

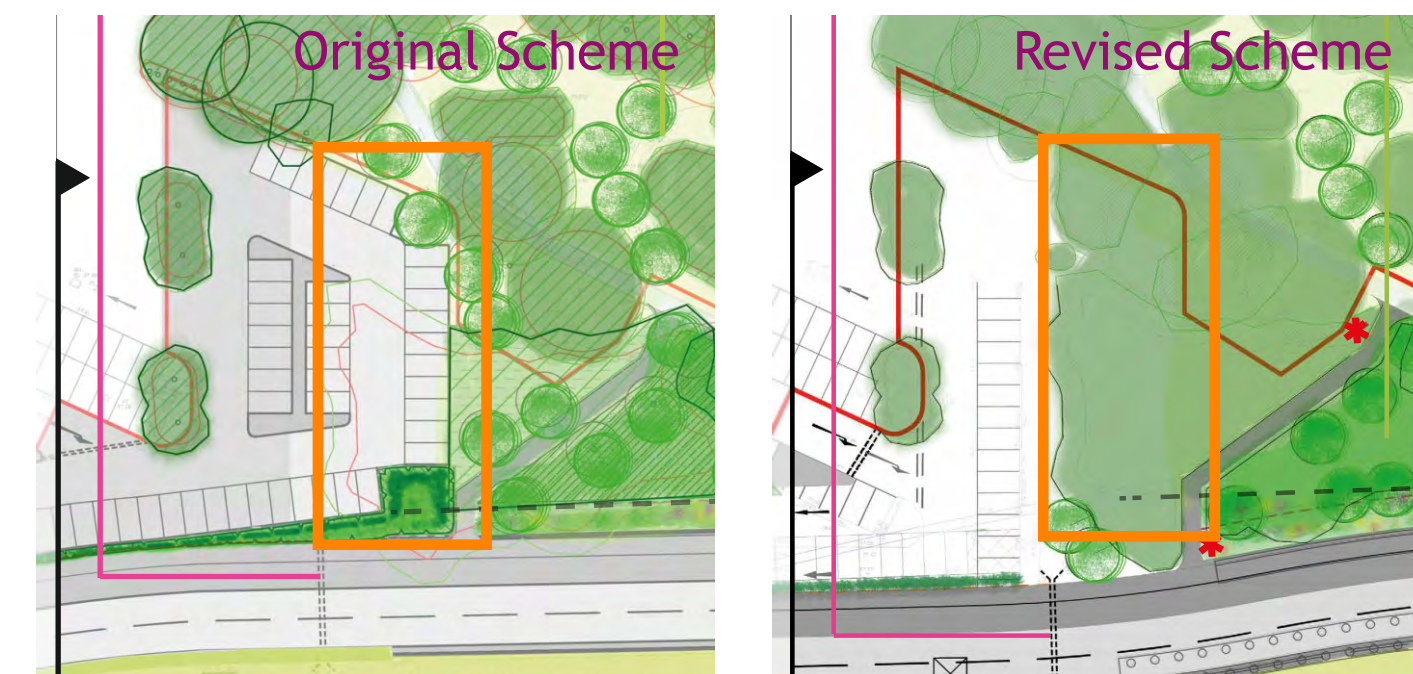
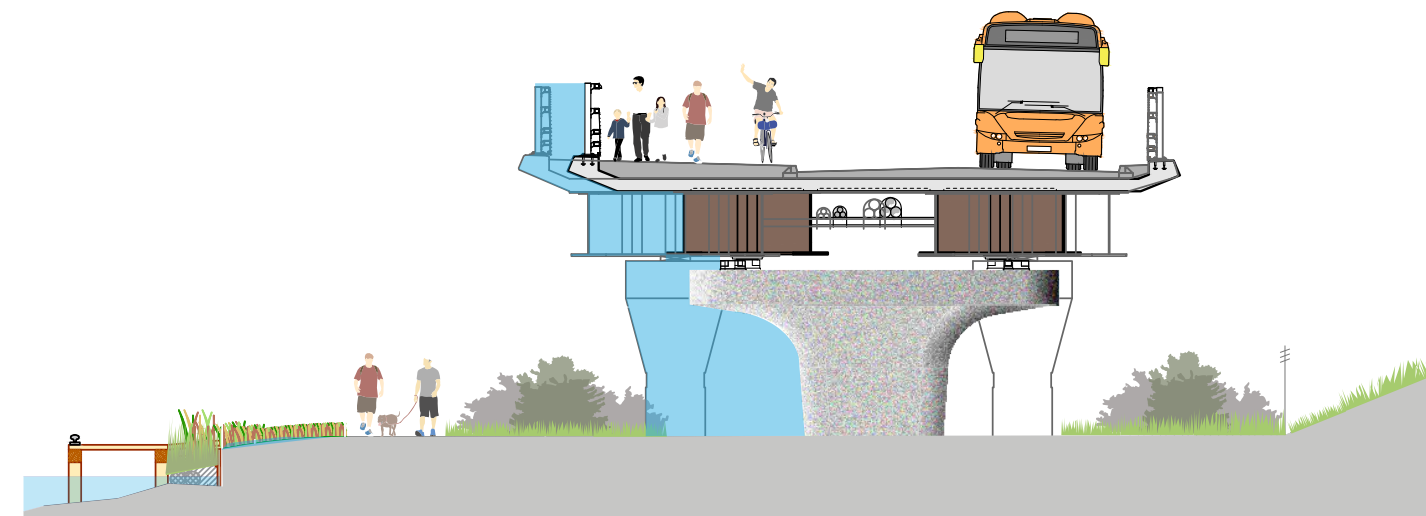
East Reading Mass Rapid Transit Route

Scheme Amendments

The application was first submitted on 4th July 2017. Since then, the scheme has been amended and improved to take account of various comments and feedback from consultees (including local communities) and by WBC and RBC planning officers. The amended scheme was formally submitted on 27th April 2018. These amendments included:

1. Reduced Width

The viaduct has been narrowed by 1m, where it travels closest to the River Thames. The viaduct is now further away from the river edge and towpath, creating a more open aspect and increasing direct sunlight on the towpath.



2. Removal of Tesco Car Park Extension

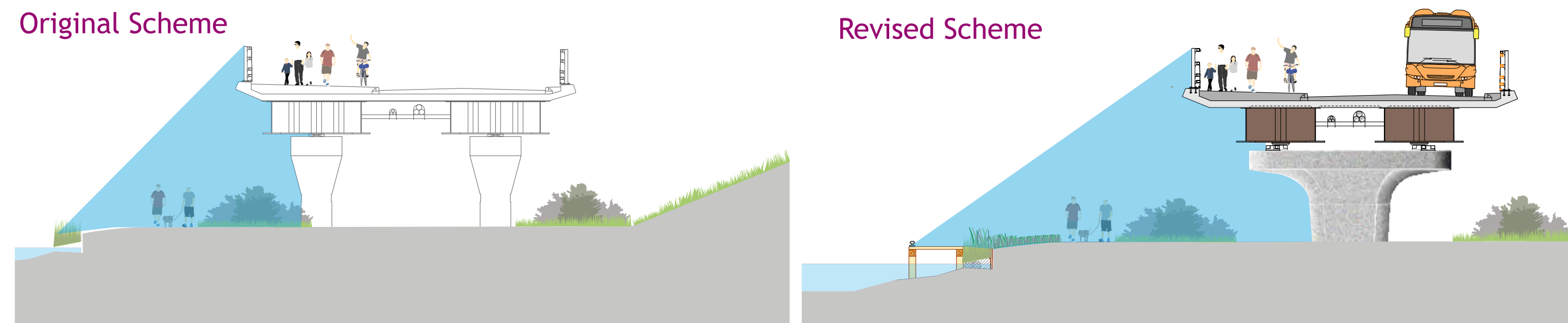
The replacement car parking originally proposed to aid compensation for those spaces lost within the Tesco car park has been removed. Site observations and a meeting with Tesco have confirmed that their car park is not fully utilised. 824 sqm of semi-natural habitat will therefore be retained and protected within The Coal, Kennet Mouth and Kings Meadow East Local Wildlife Site and an additional 17 individual trees and 8 tree groups will also be retained.

3. Reduced Columns

The originally submitted viaduct scheme was supported by a row of two columns. This has been reduced to a single column along the length of the viaduct east of the River Kennet. The single column design is considered to be more elegant and reduces the footprint, compared to the original two-column design. It also helps to create an increased sense of openness for towpath users.

Original Scheme

Revised Scheme



4. Low Level Lighting

The originally submitted scheme was lit by high-level column lighting. This has been amended to continuous low-level LED linear lighting within the upper rail of the northern parapet on the viaduct and bridge, facing southwards (i.e. away from the River Thames) to light the foot / cycleway only.

5. Flood Compensation

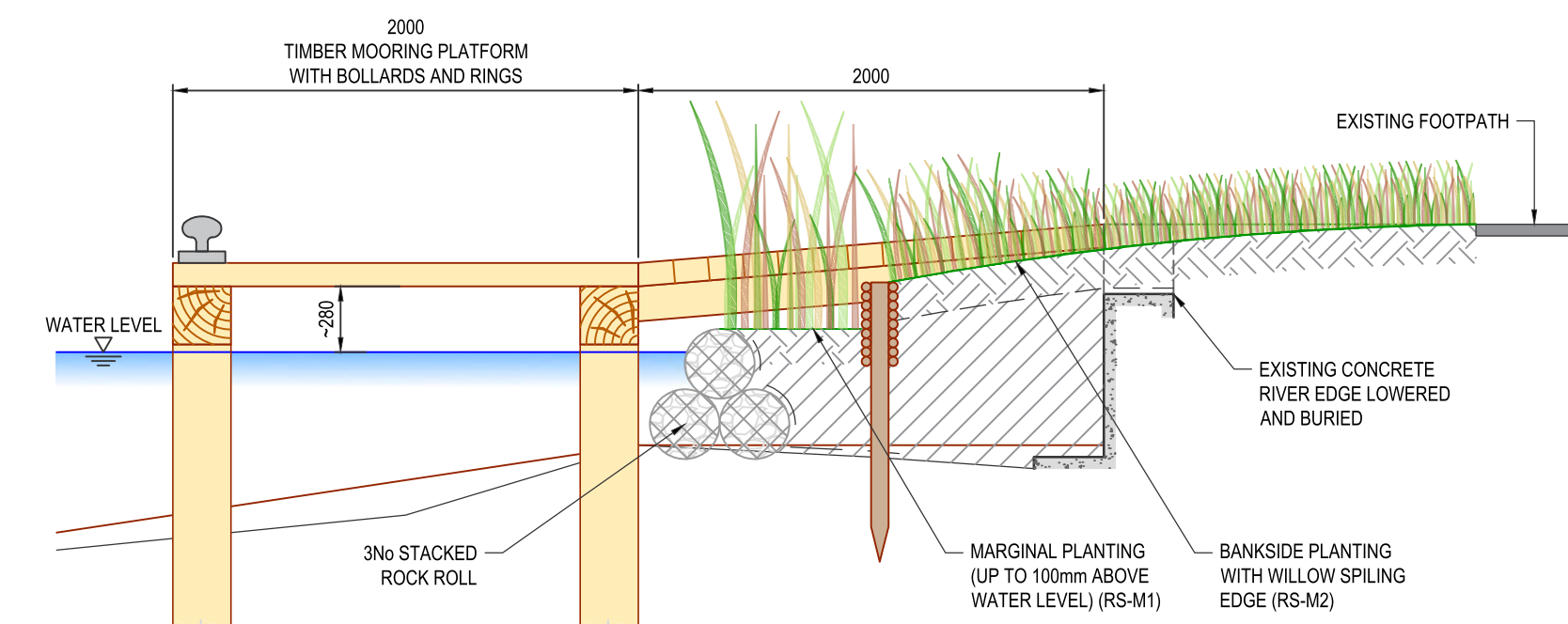
The current proposals now omit proposed ground lowering within the Tesco car park but include ground lowering to: earth embankment to the north-west of the Tesco store; north-west of the Tesco store and cutting into the embankment at the eastern end of the MRT. These measures have been agreed with the Environment Agency



6. Mooring platforms with Associated Riverside Planting (Marginal Shelf)

Following consultation with the Environment Agency, three timber mooring platforms are proposed as part of the riverbank enhancements alongside the marginal shelf landscaping improvements. These would be new river elements which will provide additional short-stay mooring facilities, which are lacking in the area. The mooring platforms and the new riverbank edge would help to improve the interface of the site with the River Thames and enhance people's experience of the edge of the River Thames in this location.

Timber platform for temporary mooring



7. Additional Ecological Mitigation and Tree Retention

The suite of ecological mitigation, compensation and enhancement measures on-site and including retention of willow tree and other trees, creation of wetland habitat beneath the viaduct and mooring enhancements (with riverside planting), as well as off-site mitigation at The Coal, Kennet Mouth, Kings Meadow East Local Wildlife Site and King's Meadow and Hills Meadow enables compliance with: planning policy requirements of no net loss in biodiversity and net gain where possible; and compliance with relevant wildlife legislation. These measures have been agreed with the Environment Agency.



8. Under Viaduct Enhancement

Beneath the viaduct, areas of marshy wetland and grasses will be created, providing an area for seasonal flooding, and a diverse marshy habitat, which includes the locally-occurring Loddon Lily. The area under the viaduct is proposed to remain open and unfenced to allow people to see beneath the viaduct, whilst discouraging public access. Provision is made within the amended proposals for the potential for fencing to be installed beneath the viaduct at a later date, if proven to be desirable. We have responded to earlier feedback by removing the original proposals for green panels, 'feding' and reclaimed boats. There is opportunity for the local community and schools to be involved in the design of storyboards, the reinstallation of the mosaic and the planting of Loddon Lily / marsh plant species beneath the viaduct.

Original Scheme

Revised Scheme



Working with:

