

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 13 October 2010

ITEM NO. 22

Ward: Whitley

App No.: 10/01461/OUT

Address: Land Adjacent To The Existing Green Park Business Park Bounded By Longwater Avenue, Kybes Lane And Smallmead Road To The South And East, Basingstoke To Reading Railway Line To The West And Operational Landfill Site To The North.

Proposal: A planning application for mixed-use development comprising:

Phase 1 (submitted in full with no matters reserved and as defined in area on Plan Ref. PL-P1-001) for the construction of housing (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 & infrastructure, landscaping and other associated works; and

Subsequent phases (submitted in outline with all matters reserved except for details of the main access proposals) for the construction of housing (Class C3), extra care housing with ancillary community uses (Class C2), offices (Class B1), one-form entry primary school Class (Class D1), health surgery (Class D1), Nursery (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 & infrastructure, landscaping and other associated works.

Applicant: St Edward and Prudential Assurance Company Ltd

Date received: 6 August 2010

Major Application: 13 week target decision date: 5 November 2010

RECOMMENDATION

Subject to:

- (i) Clarification regarding the detailed parking layout for Phase 1; and
- (ii) Submission of satisfactory information regarding Code for Sustainable Homes levels;

DELEGATE to officers to **GRANT** subject to completion of a Section 106 Legal Agreement by 5 November 2010 or **REFUSE** permission should the agreement not be completed by 5 November 2010 (unless the Head of Planning and Building Control agrees to a later date for completion of the agreement).

The agreement shall secure the following in respect of:

TRANSPORT

- The completion of a transport interchange, including railway station (as approved under application reference 07/01108/FUL or subsequent application as may be approved), prior to the occupation of no more than 230 residential units.
- Should development of the railway station not have commenced before either the

occupation of more than 230 residential units or two years from the commencement of construction of the first residential unit, payment of £4.26m in lieu of the provision of the railway station. The Council to spend the monies on (in order of priority) i) Procuring delivery of the station ii) Provision of Mass Rapid Transit iii) Achieving other South Reading LTP objectives.

AFFORDABLE HOUSING

- 8 three-bedroom wheelchair units provided prior to the occupation of no more than 350 residential units.
- 'Extra Care Unit' (80 one and two bedroom units) with associated 'Extra Care Community Space'. Sale of the Extra Care Unit site to RSL on a serviced land basis with developer's subsidy within 6 months of commencement of development. Provision of Extra Care Unit in accordance with Phasing Programme as agreed with Council.
- Provision of up to 36 additional two-bedroom shared ownership units should additional grant funding be available for the 'Extra Care Unit'.

EDUCATION

- Build and complete the school before 300 occupations or (if later) Programme Completion Date if school has started before 300 occupations.
- If school has not started by 300 occupations or 3 years from the start of construction of first residential unit (whichever is earlier):
 - Education contributions on basis of policy at the time derived from Policy CS9 of the Core Strategy (for the 300 units and agreement to pay in tranches of 50 for future dwellings).
 - Appropriate community facility to be provided and maintained on site until school is completed (or permanently if it is not).
 - Appropriate leisure/sporting facilities to be provided on site until school is completed (or permanently if it not).

TRAVEL PLAN

- Submission of draft Residential Travel Plan prior to occupation of the first residential unit for approval and implementation of Travel Plan following Council's approval.
- Bus route serving existing Green Park to be extended to serve new development.
- Extension of the existing Green Park Travel Plan to cover the proposed B1 units.

SPORTS AND COMMUNITY SPACE

- Provision of area in the 'village hub' for use as a community use (village hall) until school hall is provided for use. Management strategy for this area to be agreed.
- Community space to be provided in the form of shared use of the school hall for the benefit of the community.
- Management strategy for the dual use of the school sports facilities and community space (including hours of use, activities, and dual use opportunities) to be agreed prior to the occupation of the primary school.

OPEN SPACE

- Strategy for the management of the open space to be agreed prior to first occupation of any dwelling. The open space to be managed in accordance with the agreement.

SATELLITE HEALTH FACILITY

- For three years from occupation of the later of the community space or the extra care units, developer to offer to transfer to the PCT a leasehold interest in a satellite health facility (100 square metres approximately).

PHASING

- Submission of a phasing programme prior to commencement of development for Council approval.

ACCESS ROADS

- Developer to ensure access is provided at all times to the transport interchange.

CONDITIONS TO INCLUDE

1. NSTD - Outline permission - time limit for commencement of development.
2. NSTD - Outline permission - time limit for submission of reserved matters (10 years).
3. Reserved Matters application must include details of: landscaping; circulation areas; surfacing; materials; street furniture; schedules of plants; implementation programme; landscaping management plan; fencing/ walling; earthworks.
4. Reserved matters applications to accord with the principles of developed as agreed at outline stage.
5. Approved plans/ES/Masterplan.
6. Details of internal layout and design to be approved for outline elements.
7. Details of landscaping for full elements.
8. Details of landscaping for outline elements.
9. Implementation of approved landscaping schemes.
10. Details and implementation of tree planting.
11. Submission and approval of a landscape management plan.
12. Development to accord with the Green Park Biodiversity Action Plan.
13. Details of boundary treatment for each phase.
14. Phased programme of archaeological work.
15. Construction Method Statement for each phase to be submitted and approved.
 - Details to include:
 - a) Operatives and visitor parking
 - b) Loading/unloading plant and materials
 - c) Storage of plant and materials
 - d) Security hoarding
 - e) Wheel washing facilities
 - f) Measures to suppress dust and dirt
 - g) Scheme for recycling of waste from construction programme
 - h) Details of construction hours
16. Details of materials for each phase.
17. Details of lighting for each phase.
18. Details of access routes for each phase approved prior to occupation of each phase.
19. No dwelling/building to be occupied until highway access for dwelling/building has been provided.
20. No dwelling/building to be occupied until parking spaces provided.
21. No office building to be occupied until parking spaces provided.
22. No flats/ offices/community facilities to be occupied until approval of respective cycle parking details.
23. Safe marshalling route to be provided on match-days from the station to the

Madejski Stadium.

24. Provision of footpath/cycleway from GreenPark to Kennet & Avon Canal towpath.
25. Submission and approval of details of surface water drainage details including SUDS.
26. Details of proposed land raising works for each phase
27. Details of foul drainage system for each phase.
28. Public Art Strategy.
29. Code for Sustainable Homes Level 3 (Level 1 for water) to be met for each residential phase as a minimum.
30. BREEAM 'Very Good' to be met for the office element
31. Details of measures to minimise noise from the primary school.
32. Details of measures to minimise noise from the sports pitches.
33. No floodlighting of the sports pitches.
34. Sports pitches hours: 08.00 to 22.00 Monday to Thursday 09.00 to 20.00 Friday to Sunday and Bank Holidays.
35. Community hall hours: 23.00 Monday to Saturday; 21.00 Sundays and Bank Holidays.
36. Commercial (A1, A2, A3, A4, A5) hours: 08.00 to 23.30 Mondays to Saturdays 08.00 to 22.00 Sunday and Bank Holidays.
37. Details of ventilation for commercial (A3, A4 & A5) floorspace.
38. Servicing hours for commercial (A1, A2, A3, A4 & A5) floorspace: 07.00 to 22.00.
39. At least 50% of the commercial floorspace to be in A1 or A2 usage.
40. Removal of permitted development rights.
41. Phasing scheme to be approved.
42. Programme of archaeological work.
43. Contamination - investigation for each phase.
44. Contamination - remediation for each phase.
45. Contamination - completion for each phase.
46. Submission and approval of lake landscaping details - marginal shelves around lake edges, path details, maintenance regimes, habitat creation - prior to commencement.
47. Submission and approval of scheme for removal of Japanese knotweed prior to commencement of each phase.
48. Development shall be carried at all times in accordance with approved Flood Risk Assessment.
49. Submission and approval of surface water drainage scheme for each phase.
50. Scheme for disposal of surface water for each phase.
51. No piling, other than with prior written consent from the local planning authority.
52. Dewatering statement submitted for approval prior to dewatering of lake.
53. Details of floating islands within the lake.

INFORMATIVES TO INCLUDE

- Policy informative.
- S106 Agreement.
- Prospective commercial occupiers to sign up to Green Park Travel Plan.
- Transport informative (construction traffic to use A33, avoid Whitley area including Basingstoke Road).
- Conditions precedent.
- Damage to the highway.
- Building Control approval required.
- Environment Agency consents required.

1.0 INTRODUCTION

- 1.1 The application site is located within south Reading and lies approximately 3 miles from the town centre and 1 mile from Junction 11 of the M4. The site is 24.65 ha in total, of which 4 ha (17%) is currently a lake. Around 4.75ha (20%) of the site is in either light industrial or waste recycling usage, and there are some comparatively modest industrial buildings on site at present.
- 1.2 The site is bounded to the north by a waste refuse tip, which is to be filled, capped and restored under the terms of a legal agreement. To the east and south east the site is bounded by Longwater Avenue and the existing Green Park Business Park beyond this. The western boundary of the site is formed by the Reading to Basingstoke railway line and what is the site of the Green Park railway station and transport interchange, for which planning permission exists from 2007 (from both Reading and West Berkshire Councils).
- 1.3 Vehicular access to the site is proposed using Longwater Avenue, which provides two access points to the A33 Relief Road (South Oak Way to the south). Longwater Avenue also benefits from a high frequency bus service to the town centre. The site is already connected to cycle and pedestrian routes including the Sustrans long distance cycle route. Access to the site will also be possible by train once Green Park station is completed.



2.0 PROPOSAL AND SUPPORTING INFORMATION

2.1 The application for GreenPark Village (GPV) is submitted as a hybrid application (part full, part outline) and intends a mixed-use housing-led redevelopment of this site, the detail of which is outlined below:

Phase I (full):

- 75 three, four and five bedroom houses, 20 ‘Urban House’ units and 11 one and two bedroom flats;
- Phase 1 local retail (Use Classes A1, A2, A3, A4, A5);
- Management suite;
- Temporary village hall; and
- Phase 1 engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services and landscaping.

Phases II and III (outline, main access only):

- 269 three and four bedroom houses, 28 ‘Urban House’ units and 246 one and two bedroom flats;
- 80 unit extra care housing with ancillary uses;
- 8 three-bedroom wheelchair standard affordable houses pepper-potted within the site;
- 16,000 square metres office space;
- one-form entry primary school including nursery and sports pitches;
- community hall within the primary school;
- children’s play facilities at two locations within the site;
- infrastructure and landscaping works; and
- Phase II engineering and infrastructure works including reconfiguration of the lake and vehicular access, lakeside access, car parking, pedestrian and cycle routes, services and landscaping.

2.2 the previous 2007 application (07/01275/OUT) for residential led mixed use development on the site had the same quantum of development; however, the current application proposes changes in the mix and types of unit); a summary of the main changes is provided below:

	07/01275/OUT - 2007 APPROVED SCHEME	10/01461/OUT - 2010 PROPOSED SCHEME
Total residential units	737	737
Total houses	391	400
Total flats	266	257
Total extra care units	80	80
1-bed units (including extra care)	120	72
2-bed units (including extra care)	204	201
3-bed units	315	322
4-bed units	98	124
5-bed units	0	18
Total semi detached /detached units	20	204
Different house types	16	28
Wheelchair accessible units	8	8
Office space	16,000 sqm	16,000 sqm

- 2.3 The submitted Illustrative Masterplan (Drawing No.: PL-MPL-005 Rev. P) provides an indicative layout of the proposed development, along with plans showing building heights and siting parameters. The submitted Masterplan shows a four storey flat block in the eastern corner feature of the site, providing a focus for GPV along Longwater Avenue. Two main accesses off roundabouts are proposed along Longwater Avenue plus a smaller left in left out access. The first main access leads into the bulk of the residential development whilst the second, further along Longwater Avenue leads past the extra care units, school, village hub and lake at the southern end of the site towards GreenPark Station at the western boundary of the site. The western end of the site, between the railway line and the lake would contain four office buildings up to six storeys high as well as flatted residential development.
- 2.4 Detailed plans for the siting and size of buildings are submitted for the Full part of the application (Phase I). For the outline elements of the development, plans have been submitted to demonstrate building height and siting parameters. The information within these plans is consolidated with the submitted Design and Access Statement (DAS) and the amended DAS. These documents show details such as indicative elevational studies for the outline elements, as well as massing studies for the development.
- 2.5 The lake is proposed as the significant feature within the site, with the community hub proposed to the south-east, family housing to the east, open space and an 'amenity park' to the north, flats to the north west and the station access road, a further amenity park and the station road to the south.
- 2.6 The application is supported by a detailed Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact) (England and Wales) Regulations 1999 that deals with the following issues; consideration of alternatives, land use issues, landscaping and visual impact, ecology, archaeology, transport, air quality, noise and vibration, geological, hydro-geological and geo-environmental conditions, flooding, utilities, and socio-economic impacts.
- 2.7 The submitted details are as follows:
- Environmental Statement including Flood Risk Assessment and Transport Assessment, Technical Appendices and Non-Technical Summary;
 - Design and Access Statement;
 - GPV 2007 and 2010 Comparison Document;
 - Refuse Strategy;
 - Sustainability Report;
 - Statement of Community Involvement;
 - Redline boundary PL-MPL-001;
 - Site survey plan PL-MPL-002;
 - Engineering constraints plan PL-MPL-003;
 - Existing land use plan PL-MPL-004;
 - Illustrative Masterplan PL-MPL-005;
 - Land use zones PL-MPL-006;

- Masterplan layout parameters PL-MPL-007;
- Storey height parameters PL-MPL-008;
- Site sections 1 PL-MPL-009;
- Site sections 2 PL-MPL-010;
- Landscape Masterplan PL-MPL-011;
- Open space allocations plan PL-MPL-012;
- Access and distributor Road - Station Road PL-MPL-013;
- Access and distributor Road - Longwater Av PL-MPL-014;
- Mass earthworks strategy PL-MPL-015;
- Location plan - extent of phase 1 PL-P1-00;
- Phase 1 site layout plan PL-P1-002;
- Market Square corner flats - Plans PL-P1-003;
- Market Square corner flats - Elevations PL-P1-004;
- Market Square urban houses - Plans PL-P1-005;
- Market Square urban houses - Elevation PL-P1-006;
- Site long section / street scene elevations PL-P1-007;
- Site long section / street scene elevations PL-P1-008;
- House type A1 - Plans & Elevations PL-P1-009;
- House type A2 - Plans & Elevations PL-P1-010;
- House type B1 - Plans and Elevations PL-P1-011;
- Housetype C1 - Plans and Elevations PL-P1-012;
- Housetype C2 - Plans and Elevations PL-P1-013;
- Housetype C3 - Plans and Elevations PL-P1-014;
- Housetype E - Plans and Elevations PL-P1-015;
- Housetype G - Plans and Elevations PL-P1-016;
- Urban House H1 - Plans and Elevations PL-P1-017;
- Urban House H2 - Plans and Elevations PL-P1-018;
- Urban House H3 - Plans and Elevations PL-P1-019;
- Phase 1 Market Square and lake edge GA plan PL-P1-020;
- Phase 1 - Main Entrance Road and residential Street GA Plan PL-P1-021;
- Phase 1 - Residential street-Sections PL-P1-022;
- Phase 1 - Eastern Lake Edge Treatment, Sections including floating island PL-P1-023;
- Phase 1 - Section through market square PL-P1-024;
- Phase 1 - Longwater Avenue Ditch and eastern Wetland PL-P1-025;
- Phase 1 - Site Survey plans PL-P1-026;
- Phase 1 highways - engineering layout PL-P1-027;
- Phase 1 highways - contours and levels layout PL-P1-028;
- Phase 1 highways - long sections PL-P1-029;
- Phase 1 highways - typical cross sections PL-P1-030

2.8 The application for GreenPark station and transport interchange was granted planning permission in 2007 (07/01108/OUT). The GPV 'Replan' has resulted in less infrastructure work proposed to the lake area, and this has consequently resulted in changes to the route of the access road leading to the station. The approved access road would cut through the approved transport interchange car park and as such, a revised application for the station and interchange is due to be submitted early this month for consideration.

3. PLANNING HISTORY

- 85/TP/690 - Business uses including light industrial, warehousing and ancillary offices together with associated service areas, roads, aprons and car parking areas, Land north of Foudry Brook. Approved 26/07/1995.
- 85/TP/691 - Business uses including light industrial, warehousing and ancillary offices together with associated service areas, roads, aprons and car parking areas, Land north of Foudry Brook. Approved 26/07/1995.
- 07/00572/SCO - Request for a Scoping Opinion in respect of development relating to approximately 17,000 sq m of B1 floorspace, 737 residential units and community facilities to include a one form entry primary school. Observations Sent 02/07/2007.
- 07/01275/OUT - 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." Approved 31/03/2009.
- 10/00587/SCO - Request for a Scoping Opinion in respect of development relating to 730-750 new homes including an 80 unit Continuing Care Retirement Community scheme with extra care ancillary community facilities, 8 family homes for disabled persons, 16,000 sq m of use class B1 floor space, a One Form Entry Primary School with sports pitches for dual use with the local community, associated local centre, community and recreation facilities, a network of dedicated pedestrian and cycle routes and the provision of more than 8 hectares of open space, fully equipped children's play facilities and sports pitches, in addition to a 4 ha lake. Observations Sent 24/06/2010.

Relevant history associated with railway station and transport interchange site:

- 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. Approved 14/12/07.
- 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. Approved 21/05/2009.
- 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. Approved 21/05/2009.

- 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 permitted application 09/00349/VARIAT; and imposition of a condition requiring the applicant, prior to commencement of any phase or part of the approved development, to submit a report demonstrating how the development addresses applicable sustainable development principles. Approved 06/11/2009.

4. CONSULTATIONS

(i) Statutory Consultation

Environment Agency.

(ii) Non Statutory Consultation

- RBC Transport;
- RBC Housing;
- RBC Education;
- RBC Building Control;
- RBC Leisure;
- RBC Landscaping;
- RBC Ecology;
- RBC Sustainability Officer;
- RBC Environmental Health;
- RBC Valuations;
- Network Rail;
- Sport England;
- Health and Safety Executive;
- Natural England;
- South East England Development Agency;
- CABE;
- British Waterways;
- Reading Urban Wildlife Group;
- Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust;
- Reading Cycle Campaign;
- Basingstoke and Deane Borough Council;
- West Berkshire District Council; and
- Wokingham District Council.

(iii) Public/local consultation and comments received

The following addresses were notified:

- 100, 200, 250, 300, 350, 400 Brook Drive,

- 100, 200, 250, 300, 350, 400 Longwater Avenue,
- 100, 200, 220, 240, 250, 300, 400, 450, 500 South Oak Way
- Madejski Stadium, Madejski Conference Centre Shooters Way,
- Berkshire Brewery, Reading Depot Imperial Way,
- Reading Gate Retail Park (all), Reading Stadium, A33 Relief Road,
- Pingemead Business Estate (all), Pingemead House, Pynning, Smallmead Farm, Smallmead Road,
- 20, 22 Commercial Road,
- 34, 36, 38, Lancaster Motor Vehicles, Bennett Road,
- Units 1 - 4 Mayfield Trade Centre (all) Acre Road,
- Reading Sewage Treatment Works, Island Road.

One response was received, objecting on the basis of flooding.

The applicant undertook extensive public consultation in respect of the 2007 planning application. Advertisements were placed in the press and around 1,600 contacts were directly invited to a public exhibition at the GreenPark Marketing Suite in April 2007. A website was also set up by the applicants.

In relation to the current application, further consultation has been undertaken with Council Officers, and with consultees following submission of the Scoping Opinion (10/00587/SCO). A public briefing took place in July 2010 at the GreenPark Marketing Suite; invitations were sent to local businesses, residents and attendees of the 2007 event.

Members visited the site on 1st October 2010.

5. RELEVANT PLANNING POLICY AND GUIDANCE

National Planning Policy

PPS 1 (Delivering Sustainable Development);
 PPS 3 (Housing);
 PPS 4 (Sustainable Economic Growth);
 PPS 9 (Biodiversity and Geological Conservation);
 PPS 25 (Development and Flood Risk);
 PPG 13 (Transport);
 PPG 17 (Planning for Open Space, Sport and Recreation).

Waste Local Plan for Berkshire (1998)

WLP11 (Preferred Areas for Waste Management Uses).

Replacement Minerals Local Plan for Berkshire (2001)

MLP8 (Sand and Gravel 'Preferred Areas')

Reading Borough Local Plan (1998) (saved policies):

KEY4 (Areas of Development);
 EMP 3 (Acceptability of Employment Development);
 HSG 5 (Residential Design Standards);
 HSG 9 (Location of Residential Development);
 TRN 6 (Pedestrians);
 TRN 11B (Development and Traffic);

CUD 14 (Standards of Design in Development);
LEI 6 (New Leisure Facilities);
COM 2 (Health Care Facilities);
NE 10 (Surface Water Run-Off and Development).

Reading Local Development Framework Core Strategy Document (2008)

CS1 (Sustainable Construction and Design);
CS4 (Accessibility and the Intensity of Development);
CS9 (Infrastructure, Services, Resources and Amenities);
CS10 (Location of Employment Development);
CS13 (Impact of Employment Development);
CS15 (Location, Accessibility, Density and Housing Mix);
CS16 (Affordable Housing);
CS20 (Implementation of the Reading Transport Strategy);
CS23 (Sustainable Travel and Travel Plans);
CS24 (Car/Cycle Parking);
CS25 (Scale and Location of Retail, Leisure and Culture Development);
CS29 (Provision of Open Space);
CS31 (Additional and Existing Community Facilities);
CS35 (Flooding);
CS36 (Biodiversity and Geology);
CS37 (Major Landscape Features and Strategic Open Space).

The Revised South West Reading Planning Brief (2000)

SWR1 (Transport);
SWR2 (Design);
SWR3 (Biodiversity);
SWR4 (Biodiversity);
SWR5 (Enabling Development).

The Lower Kennet Valley Management Plan (2003)

Reading Borough Council's supplementary planning guidance:

'Planning Obligations under Section 106 of the Town and Country Planning Act 1990' (2004);
'Sustainable Design and Construction' (2007);
'Parking Standards and Design' (2009).

6. APPRAISAL

Main considerations

(i) Principle of Development

6.1 The adopted Core Strategy (2008) specifically refers to the opportunity to extend the development of GreenPark westwards beyond the current settlement boundary with housing, associated infrastructure including a new rail station and transport interchange, complemented by a mixed use centre providing local services and facilities. Policy CS10 refers to the A33 corridor as being suitable for office development, whilst Policy CS14 lists Green Park

3 as a source for housing. The supporting text at paragraph 6.13 goes further, stating:

A high level of residential development will continue to be delivered as part of mixed-use developments in South West Reading, particularly in the very accessible A33 corridor. This supply will arise from the intensification of existing permissions, such as at the former Manor Farm Development, the proposed development of Green Park 3 (North) for around 700 dwellings and, in the longer term, the possible redevelopment of selected existing employment sites in suitable locations for residential or mixed-use developments.

- 6.2 The Inspectors report on the Examination into the Reading Core Strategy (2007) makes specific reference to proposed development at this site. The Inspector considered (para. 4.6) that it is “logical that as part of a longstanding area for development GP3 should be integral to the CS”. Notwithstanding flooding considerations, which are discussed in detail below, the Inspector confirmed some sort of development at GP3 is integral to the Council’s objectives for economic growth, sustainable, accessible development and for the regeneration of south-west Reading, and the Inspector therefore accepted the principle of development on this site.
- 6.3 The identification of GP3/GPV in the adopted Core Strategy in effect supersedes the Reading Borough Local Plan (1998) identification of the site as being outside the settlement boundary and its designation as being located within a major landscape feature. While saved Policy KEY4 continues to seek to protect areas outside the settlement boundary and ensure that development does not intrude upon important green wedges it must be acknowledged that the development of GreenPark within Reading, Wokingham and West Berkshire has reduced the contribution that the GPV application site makes to the character and appearance of the remaining adjacent areas of undeveloped open space.
- 6.4 Further to these policy considerations, planning permission has already been granted for a residential led mixed use development at GreenPark (07/01275/OUT) with many similarities to this scheme, including the same number of residential units and same level of commercial floorspace. It is considered that the principle of development at GPV has therefore clearly been established.
- 6.5 The western side of the application site is identified in the Replacement Minerals Local Plan for Berkshire (2001) as a safeguarded rail depot site under saved Policy 26. However, around half of this safeguarded site has benefited from planning permissions for railway stations in 2001, 2004 and 2007. During consideration of the 2007 application it was agreed with Berkshire JSPU that whilst the station scheme may have constituted a departure from the Replacement Minerals Plan (2001), it was consistent with Policy T3 in the (now abolished) Structure Plan and Policy CS21 of the Core Strategy. The existence of policy identifying the specific site for a station meant that no useful purpose was served by raising a strategic objection relating to the rail aggregates depot, particularly given the generally

acknowledged importance of providing rail access to passengers at GreenPark. It is not considered that the remainder of the safeguarded site within this application site is required any longer for rail depot purposes. A draft Regulation 25 Minerals and Waste Development Control and Preferred Areas Development Plan Document, approved by Cabinet on 29 September 2008 for consultation (although this consultation was never carried out), stated that “the proposal is to discontinue to safeguard the sites at Pingewood, Padworth and Slough Goods yard” (paragraph 4.44).

- 6.6 As inferred by the above, the justification for extending Green Park as a sustainable community relies on the premise that the railway station and its associated infrastructure will be provided, to an appropriate timetable, to serve the emerging community. Likewise, amenities and facilities such as a primary school, community uses, shops, public open space and recreation areas also need to be provided. The current proposal includes all of these elements and their delivery can be secured by way of a S.106 legal agreement. Therefore officers consider that the proposal complies with the objectives of the Core Strategy.
- 6.7 The eastern side of the application site is defined as Area A of ‘Preferred Area 11’ for waste within the adopted Waste Local Plan, and is also defined as ‘Preferred Area 8’ for gravel extraction within the adopted Replacement Minerals Local Plan. The six Berkshire Authorities are working towards producing a Joint Minerals and Waste Local Development Framework (JMWLDF). Reading Borough Council has recommended that the site be removed from the JMWLDF. In respect of the minerals, the Council has commented that this location is proposed for housing under Policy CS14 of Reading Borough’s Core Strategy (‘Green Park 3’), and that previous discussions on this site have indicated that there has already been some historical extraction on parts of the site and that those reserves still available are unlikely to be commercially viable to extract due to the low yield remaining when compared to the likely costs of archaeological surveys (the area is designated as an area of archaeological potential in the Reading Borough Local Plan, saved policy CUD12). It is not therefore considered that extraction of sharp sand and gravel is appropriate on this site and it should be excluded from the Preferred Areas. In respect of the waste element of the Plan, the Council has commented that the southern boundary of the preferred area should be reconfigured to exclude the application site as this area was included in the Waste Local Plan Preferred Area on the basis that it could be filled with waste materials once minerals extraction had taken place. For reasons set out above, mineral extraction is not appropriate or capable of implementation, meaning that there will be no requirement for filling. Alternative development on this site may therefore be considered to be appropriate.
- 6.8 Because of the site’s preferred area status within the Waste Local Plan and the Minerals Local Plan and Saved Policy KEY 4 (Areas of Development) of the Reading Borough Local Plan (1998) the proposal may represent a departure from the Development Plan. However, the waste and minerals issues relevant to this site have been overcome on the basis of the reasoning above, and more recent policy within the Core Strategy promotes development on this site. Therefore, whilst the development may remain a technical departure

from the plan, the site is considered appropriate for development in light of more up to date adopted policy and would not require referral to the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009 on the basis of conflict with policy.

(ii) Office and Retail Development Principles

- 6.9 The application proposes the erection of 16,000 square metres office space in four buildings at the western end of the site. This level of office development represents a relatively modest addition to the available office space at Green Park and is the same level as the approved 2007 application, albeit that the office space is now proposed adjacent to the station to the west of the site rather than the approved position to the south east.
- 6.10 Policy EC5.1 of PPS4 states that local planning authorities should identify an appropriate range of sites for main town centre uses (the definition of which includes office development). Paragraph 5.7 of the Core strategy identifies the south of Reading as having areas in need of physical regeneration and proposes office development as a means of achieving this whilst Paragraph 5.8 specifically refers to the A33 and area around GreenPark station as being suited to office development. Policy CS10 of the Core Strategy confirms that major office development will be located in the town centre and along the A33 corridor and it is therefore considered that office development at this location complies with the requirements of PPS4 in terms being in accordance with an up to date development plan. The existing permission for 16,000 sqm of office space on this site is also material in consideration of this application. There is no objection in principle to office development of the level proposed.
- 6.11 The retail development proposed in this application is for a modest level of ancillary commercial development (approximately 680 sqm located by the station and village hub), serve residents and occupiers of this development, the adjoining new transport interchange and, to a limited extent, occupiers of the existing GreenPark office development; it would clearly not conflict with the role of existing centres. Paragraph 3.20 of the Core Strategy refers to this development being accompanied by a mixed use centre providing local services and facilities, and the retail element is therefore considered by an up to date development plan, and therefore in accordance with the principles of PPS4.
- 6.12 In relation to both the office and retail/commercial elements of the development, the Town and Country Planning (Consultation) (England) Direction 2009 does not require this application to be referred to the Secretary of State as it accords with the provisions of the development plan by virtue of a mixed use development being supported in the adopted Core Strategy.

(iii) Access/Transport issues

- 6.13 In terms of existing transport links, Green Park is accessed by car directly from the A33, the main corridor between the M4 junction 11 (approximately 1 mile south of the site) and Reading Town Centre (approximately 3 miles

north of the site) at two locations, a north east access point at the A33 / Bennet Road junction and a south east access point at the A33 / South Oak Way junction. The area is served by a comprehensive pedestrian and cycle network which links the site with National Cycle Route (NCR) 23, which connects Reading with Basingstoke and the extensive cycle path network adjacent to the A33, which connects with the Town Centre and NCR 4 and NCR 5. Green Park is also served by a bus service, which provides regular services between the business park and town centre. Buses run on a 7/8 minute frequency during weekdays.

- 6.14 The submitted ES incorporates a comprehensive transport study for the proposed development including a Transport Assessment (TA). The TA concentrates on reducing the need to travel by private car and optimising the use of available highway capacity by providing better facilities for public transport, walking and cycling. A S.106 Legal Agreement is proposed to provide a residential Travel Plan and in addition, extend the existing Green Park Travel Plan to include the office element; this serves to encourage sustainable travel choices.
- 6.15 The provision of the associated requirement for the new railway station and transport interchange would be linked to this application through the S.106 Legal Agreement (Heads of Terms at the beginning of the report). It will provide a new bus interchange, together with parking for 200 vehicles. The existing bus routes serving Green Park will be routed so as to provide access to the station and interchange. The number of buses serving Green Park will increase, and no residential unit within the development would be more than 400m from the nearest bus stop. In addition, cycle routes will be provided which provide direct and safe routes to the existing cycle network within Green Park and South Reading and the existing NCR 23, which currently runs along Smallmead Road, will be enhanced. The above therefore serves to make the development more sustainable by offering alternative means of travel than the private car.
- 6.16 It has been (and remains) the clear intention of the applicants to provide the railway station towards the early part of the overall development of the new community. However, in recognition of the involvement of a third party (Network Rail) in providing the service to the station it is considered expedient to include a financial package in the legal agreement as a contingency to enable the Council to secure a comparable transport service for the development should unforeseen problems arise.
- 6.17 The TRICS data analysis undertaken has assessed all junctions within Green Park and shown that they can all accommodate the traffic generated by the proposals (although the current single lane section of South Oak Way between Cisco and Costco will have to be made dual carriageway prior to completion of the whole GreenPark development). The proposals will result in an additional 6 vehicles per minute in the am peak and 5 vehicles per minute in the pm peak travelling along Longwater Avenue to the A33 / Bennet Road gyratory and an additional 2 vehicles per minute in the am peak and 2 vehicles per minute in the pm peak travelling along South Oak Way to the A33 / South Oak Way junction. These are not significant increases above the traffic generated by Green Park as a whole and can be accommodated on

the network. These figures do not take into account linked trips between the existing business park and the proposed development, which would reduce any impact further.

- 6.18 The predicted traffic flows likely to be generated by the proposed development are not considered to adversely affect the capacity of Junction 11. The GPV site was in fact assessed alongside other identified sites in relation to the Junction 11 upgrade scheme during the LDF Core Strategy Option Test, which was agreed with the Highways Agency.
- 6.19 The internal layout of all roads within the new development will be designed to the requirements of the Department for Transport document “The Manual for Streets”; this approach is considered to be acceptable.
- 6.20 The proposal would provide one car parking space for one and two bedroom flats and two spaces for three bedroom and larger dwellings. Visitors parking would be provided. For commercial uses, the car parking provision would not exceed 1 space per 46 sq metres. These figures are considered acceptable in what would be a sustainable location, well served by public transport, and it is considered appropriate to condition this parking ratio for the future outline phases. In addition, 30 spaces are provided in a surface car park serving the village centre and community facilities; this area can also be used social and community events as required. Clarification has been sought regarding the allocation of parking spaces to residential units in the first phase (full application) of the development, which may result in amended plans being submitted for consideration - an update will be provided at your meeting. Adequate cycle parking and refuse storage has been shown for the houses and flats in the first phase of the scheme.
- 6.21 In light of the above, the proposal is considered to accord with the relevant national and local plan policy guidance; in particular PPS1, PPS3, PPG 13, Local Plan Policies TRN11A, EMP3 and HSG9 and Core Strategy Policies CS4, CS10, CS23 and CS24.

(iv) Design and character

- 6.22 The submitted Design and Access Statement (DAS), the Masterplan and other submitted plans, define the character and nature of the site and surrounding area. The building storey heights and location parameters plans also define relative building heights proposed throughout the development and provide fixed and variable parameters in terms of the siting of buildings. The residential dwellings would be largely 2 and 3 storeys in height, with the flatted blocks ranging between 3 and 6 storeys in height. The offices would be between 3 and 6 storeys, the extra-care units 4 storeys and the school single and two storeys as show on the building heights plan. The parameters plan also indicates where the siting of buildings is fixed (development within the full application) and to what degree the buildings siting is variable (to between 1m and 4m from the siting as shown on the submitted plans) on the outline section of the parameters plan. As such, the submitted detail is sufficient to give a satisfactory indication of future reserved matters development parameters.

- 6.23 The density of the scheme would be approximately 53 dph using the total net developable area figure, although one's actual sense of how dense the scheme is would vary between different character areas of the development. Although the minimum density figure has been removed from PPS3, the Core Strategy would indicate a density range of 35-55 dph in this location, which the development accords with.
- 6.24 Within the detailed (full) application, access from Longwater Avenue, re-profiling of sections of the lake and creation of a section of lakeside amenity space, the market square and 95 houses and 11 flats (units ranging from 1 to 5 bedrooms) are proposed. Around the market square, later stages (submitted in outline) proposed include the one form entry primary school and a flat block (including retail at ground floor level), with the extra care unit across the station access road to the south. The detailed plans for the residential units submitted for the first phase shows the housing units timber clad in a variety of colours with projecting balconies and canopies in white painted timber and pitched roofs with grey or terracotta coloured roofing tiles. The finish of the Urban Houses (20 in total for the first phase) is also timber, but with more contemporary use of glass and aluminium cladding and flat roofs, forming roof gardens. The Urban House are three-bedroom terraced family dwellings with small front gardens and larger roof gardens. The mid-terrace Urban House would be single aspect, but continue to enjoy sufficient light to rear rooms through good use of internal space and the introduction of large light wells through the roofs. It would also comply with Lifetime Homes requirements.
- 6.25 The majority of the residential development is submitted in outline form. The submitted details show a number of differing house types (from one-bedroom flats to 5 bedroom houses) and provide an indicative layout for the development not submitted in full. These plans show a 4/5 storey flat block in the eastern corner of the site, providing a focus for GPV along Longwater Avenue. 3 storey residential units are shown fronting Longwater Avenue, with two main entrance points, and a secondary access, from roundabouts along the avenue. The first roundabout and secondary access would provide access to the main residential element of the site and school, whilst the second provides access to the 'station road' which passes the market square, extra care units, lake and leads to the station and interchange and offices and flats by the station.
- 6.26 The proposed residential layout for the residential units (as with the housing units submitted in full) adopts a 'perimeter block' approach as advocated in the ODPM and CABE joint publication 'Better Places to Live By Design'; that would aim to provide an efficient use of land, clear distinction between public and private realms, a legible environment, good natural surveillance and good connections to surrounding areas. This approach also offers a degree of flexibility in terms of the unit types that can be accommodated within each block. Garage courts are proposed as a parking solution for a number of units; these courts include flats over garages (FOGs) which increase natural surveillance in the parking courts. The development has been assessed by Thames Valley Police, who comment that the application contains the necessary references to 'Safer Places' (Safer Places: The

Planning System and Crime Prevention 2004) and identifies the relevant crime prevention issues and strategies required to avoid and mitigate them.

- 6.27 The application has demonstrated that the average garden length for a dwellinghouse would be 10m deep, an increase in average garden lengths from the 2007 application. Although in outline, the submitted plans demonstrated that back to back and back to side separation distances would be largely acceptable.
- 6.28 The approximate siting and heights of the school building (1 and 2 storeys high) and extra care building (4 storeys) are shown on the submitted plans, and these are considered to be acceptable. The 210 place one form entry primary school is located at the 'hub' of the development by the market square. The school would benefit from three all weather playing pitches, which are for the dual use of the local community out of school hours and will have independent changing rooms. In addition the school hall would serve as the village hall. The 80 unit extra care unit is located to the south of, and on opposite side of the station road to, the school and village square, ensuring that the unit is not isolated from the main activity, but is not too close so that noise and disturbance occurs. The ground floor of the unit would contain 1,300 square metres of extra care community space with uses comprising a café/restaurant with catering kitchen, hobby and treatment rooms, a shop kiosk, communal lounges, guest rooms, staff accommodation, as well as a landscaped garden and a winter garden area. Officers consider this to be a welcome development which assists in provision of a much needed type of care use within Reading. In addition, the provision of space within the community care centre (or the village hall) should the PCT require it, is welcomed. The detailed design of the school and extra care units will be for a reserved matters application, submitted in consultation with the requirements of the relevant Council Sections.
- 6.29 The 16,000 sqm office element of the development is also submitted in outline. The submitted plans indicate that the offices would be up to 6 storeys in height in a 'finger' arrangement fanning out from the station. The proposed location, next to the station, serves to make the offices more accessible by public transport, and would provide a landmark entrance to GreenPark from the station. It would also make GreenPark more legible by serving as a focal point for the station. The building heights proposed are slightly in excess of the majority of GreenPark office buildings (which are generally 4 or 5 storey), but given the use of the offices as a focus for the station, and the number of built consented offices with a larger mass within GreenPark, no objection is raised to this indicative height. It is considered that an acceptable design, in keeping with the design of the buildings across the existing business park, would be forthcoming in the reserved matters application.
- 6.30 A condition is suggested to ensure that development of outline parts of the application site conforms to the development principles outlined in the submitted DAS, in terms of building locations, heights, materials and general appearance. This will help inform the submission of reserved matters details.

6.31 The application therefore demonstrates that the proposed built form would be acceptable in terms of scale, massing and heights of development across the village. In design terms, the proposal accords with the relevant national, regional and local plan policy guidance; in particular PPS1, PPS3, Local Plan Policies HSG 5 and CUD 14, and Core Strategy Policy CS7.

(v) Landscaping

6.32 The main focus of the GPV development is the lake. The waterside park proposed around the lake will provide an opportunity for wildlife, including ecological enhancements such as floating islands. The existing Green Park Biodiversity Action Plan will be extended to cover the management of GPV, and this is controlled through condition.

6.33 Approaching 9ha (out of a total site area of 24.65ha) of GPV would be 'open space'. Around 4.5ha of this would be open water/semi natural and over 1.5ha would be linear/general amenity open space. A further 1.5ha would be neighbourhood parks, which includes two Local Equipped Areas for Play (LEAP) and walking areas around the lake. Close to 1.5ha would be sports provision in the form of playing pitches and the playground within the school. Recreational activities, including walking and cycling would also be enhanced through provision of a footpath/cyclepath from the site to the Kennet and Avon canal to the north of the site. The development is therefore considered to be acceptable in terms of the contribution it makes to open space and leisure, in accordance with Policy CS29 of the Core Strategy.

6.34 In terms of the pedestrian environment, the streets are to be designed for people, using a 'Home-zone' layout, and this would make the streets more attractive for play and for cyclists and pedestrians. Frontages of properties would be a combination of low painted timber fencing and planting, enhancing the attractiveness of the development. The main road through the residential element of the site would be a wide avenue (21m building frontage to frontage) with street planting and using buff coloured tarmac. Other roads would be generally black tarmac with buff coloured parking spaces. The siting of the buildings allows for views across the lake and in particular helps orientate the visitor to the station, as the scheme has been designed so that the station plaza is visible from the main village hub across the lake over 400m away.

6.35 The scheme also allows for a marshalling route from GreenPark station across to the Madejski Football Stadium. This route exits the station along the main road, and then joins Smallmead Road and then the existing footpath network across Green Park to the stadium.

(vi) Sustainability and energy efficiency

6.36 The applicants have proposed that the development meet Code for Sustainable Homes (CSH) Level 3. This excludes water usage for the private units, as was agreed during the course of the 2007 consent. Whilst accepted that it was previously difficult to reach CSH Level 3 for water, officers are

negotiation with the applicant in relation to CSH levels, and an update will be provided at your meeting.

- 6.37 For the office element of the scheme, it is proposed that BREEAM 'Very Good' standards be conditioned. This is in excess of the requirements of the Council's requirements within the Sustainable Design and Construction SPG.
- 6.38 Other sustainable development initiatives include the proposed establishment of a car club and the provision of SUDS (Sustainable Drainage Systems). The transport proposals as outlined above, such as the provision of the Green Park Railway Station and transport interchange will serve to make alternative modes of transport other than the private car more attractive thereby increasing the sustainable credentials of the scheme. The development is mixed-use in nature, meaning that facilities such as the shops/restaurant will be within walking distance from the dwellings, and that occupiers may be able to walk to work (within the GreenPark offices) or use the transport interchange as an alternative to the car.

(vii) Flooding issues

- 6.39 A well-established flood management strategy exists at Green Park, which has resulted in betterment for areas of South Reading at risk from flooding. However, notwithstanding that parts of the application site have planning permission to be raised out of the flood plain, much of the site is located within Flood Zone 3 (High Probability). Pockets of the site are also shown in what is defined as Flood Zone 3b (Functional Floodplain). PPS 25 sets out that dwellings will not be suitable in Zone 3b, but may be suitable in Zone 3a, provided the exceptions test is followed.
- 6.40 The Strategic Flood Risk Assessment (SFRA) undertaken by Reading Borough Council identifies the areas of land that are shown as functional floodplain. Within GPV these areas of functional floodplain have been created as a result of works undertaken in relation to GreenPark. As such, the EA accepts that the functional floodplain areas at GPV are a 'snapshot in time', and are not fixed to one place. They are also not areas next to a river where water has to flow in times of flood. Given that this functional floodplain is in effect an artificial creation, the EA accept that the SFRA can be amended to take into account these discrepancies, and the development is therefore accepted to fall within Zone 3a rather than 3b.
- 6.41 For residential development within Zone 3a, the Exceptions Test is applied. For development to pass the test it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, the development should be on developable previously-developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously-developed land, and a Flood Risk Assessment (FRA) must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. In addition to there being an extant permission for residential development on this site, it is considered that the development complies with this because of:

- Its contribution to the development of sustainable public transport for Reading through the provision of the South Reading Station and a multi-modal interchange;
- The provision of a mixed-use sustainable development with good public transport facilities;
- The opportunity to provide larger type family housing as part of a mixed scheme including school and community facilities.
- The development is on degraded land that has been excavated, parts of which are previously developed land. There are no reasonable alternative sites on previously developed land suitable for the provision of the station.
- A FRA has proved that that development will not result in increased flood risk overall.

6.42 The EA have previously considered the development in light of these factors, and raised no object to the 2007 application, subject to conditions. Likewise, the EA raise no objection to this application on flood risk grounds, subject to conditions. There is therefore no objection to the development on the basis of flood risk.

(viii) Planning Obligations

6.43 Planning Obligations would be required for this development to:

- provide essential infrastructure;
- deliver affordable housing; and
- mitigate the impact of the development on social and physical infrastructure.

6.44 The Obligations would be secured via a Section 106 Agreement to ensure the following (summarised from the Heads of Terms as set out in the Recommendation at the head of this report):

- Transport - Completion of the station and interchange by occupation of 230th residential unit. Payment of monies to the Council (to deliver the station, provide Mass Rapid Transport, or for other South Reading LTP objectives);
- Affordable Housing - 80 unit Extra Care facility, including Extra Care community space, 8 wheelchair units, up to 36 shared ownership units if grant funding is available for the Extra Care Unit;
- Education - Completion of school before occupation of 300th residential unit. Payment of monies to the Council in accordance with the Council's adopted SPG if school not completed;
- Leisure/Open Space - open space management strategy;
- Sports and Community - provision of village hall until school hall available. Provision of community hall in sports hall. Management strategy for shared use of school sports facilities and community space;
- Other - Residential and office travel plans, offer of satellite health facility to PCT, phasing plan, access to the transport interchange at all times.

6.45 The affordable housing offer equates to 12% (although the level of affordable

housing provision on site could rise to 17% dependant on the availability of grant funding). Whilst this does not meet the requirements of Policy CS16 of the Core Strategy, there are specific reasons why the proposed offer is considered to be appropriate:

- i. Albeit that the site will be accessible by public transport, officers are concerned that this particular location, unlike the vast majority of locations within the Borough, may not be suited to general social rented accommodation given its distance from established facilities.
- ii. The site has been recognised by the Council's Housing Section as an excellent opportunity to provide Extra Care units, which meets an identified, and currently largely unmet, need for older people's housing with support.
- iii. Extra Care housing provides facilities that are not associated with standard affordable housing - a café/restaurant, landscaped gardens, hobby rooms, treatment rooms, communal lounges and seating on each floor, lifts and staff sleeping and office space, all provided with no subsidy.
- iv. The development will provide up to 36 shared ownership units, depending on the availability of grant funding.

6.46 The proposed planning obligations under S106 are considered to satisfy the three tests set out in the Community Infrastructure (CIL) Regulations 2010 in that they are (a) necessary to make development acceptable in planning terms, (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. The applicant has agreed to the Heads of Terms.

7. CONCLUSION

7.1 The principle of a residential led mixed use development on this site has been established through the 2007 consent. This current proposal is also considered to be supported by policies within the adopted Core Strategy and acceptable in policy terms. The development does not need to be referred to GOSE under departure procedures.

7.2 The application is considered to be acceptable in terms of general transport, design, character and appearance, landscaping and flooding issues. Subject to further detailed parking plans and sustainability details the proposal is considered to be acceptable in planning terms, subject to the requirements of the Section 106 Legal Agreement and conditions detailed in the recommendation at the start of this report.

Case Officer: Justin Turvey.