Omit
23. Omit

ADDITIONAL INFORMATIVES

Delete recommended informative No. 6 "Applicant to ensure that there are suitable fire hydrants or other suitable emergency water supplies to meet Royal Berkshire Fire and Rescue Services requirements" as it is a duplication of no 2 on main report.

Add the following

All sewage or trade effluent should be discharged to the foul sewer.

7. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste are applicable for any off-site movements of waste. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility. Any waste kept on site will require the applicant to obtain the appropriate waster exemption permit from the EA.
8. Pollution prevention - larger areas of hardstanding should be constructed following the recommendations set out in Sustainable Urban Drainage Systems guidance and that Pollution Prevention Guidance 6 relating to the use of oil interceptors for discharges from car parking areas is consulted.

1. ADDITIONAL INFORMATION

Flooding

- 1.1 The Environment Agency has submitted further comments following the receipt of additional information. They have advised the Council that they have withdrawn their objection on flood risk grounds subject to a number of recommended conditions regarding surface water drainage, verification report for contamination, reporting of unexpected contamination and a remediation strategy scheme to dispose of surface water (to ensure that no soakaways are constructed in contaminated land), piling and foundations. These were anticipated by officers and relevant conditions are already recommended in the main report.
- 1.2 They clarify that the documentation provided has confirmed that flood risk has been assessed for the site and flood mitigation by way of 'level for level' compensation has been provided in line with earlier agreements. The applicant's agents (PBA) have clarified there will be limited impact on flood risk in flood zone 3a with this phase of the construction of Green Park. This phase of work has already been accounted for in the mitigation. This phase of work is also providing additional flood compensation with the work on the lake providing flood storage.
- 1.3 The EA highlight that the compensation for loss of flood plain storage is based on the best information available at the time which dates back several years and is based on studies from 1985.
- 1.4 They confirm that encroachment of the flood plain by the access road and car parks is relatively small and that PBA has confirmed that this has been identified and allowed for during the initial design of the flood compensation area.
- 1.5 As a general point the EA have advised that due to changes in flood risk strategies and modelling techniques, more up to date modelling may be required to ensure the model is still valid for future development in this area.
- 1.6 They also advise that a flood evacuation plan is developed for emergency situations

- 1.7 The EA also provided advice regarding foul drainage, waste, and pollution prevention. Informatives are recommended to cover these points.

Time Limit

- 1.8 At the time of writing the committee report, and setting out the recommendation including the 3 year implementation condition (condition 1), First Great Western had just agreed their franchise extension. The franchise sets out a clear commitment to the electrification of the line to Basingstoke to be completed by December 2018. Up until this point the existing diesel rolling stock will continue to be used and given the increase in time required to service a new stop an additional train set would be required to service Green Park Station. The cost of a further train set is unlikely to be justified by Green Park and in any event, it may not be possible to physically provide additional rolling stock.
- 1.9 The electrification of the line will secure trains with quicker running and acceleration speeds allowing a stop at Green Park without the need for an additional train set. Given this, it is unlikely that the station will be required before December 2018. Whilst it is envisaged that work on the station should commence in time for electrification, it would help to extend the 3 year implementation window to allow for matters outside of our control, and impose a 5 year implementation condition. It is recommended, therefore that condition 1 is amended to be for a five year rather than three year period.

Noise

- 1.10 It was originally recommended to include a condition (no. 22) requiring the submission and approval of a detailed scheme for sound insulation for the proposed dwellings at Green Park Village. Having considered this matter further officers advise that sound insulation would be better dealt with at the detailed phases for the Green Park Village Scheme (10/01461/OUT). It is therefore recommended that Condition 22 as set out in the main report is not included.
- 1.11 The agent's acoustic specialist considers that undertaking a noise report to understand how a stopping train impacts on the general noise environment as opposed to the non-stopping trains would be a complex assessment for little benefit. The purpose of the report would ultimately be aimed at protecting the environment of existing dwellings (very few) and future proposed Green Park Village. Their view is that the fast trains which already go along the railway line would be the loudest noise incidence and therefore new dwellings would insulate against this. Any associated noise with stopping trains at the proposed station would be improved with the proposed electrification of the line.
- 1.12 Officers consider therefore, that the level of noise associated with a stopping train is unlikely to be significantly different from the existing situation and indeed could improve with the electrification of the line. As the Green Park Village development was approved within the context of a new station this matter would have been considered at that time and could be dealt with through the detailed design for Green Park Village yet to be approved. It is recommended therefore that proposed condition no. 23 is also not included.

Ecology

- 1.13 Objectors raised concern regarding the level of information submitted regarding reptiles. The agent has highlighted that the Ecological Walkover Survey Report concludes that no further surveys for reptiles are considered necessary in support of the planning application. However, there is a recommendation regarding site clearance in this regard. The agent recommend that condition 13, which deals with site clearance and nesting birds is expanded to include addressing the issue of using a method of site clearance which will avoid harm to individual reptiles. The Council's Ecologist has recommended that the wording of the condition 11 refers to a reptile mitigation plan as opposed to a reptile survey and mitigation plan. It is important to ensure that issues regarding site clearance and potential impacts on reptiles are addressed. It is recommended, therefore to slightly amend condition 11 from the main report.
- 1.14 The agent has highlighted that two bat reports have been submitted detailing the survey work and assessment undertaken to date. Recommendations for mitigating impacts on bats are included within that report. It is therefore recommended that condition 12 regarding a bat mitigation plan includes specific reference to reflect the recommendations in the Bat Survey and Assessment Report (condition 12).
- 1.15 In further conversations with the Council's Ecologist it is recommended to make minor changes to conditions 4, 5, 6, 10 and 21, as set out in the main report and these are set out in the recommendation section above.

AWE Burghfield

- 1.16 Additional comments were received from the Emergency Planner at West Berkshire further to an AWE Burghfield off-site planning group meeting where this application and that being considered by West Berkshire was discussed by multi-agency attendees. The outcome of the meeting was as follows:
- The application site is outside the Detailed Emergency Planning Zone (DEPZ) of AWE Burghfield.
 - It is however in the area of extendibility from the site.
 - The rail line itself to the southwest of the station is within the DEPZ.
 - Therefore there is a risk that should an incident take place at AWE Burghfield that the train at the station may have come through a contaminated area and that some contamination may affect the station directly and cars in the car park.
- 1.17 Reading Borough Council's Emergency Planner has confirmed that the issues raised regarding contamination of trains/passengers resulting from a very unlikely event at AWE Burghfield should be picked up within a future review of the AWE Off Site Emergency Plan (following the completion of the railway station). In any case operators/network rail would already have emergency plans in place for the railway line and this incorporates the area of the proposed station.