

Delegated Application Report**Target Date:** 11/11/2022 (extended)**Address:** Green Park Station**Application No:** 220532/NMA

Proposal: Non-Material Amendment to Permitted Application 141944 to replace footway with landscaping northern end of interchange, increase of cycling parking with shelters, replacement of kiss and ride spaces with 5 short stay spaces, removal of cycle hire, reduction of footway, increase of surface level car park, removal of MSCP, new footpaths

Case Officer: Alison Amoah

Proposal:

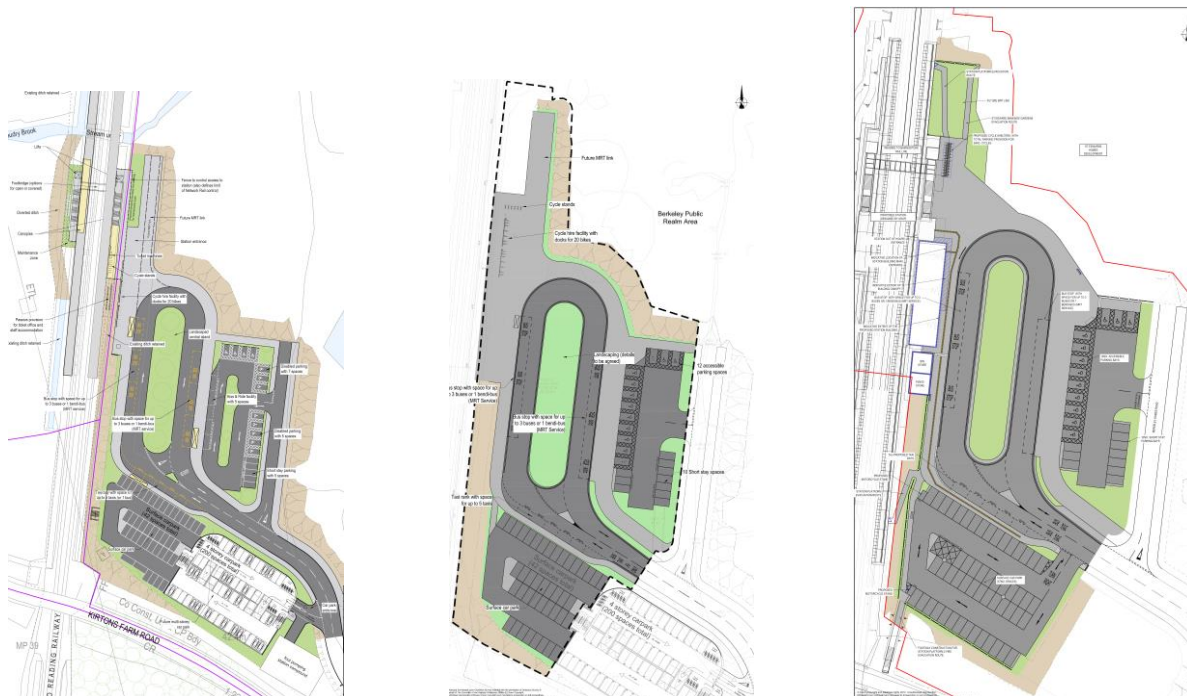
The proposed changes relate to a number of elements within the Interchange for Green Park Station as originally approved under 141944 and which was reconfigured with the following amendments under 171305:

- Swapping of the kiss and ride spaces with 9 no. of the 12 no. accessible spaces, so that the latter move slightly closer to the station.
- Number of short stay spaces to total 10. No (i.e. same as original five short stay and five kiss and ride)
- Total surface car parking spaces and accessible spaces to remain as the consented scheme, i.e. 42 no. and 12 no. respectively.
- Retention of 5 no. taxi spaces.
- Reconfigured landscaping areas.

The proposed further amendments under this 220532/NMA are as follows:

- Replace footway with landscaping to the northern end of the interchange.
- Increase cycle parking to 24 cycles, relocate cycle stands include shelters over.
- Replace the kiss and ride spaces with 5 short stay spaces.
- Remove the cycle hire.
- Reduce the footway to the western edge of the Interchange.
- Remove the multi-storey car park, introduce access to the surface level car park from a priority junction onto Flagstaff Road, and increase the no. of spaces to 57.
- Introduce new footpaths to north and south ends of eastern platform; to the west of the surface level car park.

Originally Approved 141944**Amended under 171305****Proposed under 220532**



Original Plan approved under 141944/REG3	Amended Plan under 171305/NMA	Proposed Amended Plan under 220532/NMA
Proposed Interchange Layout Illustrative General Arrangement Final Layout - Drawing no: 28791/002/206, received 9 th December 2014	Green Park Station Proposed Interchange Option 17 - Drawing no: 36382/2002/SK032 Rev C, received 14 th December 2017	Proposed Interchange General Arrangement - Drawing no: 36382/2002/SK151 Rev C, received 6 th October 2022
-	-	Broxap Apollo Cycle Shelter Specification, received 2 nd September 2022
-	-	Proposed Interchange Layout Camden 'M' Stand Detail [Cycle] - Drawing no: 36832/2011/SD10 Rev C1, received 2 nd September 2022
-	-	Finished Surface Contours - Drawing no: 36382/2011/00/02 Rev C7, received 6 th October 2022

The reason for the proposed changes, as set out by the applicant are as follows:

“The proposed amendments are made to provide a more efficient and effective station interchange layout to tie into the approved station building (Ref.190858).

The new landscaped areas in the northern end of the interchange are provided to create an uplift in green space resulting in a more pleasant environment whilst allowing the option for a future MRT link.

The kiss and ride facilities have been removed to provide five additional short stay car parking spaces which are considered by the Applicant to be of a more efficient use of space.

The footway extents along the western edge of the interchange have been reduced to accommodate the approved station building and ancillary buildings as granted under Ref. 190858.

The cycle parking provision has been increased to 24 cycle spaces to provide more opportunities for sustainable modes of transport.

The proposals remove the multi storey car parking as the land now falls outside of the Applicant's (RBC) control with the landowner no longer wanting to implement the multi storey car park. The number of car parking spaces in the surface car park to the south has increased to 57 spaces to accommodate some of the multiple storey car parking spaces lost. This approach was discussed with the LPA through informal pre-application discussions and the LPA considered the removal of the multi storey car park to be acceptable.

New footpaths have been provided to provide emergency evacuation routes to the northern and southern ends of the eastern platform. An additional footway links the interchange to the evacuation route to the south. It is understood that the works outside of the layout boundary will be implemented under permitted development rights by Network Rail as it falls within their landownership."

Objections Received (Summary):

Applications under S96A are not applications for planning permission, so are not covered by the publicity requirements as set out in the DMPO. However, consultation was undertaken with the Transport Development Control Manager.

Transport:

Received 15/8/22

- The submitted plan illustrates a potential location of a cycle store however it is my understanding that the cycle parking has previously been agreed and as such this should specify the full details of this cycle store. It is also my understanding that this has already been erected on site. The increases in cycle parking as a replacement of the cycle hire cycle spaces is however accepted.
- The scheme has been redesigned to provide just the two footways to the north as a MRT link would not be required as yet and this is accepted however, further details will be required as to where these path lead so it can be determined that they are sufficient. The drawing also illustrates some hatching where the footway commences and as such it would need to be clarified what this is to represent.
- The provision of car parking has been deemed acceptable following the decision by others that the multi storey car park is not to be built.

Planning Officer Note: The agent submitted the following comments in response, received 2/9/22:

The indicative location of the cycle storage was detailed in the original submission. The NMA provides a similar level of detail as to that submitted under the original application but we are happy to provide the detailed design for the cycle storage. I have attached the specification for the bike stands and bike shelter, as well as an extract of the location of the bike storage.

Latest St Edwards drawing is attached and shows that the path proposed from our Site links with the proposed development.

This plan has not been provided and therefore it cannot be confirmed whether the path will connect into the St Edwards development.

If the hatching represents a slope down to existing levels I would question whether this is a suitable location for the path to connect to the main interchange area. The change in levels could create difficulty for those with mobility issues or that are partially sighted etc and as such be a danger. If the path is to remain as proposed then levels of the footway must be provided to ensure a safe route from the emergency access.

Please see attached the proposed levels drawing (Finished Surface Contours - Drawing no: 36382/2011/700/02 Rev C7).

I would also question whether the cycle parking is appropriately located in relation to this path in ensuring a clear path / route in an emergency.

North of the station is the area with the most space for the shelters. The siting of the shelter allows for a large open public realm area outside the station, which would help to accommodate crowds waiting to enter the station during busy periods, such as when there are events at Select Car Leasing stadium. There is 1.5m clear width between the cycle shelters and the northern edge of the paved area, which is the same width as the evacuation route.

Planning Officer Note: Further to the receipt of the relevant plan to show how the footpath would connect into the St Edwards development (Phase 6A of the Green Park Village Development), Transport confirmed that the NMA was acceptable.

Relevant Planning History

Earlier history for the station dating back to 2000

141944/REG3 - Construction of a new Railway Station, bus interchange, multi-storey car park (park and ride facility), short stay car park, taxi drop-off, disable parking facility, station access road from Longwater Avenue, landscaping and associated works. - Approved 11/5/2015

171305/NMA - Application for a non-material amendment to the proposed interchange layout following a grant of planning permission 14194 - Agreed 11/1/2018

181195/ADJ - 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 - Observations sent 17/3/2019

181123/ADJ - 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 (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 - Observations sent 17/3/2019

190858/REG3 - 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) - Agreed 12/9/2019

200099/NMA - Non-material Amendment to planning consent 190858 for removal of condition 3 and alteration of an approved plan under condition 2 - Agreed 16/5/2020

211985/NMA - Minor amendment to condition 2 of planning permission 190858 to increase the height of the parapet and sloping roofs - Agreed 4/2/2022

Appraisal:

The proposed changes, as set out above, have been derived from the desire to improve the layout of the interchange. Transport has confirmed that the changes are acceptable. The changes are not considered to be harmful to the character and appearance of the proposal, nor would the changes have significant impacts on the operation of the scheme as an interchange for the station and would have no detrimental effect or impact on users of the station building and train users.

Conclusion:

The changes as proposed are considered to be acceptable non-material alterations to the approved scheme.

Recommendation:

Approve non-material amendment as described above.

Condition 2

The plans hereby approved by this Non-Material Amendment (under Section 96A of the Town and Country Planning Act 1990) are as follows:

- Proposed Interchange General Arrangement - Drawing no: 36382/2002/SK151 Rev C, received 6th October 2022
- Finished Surface Contours - Drawing no: 36382/2011/00/02 Rev C7, received 6th October 2022
- Broxap Apollo Cycle Shelter Specification, received 2nd September 2022
- Proposed Interchange Layout Camden 'M' Stand Detail [Cycle] - Drawing no: 36832/2011/SD10 Rev C1, received 2nd September 2022

Reason: to clarify which plans are approved by this Non-Material Amendment.

INFORMATIVES

1. This notice relates only to the changes to condition 2 of the substantive planning permission (Ref:141944, as amended by 171305). It shall be read in the context of the substantive planning permission and is bound by all the conditions and obligations attached to that permission. That permission still stands and this notice (and any other notices issued under section 96a for this development) should be read together.

2. In reaching this decision, the local planning authority is satisfied that the changes proposed by this application do not constitute material changes to the approved planning permission.