

Green Park Railway Station

Planning Statement

On behalf of **Reading Borough Council**



Project Ref: 36382 | Date: May 2018



Document Control Sheet

Project Name: Green Park Railway Station

Project Ref: 36382

Report Title: Planning Statement

Doc Ref: Planning Statement

	Name	Position	Signature	Date
Prepared by:	Katherine Dowdall	Graduate Planner	KD	20.05.18
Reviewed by:	Jonathan Sebbage	Principal Planner	JS	25.05.18
Approved by:	Arron Twamley	Senior Associate		
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

© Peter Brett Associates LLP 2018

Contents

1	Introduction	1
1.1	Introduction	1
1.2	Context	1
1.3	Supporting Documentation	1
1.4	Structure of Report	2
2	Site Location and Context	3
2.1	Site Location & Description	3
2.2	Planning History	3
3	The Proposed Development	6
3.1	Overview	6
3.2	Railway Platforms, Footbridge and Ditch	6
3.3	Associated Temporary Works	7
4	Planning Policy Context	8
4.1	Introduction	8
4.2	Key Policy Documents	8
4.3	Development Plan Policy	8
4.4	Supplementary Planning Policy	10
4.5	Emerging Planning Policy	11
5	Planning Assessment	12
5.1	Introduction	12
5.2	Principle of Development	12
5.3	Transport Impacts	12
5.4	Good Design	13
5.5	Meeting the Challenge of Climate Change & Flooding	13
5.6	Flooding and Drainage	14
5.7	Natural Environment	15
5.8	Biodiversity	15
5.9	Arboriculture	15
5.10	Ground Conditions	16
6	Summary	17

Tables

Table 2-1	Planning History	4
-----------	------------------------	---

This page is intentionally blank

1 Introduction

1.1 Introduction

- 1.1.1 This Planning Statement has been prepared by Peter Brett Associates LLP (PBA) on behalf of Reading Borough Council relating to the Green Park Railway Station development. The Planning Statement accompanies a full planning application to West Berkshire Council and Wokingham Borough Council for:

“Relocation and extension to the approved railway platforms, together with the relocation of approved railway footbridge and relocation of the approved ditch diversion works (amendments to development approved under Reading Borough Council reference 141944 (as amended by reference 171305) and West Berkshire Council reference 14/03289/COMIND) at Land East of Cottage Lane, Reading.”

1.2 Context

- 1.2.1 The proposed development of Green Park Railway Station, together with a transport interchange, multi-storey car park, surface car park and access road, was granted full planning permission by Reading Borough Council (Ref. 141944) and West Berkshire Council (Ref. 14/03289/COMIND) in spring 2015.
- 1.2.2 As a result of subsequent detailed design work and engineering constraints (such as the existing Foudry Brook culvert and high voltage cables), it is necessary for the approved platforms to be relocated further south and for the platforms to be extended to 165m to accommodate 6 carriage trains. This, in turn, requires relocation of the approved footbridge and a change to the location of the approved ditch diversion.
- 1.2.3 The proposed amendments fall within land located outside of but adjacent to the previously approved application boundary. Therefore, a new full planning application is hereby submitted seeking approval for the proposed amendments on the adjacent land.

1.3 Supporting Documentation

- 1.3.1 The Planning Statement is submitted as part of the planning application documentation (set out below) for the proposed development. In addition, the planning application documentation comprises:
- Application Forms and Ownership Certificates;
 - CIL Forms;
 - Planning Application Drawings, including Site Location Plan, Site Plans, Proposed Layout, Elevation Drawings and Section Drawings;
 - Ecology Assessment;
 - Flood Risk Assessment including Drainage Strategy;
 - Transport Statement;
 - Ground Conditions Report;
 - Outline Construction Management Plan;

- Tree Survey and Arboricultural Impact Assessment;
- Site Waste Management Strategy; and
- Utilities Survey.

1.4 Structure of Report

1.4.1 The purpose of the Planning Statement is to provide further detail of the proposed development, and to assess its merits against the development plan and other relevant material considerations.

1.4.2 The report is structured as follows:

- Section 2 explains the context for the development through a description of the application site, the surrounding area and its planning history;
- Section 3 provides details of the proposed development for which planning permission is sought;
- Section 4 sets out the relevant planning policies against which the proposals will be assessed, including consideration of the development plan and relevant material considerations;
- Section 5 assesses the current development proposals in the context of the development plan and relevant material considerations; and
- Section 6 provides an overall summary and conclusion to the report.

2 Site Location and Context

2.1 Site Location & Description

- 2.1.1 The application site comprises approximately 0.8 ha of land adjacent to the Basingstoke / Reading railway line close to Junction 11 of the M4, south west of Reading. The land has recently been used by a 4 x 4 off road driving centre and as such the topography has been shaped into mounds.
- 2.1.2 The majority of the application site falls within the administrative boundary of West Berkshire Council. However, the area of the proposed extended station platforms also stretches into land within the administrative authority of Wokingham Borough Council. The scheme proposals will therefore be submitted as duplicate planning applications to both local authorities for their consideration.
- 2.1.3 The application site also lies adjacent to the west of the administrative boundary of Reading Borough Council.

2.2 Planning History

- 2.2.1 The application site and surrounding area has a complex planning history, which predominantly relates to the wider redevelopment of Green Park, as land adjacent to the railway is located within the western section of the Green Park Village Masterplan, granted planning consent in 2011 under planning reference 10/01934/OOD (West Berkshire Council) and 07/01275/OUT (Reading Borough Council (RBC)).
- 2.2.2 Most recently, full planning permission was granted by Reading Borough Council (Ref. 141944) and West Berkshire Council (Ref. 14/03289/COMIND) in spring 2015 for the proposed development of Green Park Railway Station, comprising:
- “Construction of a new Railway Station, bus interchange, multi-storey car park (park and ride facility), short stay car park, taxi drop-off, disabled parking facility, station access road from Longwater Avenue, landscaping and associated works.”*
- 2.2.3 The approved development included 144m length railway station platforms extending northwards across the Foudry Brook culvert (alongside the railway line and adjacent to the west of a transport interchange) and diversion of the drainage ditch to the west of the railway line to facilitate the station development.
- 2.2.4 The detailed design work pursuant to the approved scheme has since progressed and a number of applications to discharge conditions and make non-material amendments to planning permissions 141944 and 14/03289/COMIND have been submitted, a number of which have been approved.
- 2.2.5 In December 2017, applications seeking non-material amendments to the approved development were submitted to Reading Borough Council (Ref. 172319) and West Berkshire Council (Ref. 18/00034/NONMAT), linked to the current development proposals. The non-material amendment applications sought amendments to the approved drawings to omit the northern extent of the approved station platforms (north of the Foudry Brook culvert), considering the current proposals to relocate and extend the station platforms south. The non-material amendment applications were refused by West Berkshire Council and subsequently withdrawn from Reading Borough Council.
- 2.2.6 The submitted Construction Environmental Management Plan (CEMP), relating to condition 10 of 141944 (Ref. 170011), explained that construction access would be sought via an access

road to the east of the site and an access route off Cottage Lane to the west. The CEMP was approved in June 2017 and condition 10 of 141944 was discharged.

2.2.7 Table 2.1 below summarises the key planning applications submitted and determined since 2007 relevant to the current proposals.

Table 2-1 Planning History

Planning Authority	Planning Application Reference Number	Description of Development	Decision	Date
Reading Borough Council	07/01108/FUL	<i>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</i>	Granted	14/12/2007
West Berkshire Council	07/02570/COMIND	<i>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.</i>	Granted	30/01/2008
Reading Borough Council	10/01905/FUL	<i>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.</i>	Granted	14/12/2010
West Berkshire Council	10/02603/XCOMIN	<i>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</i>	Granted	09/12/2010
Reading Borough Council	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 <i>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</i>	Granted	31/03/2009
West Berkshire Council	10/01934/OOD		Granted	27/09/2010

Planning Authority	Planning Application Reference Number	Description of Development	Decision	Date
		<i>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."</i>		
Reading Borough Council	141944	<i>Construction of a new Railway Station, bus interchange, multi-storey car park (park and ride facility), short stay car park, taxi drop-off, disabled parking facility, station access road from Longwater Avenue, landscaping and associated works.</i>	Granted	08/05/2015
West Berkshire Council	14/03289/COM IND	<i>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. Part of the wider development of a new Railway Station, bus interchange, multi-storey car park (park and ride facility), short stay car park, taxi drop-off, disabled parking facilities, station access road from Longwater Avenue, landscaping and associated works at Green Park, Reading.</i>	Granted	01/06/2015
Reading Borough Council	171305	<i>Application for a non-material amendment to the proposed interchange layout following a grant of planning permission 141944.</i>	Granted	11/01/2018
Reading Borough Council	172319	<i>Non-material amendment to planning permission 141944 to alter the design of the station area within the existing site boundary.</i>	Withdrawn	25/05/2018
West Berkshire Council	18/00034/NON MAT	<i>Non-material amendment to planning permission 14/03289/COMIND</i>	Refused	08/03/2018

3 The Proposed Development

3.1 Overview

3.1.1 The development of Green Park Railway Station, together with a transport interchange, car parking and access road, was granted planning permission in 2015 by Reading Borough and West Berkshire Council. As a result of subsequent detailed design work and engineering constraints, minor amendments are sought to the approved development to facilitate construction and operation of the Railway Station. The proposed amendments fall outside of the approved application boundary and therefore a new full application is submitted to address the proposed amendments.

3.1.2 The proposed amendments relate to the permanent development (for which planning permission is hereby sought) of:

- Relocation and extension to the approved Railway Station platforms;
- Footbridge relocation; and
- Ditch diversion works.

3.1.3 And the temporary development of:

- Construction compound and works area; and
- Construction haul road

3.1.4 The temporary works are addressed under permitted development rights and therefore do not form part of this application for full planning permission. Any reference to the temporary works is for information only.

3.1.5 Accordingly, the description of development for which full planning permission is hereby sought is as follows:

“Relocation and extension to the approved railway platforms, together with the relocation of approved railway footbridge and relocation of the approved ditch diversion works (amendments to development approved under Reading Borough Council reference 141944 (as amended by reference 171305) and West Berkshire Council reference 14/03289/COMIND) at Land East of Cottage Lane, Reading.”

3.1.6 The current proposals are illustrated on the application drawings accompanying this planning application submission.

3.2 Railway Platforms, Footbridge and Ditch

3.2.1 The approved Railway Station development included two 144m length station platforms (together with lift, bridge, canopies and concourse area), which extended north-south along the railway line and across the Foudry Brook culvert (running east-west), adjacent to the west of a transport interchange. The approved station platforms accommodated 5-carriage length trains, to provide a half hourly service from Reading to Basingstoke. The approved development also required diversion works to the Foudry Brook ditch which runs north-south adjacent to the west of the railway line.

3.2.2 The current proposals seek to relocate the platforms and footbridge approximately 35m further south beyond the existing east-west Foudry Brook culvert (together with relocation further south of the ditch diversion works), and extend the overall length of the station platforms to 165m, in

order to reduce engineering constraints, accommodate longer 6-carriage length trains and align the platforms more centrally with the approved transport interchange.

- 3.2.3 The proposed platform extensions within the current application site remain situated alongside the railway line and are identical in design to that of the previously approved platforms. The footbridge remains perpendicular to the railway line and identical in design to the previous approval.
- 3.2.4 This application seeks full planning permission for the full extent of the railway station platforms (including the northern extent approved previously). In addition, this application seeks permission for the relocation of the ditch diversion works to the west of the station area.

3.3 Associated Temporary Works

Construction Compound and Works Area

- 3.3.1 A temporary construction compound and works area are proposed to the west of the railway station to facilitate construction of the development from the west of the railway line, in addition to construction works from the east.
- 3.3.2 The compound and works area fall under Part 4 Class A of the General Permitted Development Order (GPDO) 2015 which permits:

“The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.”

- 3.3.3 The temporary development of the compound and works area can therefore proceed under permitted development rights and accordingly do not form part of this application for full planning permission. This was confirmed in writing by West Berkshire Council during pre-application discussions in November 2017.

Construction Haul Road

- 3.3.4 A temporary access road will be constructed from Cottage Lane, off Kirtons Farm Road, to the west of the railway line, in order to facilitate construction of the railway station and provide an additional servicing/maintenance access to serve the development site during operation.
- 3.3.5 The access road would be constructed to provide access to the compound to facilitate construction and therefore falls under Part 2 Class B of the GPDO 2015 which permits:

“The formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any Class in this Schedule (other than by Class A of this Part).”

- 3.3.6 The development of the access road for use during construction can therefore proceed under permitted development rights. This was confirmed in writing by West Berkshire Council during pre-application discussions in November 2017.

4 Planning Policy Context

4.1 Introduction

- 4.1.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, development control decisions must be made in accordance with the adopted development plan, unless material considerations indicate otherwise.
- 4.1.2 This section sets out the relevant planning policies of the development plan and supplementary planning policy documents to be considered in the determination of this application.

4.2 Key Policy Documents

West Berkshire Council

- 4.2.1 The relevant development plan for West Berkshire Council consists of the following documents:
- Core Strategy Development Plan Document (2006 – 2026) (adopted 2012); and
 - Local Plan 1991 – 2006 (Saved Policies 2007)

Wokingham Borough Council

- 4.2.2 The relevant development plan for Wokingham Borough Council consists of the following documents:
- Core Strategy (2010); and
 - Managing Development Delivery Local Plan (2014).

Other Material Considerations

- 4.2.3 The National Planning Policy Framework (NPPF), whilst not forming part of an adopted development plan, would be a material consideration in the determination of any planning application.
- 4.2.4 The NPPF, introduced in March 2012, sets out the Government's planning policies for England and outlines out how these are expected to be applied to both plan-making and decision-making.

4.3 Development Plan Policy

West Berkshire Council Core Strategy (2012)

- 4.3.1 The Core Strategy sets out the overall planning strategy for West Berkshire to 2026.
- 4.3.2 The key Core Strategy policies, relevant to the determination of this planning application are listed below.
- Policy ADPP1: Spatial Strategy;
 - Policy ADPP6: The East Kennet Valley;
 - Policy CS5: Infrastructure Requirements and Delivery;

- Policy CS13: Transport;
- Policy CS14: Design Principles;
- Policy CS15: Sustainable Construction and Energy Efficiency;
- Policy CS16: Flooding; and
- Policy CS17: Biodiversity and Geodiversity

West Berkshire Local Plan 1991-2006 (Saved Policies 2007)

- 4.3.3 The saved policies of the West Berkshire Local Plan 1991-2006 form part of the current Local Plan for the Council. These policies were saved for continued use in development control decisions from September 2007 following the expiry of the Local Plan.
- 4.3.4 The key Saved Policies, relevant to the determination of this planning application are listed below.
- Policy OVS5: Environmental Nuisance and Pollution Control;
 - Policy OVS6: Noise Pollution;
 - Policy ENV9: The Impact of Development Proposals affecting Nature Conservation Sites;
 - Policy ENV14: River Corridors and Nature Conservation; and
 - Policy TRANS 1: Meeting the Transport Needs of New Development

Wokingham Borough Council Core Strategy (2010)

- 4.3.5 The Council's Core Strategy is designed to guide where development will take place in the borough between 2006 and 2026.
- 4.3.6 The key Core Strategy policies, relevant to the determination of this planning application are listed below.
- Policy CP1: Sustainable Development;
 - Policy CP3: General Principles for Development;
 - Policy CP4: Infrastructure Requirements;
 - Policy CP6: Managing Travel Demand;
 - Policy CP7: Biodiversity;
 - Policy CP10: Improvements to the Strategic Transport Network; and
 - Policy CP11: Proposals Outside Development Limits (including countryside).

Wokingham Borough Managing Development Delivery Local Plan (2014)

- 4.3.7 The Wokingham Borough Managing Development Delivery Local Plan supplements the Core Strategy and includes more detailed policies for development within the borough.

4.3.8 The key policies relevant to the determination of this planning application are listed below.

- Policy CC01: Presumption in favour of sustainable development;
- Policy CC02: Development limits;
- Policy CC03: Green infrastructure, trees and landscaping;
- Policy CC04: Sustainable design and construction;
- Policy CC06: Noise;
- Policy CC08: Safeguarding alignments of the Strategic Transport Network & Road Infrastructure;
- Policy CC09: Development and flood risk (from all sources);
- Policy CC10: Sustainable drainage;
- Policy TB04: Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield;
- Policy TB21: Landscape Character; and
- Policy TB23: Biodiversity and Development.

4.4 Supplementary Planning Policy

West Berkshire Council: Quality Design Supplementary Planning Document

4.4.1 The Quality Design Supplementary Planning Document (SPD) aims to help developers create places of high quality design which are sustainable, secure and accessible to all. The SPD is made up of a number of documents, including:

- Achieving Quality Design;
- Residential Development;
- Residential Character Framework;
- Sustainable Design Techniques; and
- External Lighting.

Wokingham Borough Council: Sustainable design and Construction SPD and Companion Document (2010)

- 4.4.2 The Sustainable Design and Construction SPD and Companion Document provide an up to date and comprehensive approach to considering sustainable design and construction in new development. It is a material planning consideration for all planning applications.

Wokingham Borough Council: Borough Design Guide SPD (2012)

- 4.4.3 The Borough Design Guide SPD was adopted in 2012 and seeks to encourage developers to bring forward well designed developments which complement and build upon the character of that immediate area.

4.5 Emerging Planning Policy

- 4.5.1 West Berkshire Council are currently preparing a Local Plan Review which will assess the future levels of need for new homes, employment and other land uses up to 2036.
- 4.5.2 Wokingham Borough Council are currently preparing a Local Plan Update which will provide a strategy for the Borough from April 2013 to March 2036. The Local Plan Update is expected to be adopted by May 2019.

5 Planning Assessment

5.1 Introduction

- 5.1.1 The section of the Planning Statement sets out an assessment of the development proposals against the main planning policy considerations and any other material considerations that are relevant to the consideration of this planning application.

5.2 Principle of Development

- 5.2.1 The NPPF introduces a presumption in favour of sustainable development at Paragraph 14, which for the purposes of decision-making means approving development proposals that accord with the development plan without delay. The purpose of the planning system is to contribute to the achievement of sustainable development and to meet the core land use planning principles that are identified at paragraph 17 of the NPPF.
- 5.2.2 At Paragraph 29 the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 5.2.3 Green Park is one of the largest employment areas in central Berkshire and has substantial potential for further growth. It is particularly important as an inward investment destination, for both Thames Valley Berkshire and the UK economy.
- 5.2.4 Access to Green Park is currently exclusively by road, and the entrance to the Park suffers from congestion in peak hours both northwards towards central Reading and southwards to the M4 Junction 11. A new railway station and multi-modal interchange at Green Park (as already approved) will greatly improve public transport accessibility and reduce road congestion in the vicinity, in accordance with the sustainable development principles outlined in the NPPF.
- 5.2.5 As explained above, the development of Green Park Railway Station and a transport interchange (as well as a multi-storey car park, surface car park and access road), was deemed to be fully in accordance with relevant West Berkshire local planning policies (including Policies ADPP1, ADPP6 and CS13) and was thereby granted full planning permission in spring 2015. Accordingly, the principle of the overall railway station development in this location has been established.
- 5.2.6 West Berkshire Core Strategy Policy CS13 seeks to promote sustainable travel and improve travel choice. Similarly, Policies CP1 and CP6 of the Wokingham Borough Core Strategy support schemes that provide for sustainable transport, minimise travel distances and improve the existing infrastructure network.
- 5.2.7 The current proposed amendments to the approved Railway Station development represent minor amendments to the approved development, which will facilitate longer 6-carriage trains and provide additional access during construction and operation. As such the current proposals will further improve public transport accessibility and thereby further support the provisions of West Berkshire Core Strategy Policies ADPP1, ADPP6 and CS13 and Wokingham Core Strategy Policies CP1 and CP6.
- 5.2.8 For the reasons provided above, it is therefore considered that the principle of the current development accords with policy and guidance contained within the NPPF, and West Berkshire Council and Wokingham Borough Council.

5.3 Transport Impacts

- 5.3.1 The 2014 application for the previously approved development was accompanied by a Transport Statement to consider the impact of the overall railway station development on the

local transport network. The 2014 Transport Statement concluded that the development would not have a material impact on the existing highway network and that all junctions would continue to operate satisfactorily with the inclusion of the development traffic.

- 5.3.2 The application is accompanied by a Transport Statement Addendum Note (with the 2014 Transport Statement), to consider the implications of the current proposed amendments. The Addendum Note concludes that the proposed amendments to the development are not considered to have a material impact in terms of transport and the existing highway network.
- 5.3.3 On this basis, the current proposed development accords with the NPPF and the provisions of West Berkshire Core Strategy Policy CS13 and Wokingham Core Strategy Policies CP6.

5.4 Good Design

- 5.4.1 Paragraph 56 of the NPPF states that the Government attaches great weight to the design of the built environment and that good design is indivisible from good planning.
- 5.4.2 West Berkshire Core Strategy Policy CS14 states new development is required to demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and makes a positive contribution to the quality of life in West Berkshire. Similarly, Wokingham Core Strategy Policy CP3 requires development proposals to be of an appropriate scale, mass and layout, with a high quality of design that is without detriment to local amenity.
- 5.4.3 The application site comprises land around the existing railway line, adjacent to the approved development site, and an existing access track off Cottage Lane. There are no permanent occupiers within the immediate vicinity of the site.
- 5.4.4 The proposed railway platform extensions have been designed to meet Network Rail operational requirements whilst providing a seamless link with the previously approved platforms along the existing railway line. The materials palette will comprise of sustainable hard wearing low maintenance fixtures and fittings that comply with Network Rail standards. The site will be secured and served by low-level lighting for operational needs as appropriate.
- 5.4.5 The design of the proposed development is considered to be appropriate to the setting of the application site and respectful of the surrounding area, in accordance with the NPPF and West Berkshire Policy CS14 and Wokingham Policy CP3.

5.5 Meeting the Challenge of Climate Change & Flooding

Climate Change

- 5.5.1 The use of sustainable design and construction methods in new development reduces the proposals impact on climate change, helps the scheme to adapt to climate change and also limits pollution arising through new development.
- 5.5.2 The NPPF notes that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development (Paragraph 93).
- 5.5.3 Policy CS14 of the West Berkshire Council Core Strategy notes that new development must demonstrate a high quality and sustainable design which includes considering the creation of safe environments, respecting and enhancing the character of the areas, and the conservation and enhancement of biodiversity and historic assets. Policy CC04 of the Wokingham Borough Managing Development Delivery Document states that permission will only be granted for

proposals that seek to deliver high quality and sustainably design and constructed developments.

5.5.4 The overall Railway Station development has been designed to meet local sustainable development objectives and policies, based on the framework of the CEEQUAL methodology. As previously established, the overall development will provide a high quality and sustainable development, which will:

- Contribute to the sustainable development of the local economy;
- Provide community facilities and infrastructure
- Provide appropriate landscaping (including planting to increase local biodiversity);
- Investigate and mitigate any archaeological features;
- Manage surface water to protect the receiving waters from pollution and minimise the risk of flooding (including the use of SuDs);
- Have a low pollution impact;
- Incorporate appropriate waste management during construction and operation;
- Have an energy efficient and low carbon design; and
- Provide accessibility to sustainable modes of transport.

5.5.5 The current proposed amendments to the approved development will further support the achievement of the sustainability objectives outlined above, in accordance with the NPPF, West Berkshire Policies CS14 and CS15 and Wokingham Policy CC04. This is reinforced through the principles of the Waste Management Strategy and Outline Construction Management Plan which accompany this application submission.

5.6 Flooding and Drainage

5.6.1 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, unless development is necessary and can be safeguarded from potential risk. The NPPF also requires that, in the determination of planning applications, the LPA should ensure that flood risk is not increased elsewhere with development appropriate in areas at risk of flooding only considered where informed by a site-specific flood risk assessment.

5.6.2 Policy CS16 of the West Berkshire Core Strategy notes that development will only be permitted if it can be demonstrated that it is appropriate at that location and, inter alia, would not have detrimental impacts on flood storage or flows. Policy CC09 of the Wokingham Borough Managing Development Delivery Document states that development should be consistent with the NPPF and take into account all sources of flood risk to avoid inappropriate development in areas at risk of flooding.

5.6.3 The application site is located with Flood Zone 3 and therefore a Flood Risk Assessment (FRA) has been undertaken to accompany this application.

5.6.4 The current proposals for a railway station extension constitute an essential infrastructure land use, which is considered appropriate within Flood Zone 3 subject to the Sequential Test and Exception Test. The Sequential Test and Exception Test were completed and passed as part of the applications for the approved development in spring 2015. As the current proposals represent an extension to the proposed scheme and therefore cannot be located elsewhere,

the Sequential Test and Exception Test are considered passed, in line with provisions of the previous tests.

- 5.6.5 The FRA explains the flood risk mitigation strategy comprises: raising of the platform levels, ensuring no detrimental impacts to floodplain storage capacity and incorporation of surface water drainage measures.
- 5.6.6 In summary, the FRA demonstrates that the proposed development is safe and in accordance with the requirements of national and local planning policy, including the NPPF, West Berkshire Policy CS16 and Wokingham Policy CC09.

5.7 Natural Environment

- 5.7.1 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural local environment.
- 5.7.2 As such, environmental surveys and assessment have been undertaken to inform and consider the effects of the proposed development, in respect of: ecology, arboriculture and ground conditions. The assessments supplement those undertaken previously in respect of the approved development at the adjacent site.

5.8 Biodiversity

- 5.8.1 Policy CS17 of the West Berks Core Strategy seeks to conserve and enhance biodiversity and geodiversity assets across West Berkshire. New development is required to maximise opportunities for net gains in biodiversity and geodiversity. Similarly, Policy CP7 of the Wokingham Core Strategy states that sites designated as important for nature conservation will be conserved and enhanced and inappropriate development will be resisted.
- 5.8.2 An ecological assessment of the application site has been undertaken to identify potential impacts of the development proposals and their associated effects on ecological features. An Ecological Assessment Report (EAR) accompanies this planning application submission.
- 5.8.3 The EAR states that the proposed railway station extension is not expected to cause impacts to nearby designated areas, but notes that the site itself may support some habitats with potential to be used by nesting birds, reptiles, roosting, foraging and commuting bats, badgers, common toads and invertebrates. As such, a number of measures/working methods are proposed in order to comply with relevant legislation. A range of enhancement measures are proposed as part of the overall development, including the creation of semi-natural habitats and the inclusion bird and bat boxes (over and above those required for mitigation) on retained trees.
- 5.8.4 For these reasons, the proposed development is considered to comply with West Berkshire Policy CS17 and Wokingham Policy CP7 in respect of biodiversity.

5.9 Arboriculture

- 5.9.1 In addition, an arboricultural assessment has been undertaken to consider the potential impacts upon arboriculture. An Arboricultural Impact Assessment (AIA) accompanies this planning application submission.
- 5.9.2 The AIA outlines a need for removal of 12 tree features to facilitate the development, of which 10 are Category C features (low quality) and 2 are Category U features (removal required due to poor condition regardless of development proposals).
- 5.9.3 The remaining tree features will be retained and protected through the construction process and integrated into the final layout. Sufficient space and adequate protection measures have been

set out to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction.

- 5.9.4 On this basis, the proposed development is considered to be acceptable in respect of arboriculture with regards to provisions of the NPPF and local planning policy.

5.10 Ground Conditions

- 5.10.1 Policy CS17 of the West Berks Core Strategy seeks to conserve and enhance geodiversity assets across West Berkshire. Policy CP3 of the Wokingham Core Strategy states that proposals should have no detrimental impact upon geological features.
- 5.10.2 A Ground Conditions report has been prepared to accompany this application, which summarises the geo-environmental conditions across the current application site
- 5.10.3 The geo-environmental risk assessment undertaken indicates that contamination risk at the site is generally low. It is considered that soil remediation or site wide remediation is not required for the application site in respect of protecting human health or controlled waters.
- 5.10.4 On this basis, the proposed development is considered to be acceptable in respect of ground conditions with regards to West Berkshire Policy CS17 and Wokingham Policy CP3.

6 Summary

- 6.1.1 This Planning Statement has been prepared by PBA on behalf of Reading Borough Council, in respect of a full planning application for the proposed relocation and extension to the approved railway platforms, together with the relocation of approved railway footbridge and relocation of the approved ditch diversion works at land east of Cottage Lane, Reading.
- 6.1.2 This Planning Statement sets out the site context, explains the previously approved scheme and assesses the current development proposal against government guidance and local planning policies.
- 6.1.3 The development of Green Park Station, together with a transport interchange, car parking and access road, was granted planning permission in 2015 by Reading Borough and West Berkshire Council, further to identification of the scheme within local planning policy. The current proposals represent minor amendments to the approved development to facilitate construction and operation of the railway station.
- 6.1.4 On this basis and for the reasons set out in this Planning Statement, the development fully accords with both local and national planning policy and it is respectfully requested that planning permission is granted.