

To: Councillor David Absolom (Chair),
Ayub, Ballsdon, Brock, Chrisp, Duveen,
Hopper, Khan, Maskell, McDonald,
McGonigle, Page, Rodda and Singh

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27 March 2017

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**NOTICE OF MEETING -STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE -
4 APRIL 2017**

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Tuesday 4 April 2017 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF THE MEETING OF THE STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE HELD ON 23 NOVEMBER 2016		1
3. MINUTES OF THE MEETINGS OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE OF 12 & 19 JANUARY, AND 9 MARCH 2017		7, 17, 19
4. MINUTES OF OTHER BODIES		
(A) JOINT WASTE DISPOSAL BOARD: 27 JANUARY 2017		31

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5.	PETITIONS		-
	<p>Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee’s Powers & Duties which have been received by Head of Legal & Democratic Services no later than four clear working days before the meeting.</p>		
	(A) PETITIONS REGARDING TOWN CENTRE TAXI RANKS		37
	<p>A report on the receipt of two petitions requesting reinstatement of the recent closed Garrard Street and Reading Station taxi ranks.</p>		
	(B) OTHER PETITIONS		
6.	QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC		-
	<p>Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee’s Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.</p>		
7.	DECISION BOOK REFERENCES		-
	<p>To consider any requests received by the Monitoring Officer pursuant to Standing Order 42, for consideration of matters falling within the Committee’s Powers & Duties which have been the subject of Decision Book reports.</p>		
8.	DRAFT LOCAL PLAN	BOROUGHWIDE	43
	<p>A report seeking the Committee’s approval to undertake community involvement on a Draft Local Plan and associated documents.</p>		
9.	CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS & WASTE PLAN - ISSUES AND OPTIONS CONSULTATION	BOROUGHWIDE	581
	<p>A report seeking the Committee’s approval for the Central and Eastern Berkshire Joint Minerals and Waste Plan Issues and Options Consultation, to feed into the preparation of the draft local plan.</p>		
10.	COMMUNITY INFRASTRUCTURE LEVY - REVIEW OF REGULATION 123 INFRASTRUCTURE LIST	BOROUGHWIDE	658
	<p>A report proposing a limited review of the Council’s existing Community Infrastructure Levy (CIL) regulation 123 Infrastructure list.</p>		

11.	‘FIXING OUR BROKEN HOUSING MARKET’ - HOUSING WHITE PAPER, FEBRUARY 2017	BOROUGHWIDE	669
	A report summarising the contents of the recent Housing White Paper and its implications for the planning system and recommending a draft response to the consultation.		
12.	COMMUNITY SOLAR SCHEME - UPDATE AND OUTCOMES FROM THE PROJECT	BOROUGHWIDE	688
	A report informing the Committee about progress with establishing the Reading Community Energy Society Ltd.		
13.	HIGHWAY MAINTENANCE POLICY	BOROUGHWIDE	694
	A report presenting Highways Policies and working practices in an updated form amalgamated into a single Highway Maintenance Policy document.		
14.	HIGHWAY ASSET MANAGEMENT POLICY	BOROUGHWIDE	740
	A report seeking the Committee’s approval for the Highways Asset Management Policy, including a change in highway safety inspection frequency as part of efficiency savings.		
15.	THAMES VALLEY LOCAL ENTERPRISE PARTNERSHIP: FUNDING FOR MAJOR TRANSPORT SCHEMES IN READING	BOROUGHWIDE	752
	A report providing an update on the current major transport projects in Reading and the process followed by local authorities to gain spend approval through the Local Enterprise Partnership for such schemes.		

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**STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
23 NOVEMBER 2016**

Present: Councillors D Absolom (Chair), Ballsdon, Brock, Duveen, Khan, Maskell, McDonald, McGonigle, Page and Rodda.

Apologies: Councillors Ayub, Chrisp and Singh.

12. MINUTES

The Minutes of the meeting held on 13 July 2016 were confirmed as a correct record and signed by the Chair.

13. MINUTES OF TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of the Traffic Management Sub-Committee held on 14 September 2016 were received.

14. MINUTES OF OTHER BODIES

The Minutes of the meeting of the Reading Climate Change Management Board of 8 July 2016, the Minutes of the meetings of the Joint Waste Disposal Board of 15 July and 30 September 2016, and the Minutes of the meetings of the AWE Local Liaison Committee of 22 June and 26 September 2016 were submitted.

Resolved: That the Minutes be noted.

15. REVISED LOCAL DEVELOPMENT SCHEME

The Director of Environment and Neighbourhood Services submitted a report setting out proposals to amend the Local Development Scheme (LDS), a statutory programme tool setting out the planning documents that the Council intended to produce and their purpose, timescales and geographical area.

The report explained that at its meeting on 5 April 2016 the Committee had approved a new LDS (Minute 34 refers). It was now proposed to change the LDS in two main ways. Firstly, the timescales for production of the Local Plan were amended, primarily to take account of ongoing joint work with neighbouring authorities in the Western part of Berkshire around options for growth. Secondly, the LDS now included proposals for a joint Minerals and Waste Local Plan with adjoining authorities, a Joint Agreement for which had been approved by Policy Committee on 31 October 2016 (Minute 51 refers).

An equality impact assessment had been conducted and was attached as Appendix 1 to the report.

The revised Local Development Scheme, showing the proposed changes, had been circulated as a separate attachment and formed Appendix 2 to the report.

The Committee noted that in order to facilitate the production of the Joint Minerals and Waste Plan, the four participating planning authorities were to form a joint elected member 'steering panel' to act as an advisory body on the preparation of the joint minerals and waste development document. It was proposed that Councillors D

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Absolom and Page be appointed as the Council's representatives on the steering panel.

Resolved:

- (1) That the Local Development Scheme, including the Minerals and Waste Local Development Scheme set out as Appendix 2 to the report, be approved and brought into effect and that it form the basis for production of planning policy, with effect from 24 November 2016;
- (2) That Councillors D Absolom and Page be appointed as the Council's representatives on the joint elected member advisory steering panel to advise on the preparation of the joint minerals and waste development document.

16. READING'S AIR QUALITY ACTION PLAN - CAMPAIGN TO REDUCE VEHICLE IDLING

The Director of Environment and Neighbourhood Services submitted a report on a proposal to carry out anti-idling campaigns in the Borough to raise awareness of the effect idling vehicles had on local air quality.

The report explained that the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 gave discretionary powers to officers to issue fixed penalty notices of £20 to drivers (rising to £40 if unpaid) who allowed their vehicle engines to run unnecessarily while the vehicle was stationary. Although it was not the intention to use these powers extensively, the report sought the Committee's authorisation for officers to use these regulations in order to aid them in their campaign work.

The report explained that Reading's Air Quality Action Plan, which had been adopted in 2015, made a commitment to reduce emissions from idling vehicles at hotspot locations within the Air Quality Management Area to help improve air quality. The campaigns initially would focus on hotspot locations such as outside schools, taxi ranks and building developments.

Resolved:

- (1) That the campaign to reduce vehicle idling be approved as set out in section 6 of the report;
- (2) That authority be delegated to the Head of Planning, Development and Regulatory Services to exercise the powers in Regulations 6(3) and 12 of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 on the basis set out in paragraph 6.3 of the report .

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17. ANNUAL CARBON FOOTPRINT REPORT, 2015/16

The Director of Environment and Neighbourhood Services submitted a report on the Council's progress in reducing corporate emissions of greenhouse gases.

The report explained that in 2008 the Council had published its first Climate Change Strategy in which it had committed to reduce its emissions of greenhouse gases by 4% per annum and by 50% in total by 2020. This commitment had been reinforced by the Council's 'Carbon Plan 2015-2020' which had been approved in 2015. In addition a renewable energy target had been set to generate renewable energy equivalent to 15% of total energy consumed by 2020.

The report showed that the Council had continued to make reductions of carbon emissions in 2015/16, with a 10.8% reduction in corporate emissions against the previous year's levels (2014/15). The report explained that when taking into account the gross emissions of the wider influence of the Council, the footprint decreased to 9.5%. The 2015/16 carbon footprint for the Council's corporate activities was 36.9% lower than the baseline emissions in 2008/09, 5.2% ahead of target, which was significant progress towards meeting the 50% reduction target by 2020. The total renewably generated energy in 2015/16 had been equivalent to 3.7% of the total energy use of the Council, or 5.9% of energy used in buildings, which continued to make progress towards the challenging 2020 renewable energy target of 15%. In addition, Reading Transport Ltd.'s bus fleet continued to serve more passengers, with carbon emissions per passenger per kilometre reduced by a third since the introduction of Compressed Natural Gas vehicles.

The full greenhouse gas report was attached to the report as Appendix 1.

Resolved:

- (1) That the continued reduction of carbon emission for 2015/16 of over 10.8% for the corporate emissions and 9.5% for the emissions from the wider influence of the Council, against the previous year (2014/15) be noted;
- (2) That the 2015/16 carbon footprint for the Council's corporate activities is 36.9% lower than the baseline emissions in 2008/09, 5.2% ahead of target, with the Council's wider activities (including schools and managed services) being 19.5% lower than the baseline emissions in 2008/09 be noted;
- (3) That the Committee notes that total renewably generated energy in 2015/16 was equivalent to 3.7% of the total energy use of the Council, or 5.9% of energy used in buildings. In addition the Committee recognised that the 2020 renewable energy target has become more challenging in the wake of significant changes to the 'Feed in Tariff' incentive schemes made by government in 2015/16;
- (4) That the Committee continues to support the ongoing investment in low carbon technologies and initiatives to reduce energy costs and the carbon footprint of Council operations.

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18. READING'S CLIMATE CHANGE STRATEGY FOR 2013-2020: PERFORMANCE REPORT TO MARCH 2016

The Director of Environment and Neighbourhood Services submitted a report on Reading's Climate Change Strategy 2013-2020 and progress towards the targets set out in the strategy during 2015/16.

The report explained that the Climate Change Strategy sought to develop activities that would lead to reductions in the carbon footprint of the Council of 34% from 2015 levels by 2020. The latest local area carbon footprint data (2014) showed Reading's emissions had already reduced by 32% since 2005 (38% per capita). This was ahead of target, the best in Berkshire and amongst the best performing in the UK.

The report explained that in Paris in 2015, the majority of nations on Earth had signed a global agreement to reduce emissions of greenhouse gases in order to limit global climate change to two degrees of warming. In line with this historic agreement, Reading was a signatory to the UK100 pledge, alongside over sixty five other authorities including Manchester, London and Glasgow to commit to a shift to 100% clean energy by 2050.

The report stated that there had been a number of key successes in the delivery of the Climate Change Strategy to date. These included, completion of a large solar panel project on Reading's Council housing, the start of the roll out of LED streetlights across the Borough, a significant increase in the number of low carbon CNG buses added to the reading Buses' fleet and the formation of Reading's first Community Energy Society. The delivery of the Climate Change Strategy action plan was largely on track with 75% of all actions and 80% of Council actions rated as green or amber (on-track, complete or progressing but with minor delays/issues).

The full performance report against all of the actions and targets was set out at Appendix A to the report.

The Committee noted that overall there had been significant progress but there were some areas where national policy changes had impacted delivery and/or timescales had slipped due to resource constraints.

Resolved:

- (1) That the Committee notes the progress that has been made in the delivery of the reading Climate Change Strategy 'Reading means Business on Climate Change', for the period April 2015 - March 2016;
- (2) That the Committee continues to support the partnership in the delivery of the reading Climate Change Strategy actions insofar as they are attributed to the Council.

19. SOUTH READING MRT PHASE 1B & 2 - DELEGATED AUTHORITY FOR CONTRACT AWARD

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the ongoing procurement process for the implementation

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of Phases 1B & 2 of the South Reading Mass Rapid Transit (MRT) scheme and seeking delegated authority to enter into a contract with the most economically advantageous tenderer in accordance with the Public Contracts Regulations 2015.

The Committee noted that the plans for the scheme were available on the Council's website.

Resolved:

- (1) That scheme and spend approval be given for Phases 1B & 2 of the South Reading MRT scheme, as set out in the report;
- (2) That delegated authority be given to the Director of Environment and Neighbourhood Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to enter into contract for the implementation of South Reading MRT Phases 1B & 2.

20. ROAD MARKING TERM CONTRACT 2017-2022: DELEGATED AUTHORITY FOR CONTRACT AWARD

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the ongoing procurement process for the Road Marking Term Contract 2017-2022 and seeking delegated authority to enter into a contract with the successful tenderer after the tendering process in accordance with the public Contracts Regulations 2015.

Resolved:

That delegated authority be given to the Head of Transportation & Streetcare in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to enter into contract with the successful tenderer for the Road Marking term Contract 2017-22.

21. BRIDGE MAINTENANCE (WORKS) TERM CONTRACT 2017-2021: DELEGATED AUTHORITY FOR CONTRACT AWARD.

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the ongoing procurement process for the Bridge Maintenance (Works) Term Contract 2017-2021 and seeking delegated authority to enter into a contract with the successful tenderer after the tendering process in accordance with the public Contracts Regulations 2015.

Resolved:

That delegated authority be given to the Head of Transportation & Streetcare in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to enter into contract with the successful tenderer for the Bridge Maintenance (Works) Term Contract 2017-2021.

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
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(The meeting started at 6.30pm and closed at 7.30pm).

Present: Councillor Page (Chair).

Councillors Debs Absolom, Davies, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and White.

Apologies: Councillor McDonald.

59. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

Questions

There were no questions submitted in accordance with the Panel's Terms of Reference.

60. MINUTES

The Minutes of the meeting of 3 November 2016 were confirmed as a correct record and signed by the Chair.

61. QUESTIONS FROM COUNCILLORS

There were no questions submitted in accordance with the Panel's Terms of Reference.

62. PETITIONS

(a) Petition for Parking Protection and Road Safety Measures on The Meadway

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to implement parking protection and road safety measures on The Meadway, outside the shops, opposite the junction with Dee Road.

The petition read as follows:

*'We, the Residents of the above area, wish to bring to your attention the following complaints regarding the spoiling of our 'quality of life' and abuse of our facilities. The public car park on the Meadway, junction with Dee Road, naturally serves all four shops, Residents living adjacent to it, plus shoppers... and parents dropping off/collecting children from **FOUR** Primary Schools. From its layout, it was clearly designed as a **CAR** Park but over a period it has slowly devolved to become a lorry park/advertising area, mobile home/recovery vehicle park and home to an assortment of 'tradesman' vehicles, parked - not just overnight but 24/7.*

Now the undersigned Residents Demand action be taken to resolve these problems.

- 1. We demand Restricted Parking for cars by Household Permits, to be accompanied by short term free parking for up to 2 hours.*
- 2. The Parking slots to the north and south, outside the elderly and disabled residents bungalows be designated 'Disabled' and Emergency vehicles only.*

3. *As it is only a matter of time before a child is killed by a speeding vehicle within the car parking area, as many drivers use the side road to race through the parking areas, attempting to beat the traffic lights on the main (Meadway) road.*
4. *We further demand that traffic calming bumps be deployed to slow traffic into the front of the four shops and to the exit road. Three bumps in and three bumps out will help prevent such an accident, as described in 3. above BEFORE it happens.'*

At the invitation of the Chair the petition organiser, Peter Beckinsale, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (2) That the petition be investigated and an update report submitted to a future meeting of the Sub-Committee.

63. RESIDENTS PARKING SCHEME - TASK AND FINISH GROUP RECOMMENDATIONS

Further to Minute 10 of the meeting held on 15 June 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the Residents Parking Review and the options for future changes to the Residents Parking Scheme that had been identified by the Task & Finish Group that had been established in June 2016. A copy of the Residents Parking Scrutiny Task and Finish Group report was appended to the report.

The report stated that there were 19 Residents Parking Zones across the Borough encompassing all the areas and residential properties covered by the previous scheme but now providing more space on street throughout the larger zones. These changes were in line with previous decisions and reflected the outcomes of a survey of all residents within the Residents Parking Scheme. The report included a table that set out the number of permits that had been issued in 2015/16 and the current charges.

The report explained that residents had been able to renew residents and visitor permits online since April 2012. The majority of residents preferred this method of renewing their permits and the number of permits being renewed online was increasing year on year as more residents were using this facility.

New applications for residents' permits required one proof of residency and one proof of vehicle ownership. The majority of applications were received by post but, applications could also be received by email or hand delivered to the Civic Offices. Resident permits were valid for 12 months and could be renewed online without the requirement for further proofs. However, if a resident chose to renew their permit by post they would require the same level of proofs as a new application. Residents were sent a reminder letter approximately one month before the permit expired reminding them to renew. Visitor permits were also valid for 12 months from issue and could also be renewed online. However, if the renewal date was missed, they were required to complete a new application and provide the proof of residency. Temporary permits were issued if a resident changed their vehicle, had a temporary change or had just moved into a Residents

Parking Zone. The majority of permits were issued via the Civic Offices Customer Services reception. The current Residents Parking Scheme had been in place for five years.

The report explained that the Task and Finish Group had made a number of recommendations including the following:

First Resident Permit Charges - In order for the scheme to cover its costs and that of enforcement of the permit scheme, the introduction of a charge for the first residents permit was recommended. The various options the Task and Finish Group had considered and the estimated income that would be generated was set out in a series of tables in the report.

Discretionary Permit Charges - A number of permit types were currently issued free of charge: Discretionary First Resident, Carer, Charity (including Community Agency), Doctor (Medical Practitioner), Healthcare Professional (HCP) and Teacher permits. The report included a table setting out proposed charges for each of these permit types and the potential income based on the number of permits that had been issued in 2015/16.

The report explained that there was currently no proposal to amend any of the other permit charges.

The report stated that it was understood that residents might be resistant to the new charges, without seeing some benefits to themselves. Therefore it had been proposed that a number of service improvements were implemented, if first permit charges were introduced, as follows:

- Online Permit application process - A software upgrade to the back office permit processing system would open up the opportunity for residents to manage their permit needs such as ordering additional visitor permits and making new applications. This would be available by September 2017;
- Upgrade of the Approved Device (CCTV) vehicle for permit parking patrols - There was an opportunity to upgrade the vehicle with permit parking data for quicker detection of illegally parked vehicles in permit zones. The upgrade was expected to take three months through the new first permit charges and other potential benefits were Bus Lane/Bus Stop improved enforcement and vehicle surveys;
- Improved Enforcement of the permit zones - The Council would work with the Contractor to increase visits to the Residents Permit Zones;
- Report vehicle parking illegal via online reporting tool/application which could be implemented within a month of the new charges;
- Renew visitor permits without the need to re-apply;
- Explore options for print at home virtual visitor permit options - This would allow residents to book their visitor parking in advance and without the need to display a visitor's permit.

In addition to the recommendations outlined above the Task and Finish Group had considered other changes to the Residents Permit Scheme as follows:

Teacher Permits - Amending the current permit rules to establish the local need for an individual school needs rather than a maximum of 15 permits per school. The report included a table that set out the schools currently applying for permits.

Transitional Arrangements - Amending the rules/definitions to include a provision for households that had been recently added to a new/expanded permit zone to be granted a discretionary third permit at third permit cost for one year.

Proof of Vehicle Ownership - Amending the current permit rules/definition to exclude permits being issued where the vehicle was not registered at the household the permit was being applied for, for example, temporary residence and use of a vehicle registered outside the permit zone to a non-resident.

Visitor Permit Renewals - When a resident had missed their online renewal window, they were required to re-apply for the books of visitor permits. It had been recommended that until the new online permit application system was introduced that these could be renewed by the permit team without the need to re-apply if they met the criteria set out in the report.

Refunds/Transfer - It was recommended that no refunds were issued for first permit charges and that the first permit could be transferred to another household.

The Sub-Committee noted that it had not been possible to convene a final meeting of the Task and Finish Group in time to finalise proposals for the Sub-Committee and therefore the proposals were tabled in the name of the Chair of the Task and Finish Group, Councillor Jones.

The Sub Committee discussed the report and proposals in detail, noting that the proposed charges would go towards covering the costs of enforcing the schemes and other costs including maintenance of signage, road marking and administration of permits.

Resolved -

(1) That, on consideration of conclusions of the Residents Permit Parking Scrutiny Task and Finish Group tendered in the name of the Chair of the Task and Finish Group only, Councillor Tony Jones, Policy Committee be recommended to:

- (a) Introduce a charge for the first residents parking permit;
- (b) Set an annual charge of £30 for the first permit, with the charge for the second permit to remain at £120 per annum;
- (c) Set an annual charge of £30 for:
 - Discretionary Resident Permits (first permit)
 - Doctor (Medical Practitioner) permits
 - Healthcare Professional permits
 - Teacher permits;
- (d) Defer consideration for any charge for:
 - Charity first permit
 - Carer (first and second permit)

pending further investigation;

- (e) Introduce the charges from 1 April 2017, with the charge for the first permit only falling due at the renewal of individual existing first permits.
- (2) That the permit scheme rules and definitions be amended/added to:
- (a) In particular, to amend the rules in relation to Teacher permits (as outlined in paragraph 4.4.2 of the report) that in future they be considered on the basis of the particular circumstances of each school and of a green travel plan;
 - (b) That the criteria allowing the introduction of a resident parking scheme be expanded to include roads and streets with a high proportion of off-road parking;
 - (c) That amendments be approved as detailed in the report in respect of Transitional Arrangements (paragraph 4.4.4) at the cost of a third permit, Proof of vehicle ownership (paragraph 4.4.5), Visitor Permit renewals (paragraph 4.4.6), and Refund/Transfer Policy (paragraph 4.4.7);
- (3) That the service improvements outlined in paragraphs 4.3.8 to 4.3.13 of the report be agreed;
- (4) That, subject to Policy Committee agreeing the recommendations of the Sub-Committee in (1) above, the current permit holders be notified by letter on the changes to the residents permit scheme;
- (5) That officers submit a report to the next meeting of the Sub-Committee listing all outstanding requests for resident parking schemes, in order that the Sub-Committee might consider priorities for implementation.

64. RESULTS OF STATUTORY CONSULTATION: WELLS HALL - UPPER REDLANDS ROAD

Further to Minute 29 of the meeting held on 14 September 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the result of the statutory consultation and officer recommendation for the introduction of the raised table junction at the entrance to the Wells Hall Development, Upper Redlands Road. A report setting out the objections to the proposed raised table was appended to the report.

The report stated that the Council had received three objections to the proposed introduction of the raised table. The objectors were opposed to the raised table as they did not believe it would cause any further slowing of the traffic following the recent introduction of a 20mph speed limit, increased vibration/disturbance from heavy vehicles and the creation of unnecessary visual pollution.

The report explained that in accordance with the Traffic Signs Regulation and General Directions Order (TSRGD) physical/vertical traffic calming measures were required on a carriageway with a 20mph speed limit. Speed cushions already existed on Upper Redlands Road and the proposed raised table would be a replacement of existing cushions. The existing cushions were located five metres west of the proposed raised table. The raised table would therefore have a negligible impact on vibration and visual pollution.

Resolved -

- (1) That the report be noted;
- (2) That the raised table at the junction of Upper Redlands Road/New Road/Wells Hall access road be implemented, as advertised;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly.

65. CRESCENT ROAD AND GRANGE AVENUE TRAFFIC MANAGEMENT MEASURES - UPDATE

Further to Minute 9 of the meeting held on 15 June 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the traffic management proposals which had aimed to address the concerns of rat-running traffic along Crescent Road. An indicative drawing of the proposals was appended to the report.

The report stated that the proposals would remove the rat-run route but, would also require residents to use alternative access routes and it was proposed that, once funding for such a traffic management scheme could be identified, that officers work with the Chair, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors to implement an informal consultation in the affected local area.

The results of the information consultation could be presented to a future meeting and a detailed design created. Once the design had been safety audited, and with agreement of the Sub-Committee, the proposals could be progressed to statutory consultation.

Resolved -

- (1) That the report be noted;
- (2) That once funding for a traffic management scheme could be identified, an informal consultation was conducted locally, in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors;
- (3) That a summary of the consultation results and a detailed proposal be submitted to a future meeting of the Sub-Committee.

66. WEST READING TRANSPORT STUDY - UPDATE

Further to Minute 47 of the last meeting and Minute 33 of the meeting held on 14 September 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the West Reading Transport Study.

The report stated that in addition to the measures that had been set out in the report submitted to the September 2016 meeting it was now proposed to include an additional proposal to extend the waiting restrictions on Southcote Lane at the junction of Bath Road within the statutory consultation, as had previously been proposed through the Council's Annual Waiting Restriction Review. This proposed measure would improve the flow of buses and general traffic on Southcote Lane on the approach to Bath Road.

Implementation of the measure in Southcote, as outlined in the report, were subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former Elvian school site on Southcote Lane.

With regard to Coley Park the feedback from the public exhibition had been reviewed by the Study Steering Group and a number of proposals had been developed for statutory consultation as follows:

- Improvements to the existing pedestrian and cycle link between Southcote and Coley Park;
- Improvements to the pedestrian cycle route between Wensley Road and Coley Avenue (running behind the former DEFRA offices site);
- Enhancements to the pedestrian route between Coley Avenue and Wensley Road;
- Implementation of a partial one way system on the Wensley Road loop to improve the flow of buses (particularly at the north west section);
- Implementation of a pedestrian crossing facility on Wensley Road outside St Mary and All Saints Primary School;
- Implementation of herringbone pattern road markings at the roundabout junction of Wensley Road/Rembrandt Way to reduce traffic speeds and improve pedestrian accessibility;
- Implementation of road markings to reduce traffic speeds on Wensley Road approaching the roundabout junction with Rembrandt Way;
- Provision of inset parking bays on the south side of Wensley Road and Holybrook Road;
- Provision of a passing point for traffic at the summit on Holybrook Road to improve the flow of buses at this existing pinch point;
- Implementation of access protection markings on Boston Avenue and Shaw Road to provide protection for resident's driveways;
- Introduction of an area wide 20mph zone to include all roads within Coley Park south of Berkeley Avenue.

The report proposed that statutory consultation through a Traffic Regulation Order would be carried out for the proposals above, with any objections submitted to the next meeting. In addition, it was also proposed that the Council would continue to monitor the increased demand for parking on Boston Avenue and Shaw Road, in the absence of a clear consensus from residents regarding the introduction of a Resident's Parking Scheme on these roads at the current time.

The report stated that it should be noted that implementation of any measures in Coley Park would be subject to funding being made available from the CIL contribution from the developer of the former DEFRA offices site.

Resolved -

- (1) That the report be noted and the proposal that officers continue to work up specific proposals for transport projects in the study area agreed;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Service be authorised to carry out a statutory consultation and advertise the proposal set out in paragraphs 5.2 and 5.4 of the report in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be submitted to a future meeting of the Sub-Committee.

67. BI-ANNUAL WAITING RESTRICTION REVIEW - 2016B STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought the approval of the Sub-Committee to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions. The Bi-Annual waiting restriction review programme list of streets and officer recommendations was attached to the report at Appendix 1 and drawings to accompany the officer recommendations were attached to the report at Appendix 2.

The report explained that the Council received regular correspondence from the public, Councillors and organisations that had a desire for the Council to consider new or amend existing waiting restrictions. Requests were received on a six monthly basis commencing in March and September each year. It stated that in accordance with the report that had been submitted to the Sub-Committee on 14 September 2016 (Minute 36 refers) consultation with Ward Councillors had been completed.

The Sub-Committee reviewed the programme and agreed that in addition to the officer recommendations, the following request be progressed:

5. Caversham: South View Avenue and Marsack Street

At the invitation of the Chair, Philip Smith of St Stephens Close, Caversham addressed the Sub-Committee on behalf of the petitioners regarding item 6 on the schedule and Councillor David Absolom addressed the Sub-Committee regarding item 46 on the schedule. It was noted that, following the Sub-Committee's decisions on the Resident Parking Review (Minute 63 above refers) these requests and all others relating to resident parking permits would be included in the resident parking report to the next meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;

- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals listed in Appendix 1 to the report, as amended above, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

68. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report stated that Network Rail had confirmed in December 2016 that they were now required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme and had confirmed that this process would delay the start of works until after Reading Festival in August 2017. Officers were awaiting a programme from Network Rail detailing the overall project plan but it was anticipated this would lead to completion in mid-2018.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

A bid had been submitted to the New Stations Fund for £2.8m additional funding which if successful would improve further passenger facilities at the station. A decision was anticipated by Network Rail in Spring 2017.

Reading West Station Upgrade

The report stated that a decision from Government on the bid to the Local Growth Fund was now expected in January 2017.

South Reading Mass Rapid Transit

Phases three and four of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund and a decision had been anticipated from Government in November 2016.

East Reading Park & Ride and Mass Rapid Transit

Preparation of the full scheme business case for the MRT scheme was being progressed and the assessment was now anticipated to be submitted to the Berkshire Local Transport Body in March 2017 to seek full financial approval for the MRT scheme. It was noted that the discussion of the Environmental Impact Assessment for the scheme was not expected to impact the planning timetable: a planning application would be submitted in spring 2017.

National Cycle Network Route 422

A programme for delivery of the full scheme was being agreed between project partners, and it was now anticipated that the works in Reading would be able to commence in February 2017.

Third Thames Bridge

The report reconfirmed that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be undertaken, and a bid had been submitted to the DfT to seek funding to undertake the next stage of the business case work for the scheme.

Whiteknights Reservoir Scheme

The report stated that progress had fallen behind the original programme due to on-site issues, with the gabion basket retaining structure now due to be completed by early January 2017. Works on the flood wall running along the length of the Mockbeggar Allotment site would now commence in January 2017 with the hand railings now being installed in late February 2017. The single lane closure along Whiteknights Road managed by temporary traffic signals would now be required from 3 January 2017 until mid to late February 2017. The revised completion date was now set as early March 2017.

Resolved - That the report be noted.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

(The meeting started at 6.30 pm and finished at 8.22 pm).

Present: Councillor Page (Chair);
Councillors Debs Absolom, Davies, Dennis, Duveen, Hacker, Hopper (for items 69 and 70 (consideration of applications 1.0 - 2.0, 2.1, 3.4 and 4.7 only), Jones, Terry, and White.

Apologies: Councillor McDonald.

69. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 70 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

70. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 38 applicants, who had subsequently appealed against these decisions.

The appellant for application 3.4 attended the meeting and addressed the Sub-Committee on the application.

Resolved -

- (1) That, with regard to applications 2.5 and 3.9 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That, with regard to application 2.6, a fourth discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (3) That, with regard to application 2.7, a fifth discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (4) That, with regard to applications 2.5, 2.6 and 2.7 the permits be renewed if the applicants were still resident at the same address at the time of renewal;
- (5) That, with regard to application 3.0, a third discretionary permit be issued, personal to the applicant and charged at the third permit fee, subject to the vehicle being within the required size restrictions;
- (6) That, with regard to applications 3.2 and 3.3, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee subject to the applicant submitting the required proof of vehicle ownership;
- (7) That, with regard to applications 2.3, 2.4, 3.4, 3.6, 4.0 and 4.6, a first discretionary permit be issued, personal to the applicant and charged at the first permit fee;

- (8) That, with regard to application 4.5, a first discretionary permit be issued, personal to the applicant and charged at the first permit fee subject to the applicant submitting the required proof of vehicle ownership;
- (9) That, with regard to applicant 3.7, a second discretionary permit be issued, personal to the applicant and charged at the second permit fee;
- (10) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2.1, 2.2, 2.8, 3.1, 3.5, 3.8, 4.1, 4.2, 4.3 and 4.4 be upheld;
- (11) That, with regard to application 3.8, should the applicant submit a compliant application then a first discretionary permit could be issued, personal to the applicant;
- (12) That, with regard to applications 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0 and 4.7 a discretionary teacher's permit be issued for one year;
- (13) That with regard to application 2.9, consideration of the application for a business permit be deferred to a future meeting to allow officers time to seek further clarification but the visitor permits applied for be granted in the meantime;
- (14) That, with regard to application 4.6, should the expected application for a second vehicle be submitted officers were granted permission to issue a second discretionary permit at the second permit fee;
- (15) That Redlands Primary School be requested to submit the school's green travel plan.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 7.26 pm).

Present: Councillor Page (Chair).

Councillors Debs Absolom, Davies, Dennis, Duveen, Hacker, Hopper, Jones, McDonald, Terry, and White.

71. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Michael Weller	Cycling on Footpaths
Simon Smart	Cycle Bridge over the Thames

(The full text of the questions and replies was made available on the Reading Borough Council website).

(2) Presentation - RED ROUTES

Simon Beasley, gave a presentation on Red Routes to provide the background to the proposal of introducing Red Route waiting restrictions along the Reading Buses Route 17 corridor due to be discussed later that evening (Minute 78 below refers). Mr Beasley explained how Red Routes operated in practice and the implications for road users, local residents and businesses along the route.

Mr Beasley answered questions from members of the public and councillors.

Resolved - That Simon Beasley be thanked for his presentation.

72. MINUTES

The Minutes of the meetings of 12 and 19 January 2017 were confirmed as a correct record and signed by the Chair.

73. QUESTIONS FROM COUNCILLORS

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Councillor Vickers	Church End Primary School - Crossing in Usk Road
Councillor White	Town Centre Public Parking

(The full text of the questions and replies was made available on the Reading Borough Council website).

74. PETITIONS

(a) Petition for potential parking scheme on Alexandra Road and Nearby Streets

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to make available additional parking facilities outside the mosque at 46 Alexandra Road.

The petition read as follows:

'We really appreciate the new parking scheme on and around Alexandra Road. I hope that the scheme will benefit the residents of the area.

You might be aware that No. 46 Alexandra Road, Reading is a Mosque (Muslim Community Center) and regularly used 5 times daily by the community. The Community members have raised concerns over parking whilst attending the mosque. We hereby request the following parking facilities to be made available so that the community members can continue attending the Mosque during their day and night prayers.

1-Two bays outside 46 Alexandra Road should be marked for Disabled

2-One hour free parking day and night

3-One hour for Friday Prayer

4-One hour for people attending any funeral prayers

5-One hour for attending Eid Prayers

We would be grateful for providing requested parking facilities for the community'

Resolved -

(1) That the report be noted;

(2) That the petition to provide parking provisions is considered as part of the Waiting Restriction Review programme and the results of officer investigations be reported back to a future meeting of the Sub-Committee.

(b) Petition for resident permit parking (Coley Avenue area)

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to provide resident permit parking in Coley Avenue South, Upavon Drive and Froxfield Avenue.

The petition read as follows:

'Parking problem day and night in Coley Ave South, Upavon Drive and Froxfield Ave, of vehicles of people who do not live in these roads we the undersigned want permit parking please.'

At the invitation of the Chair the petition organiser, Mr Sandon, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (2) That the petition to introduce permit parking be considered as part of the Waiting Restriction Review programme and the results of officer investigations reported back to a future meeting of the Sub-Committee;
- (3) That the request for permit parking be considered within the context of the West Reading Study Area to ensure a comprehensive approach to surrounding streets.

75. PETITION UPDATE - PARKING PROTECTION AND ROAD SAFETY MEASURES ON THE MEADWAY

Further to Minute 62 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with officer recommendations in respect of the petition, requesting implementation of parking protection and road safety measures on The Meadway, outside the shopping area opposite the junction with Dee Road.

The report stated that the provision of waiting/parking restrictions and road safety measures were specified within the existing Traffic Management Policies and Standards. The report summarised the items requested within the petition as follows:

- (i) Permit parking, with 2 hours short-term parking (i.e. shared-use permit parking with 2 hours limited waiting).
- (ii) The laybys to the north and south of the 'horseshoe' to be converted to disabled and emergency service vehicle bays only.
- (iii) Traffic calming, by way of 3 rubber speed humps on approach to and exit from the shops, and a 10mph speed limit installed.
- (iv) Upgraded lighting to the front of the shops.

The report explained that officers had investigated the issues raised and the requests made and had the following recommendations for the Sub-Committee:

- (a) If the request was added to the list of outstanding schemes, consideration would need to be given to the residents who would benefit and the potential impact that permit parking could have on the availability of parking for visitors to the shops. There would likely be a long lead-in time for the introduction of a permit parking scheme, due to the number of outstanding schemes awaiting progression. Waiting restrictions, possibly daytime-only, could be considered as part of the Waiting Restriction Review programme and implemented in a shorter timescale. However, some parking in this area was likely to be from Hanover Court (which sat behind the shops) and not part of the public highway network therefore, residents would not typically be eligible for a permit.

Officers recommended considering waiting restrictions as part of the 2017A review programme.

- (b) It was recommended that the request for disabled bays be considered as part of the 2017A Waiting Restriction Review programme.
- (c) The minimum legal speed limit that could be implemented on the Highway was 20mph. Traffic calming features would need to comply with Highway regulations, so could not be installed in the manner requested. Officers had not observed motorists using the 'horseshoe' to bypass the traffic signals, nor driving at excessive speed. While a speed survey could be conducted, this would be outsourced at a cost to the Council and would likely demonstrate that the majority of vehicles were traveling at less than 20mph.

This one-way section of The Meadway had an excellent Highway safety record, with no incidents involving casualties having been recorded by the Police in the latest three year period.

It was unfortunate that there would always be a minority of motorists that did not drive in an appropriate and acceptable manner, regardless of the measures that were put in place to encourage them to do so. The installation of vertical traffic calming measures would be subject to statutory consultation and consideration would need to be given to the additional road noise that they could create, as well as the locations available for installation - accesses to private driveways and the location of the parking bays would limit availability. Officers did not recommend progressing with traffic calming measures at this time, as there was currently no evidence to suggest that there was a speed-related road safety issue at this location.

- (d) The Highway street lighting columns were due to be upgraded to the improved LED lamps, as part of the Council's rolling LED lighting replacement programme.

The Sub-Committee discussed the report and it was suggested that a meeting with residents and local businesses be arranged to discuss the measures which could be taken forward.

Resolved -

- (1) That the report be noted;
- (2) That the waiting (parking) restrictions be considered as part of the Waiting Restrictions Review Programme as set out in (a) and (b) above;
- (3) That local residents and businesses be invited to meet and discuss the measures which could be taken forward;
- (4) That traffic calming be not considered at this time, in accordance with (c) above.

76. RESIDENT PARKING SCHEME - CHARITY AND CARER PERMIT CHARGES

Further to Minute 63 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report inviting the Sub-Committee to consider the proposal to charge for Charity (first) and Carer parking permits.

The report explained the history of resident permit parking charges and how these had developed in recent years. Following the work of a Task and Finish Group, reported to the Sub-Committee on 12 January 2017, the Sub-Committee had decided to recommend a charge for the first resident's permits, discretionary first resident's permits, Healthcare Professional, Medical Practitioner and Teacher permits. The report stated that these recommendations had been agreed by Policy Committee on 16 January 2017.

The report invited the Sub-Committee to decide if the first permit charge of £30 should be applied to Charity (first) and Carer permits, as the decision on these permit types had been deferred from the 12 January meeting. The report explained that a total of 26 Charity (first) and 133 Carer permits had been issued in 2015/16 and if these had been charged at the proposed rate it would have raised a total of £4,770.

The Chair advised the Sub-Committee that the Access and Disabilities Working Group had discussed the proposal at its recent meeting and had taken the view that there should not be a charge for either carer or charity permits.

Resolved - That the Charity (first) and Carer Parking Permits continue to be issued free of charge.

(Councillors Jones and Terry declared a non-pecuniary interest in this item. Nature of interest: involvement with a local charity)

77. RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS

Further to Minute 63 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a consolidated report on all outstanding requests for resident permit parking across the Borough.

Appendix 1 to the report provided a list of all outstanding schemes that were either area schemes or were yet to be investigated. The list included background information on the schemes and some officer comments. The report stated that the list did not include requests being presented to the Sub-Committee as part of the 2017A Waiting Restrictions Review Programme.

The report included a proposal that this should become a regular agenda item for the Sub-Committee, with the main report being presented at the March and September meetings and scheme update reports being presented as required. It was recommended that new requests for resident permit parking were added to this report and were no longer added to the Waiting Restrictions Review programme.

At the invitation of the Chair, Mr Dave Dymond and Mr Keith Faulkner addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the report become a regular agenda item and that new permit parking requests be referred to this 'programme' as proposed in the report;
- (3) That the following schemes be prioritised for progression:
 - 13 - Warwick Road and Cintra Avenue
 - 1 - Little Johns Lane Area
 - 3 - Lower Caversham
 - 12 - St Stephens Close
 - 8 - Harrow Court
 - 2, 4 & 9 East Reading Area, Amherst Road, Melrose Avenue (all progressed as an area scheme)
 - 5, 6, 11 Charndon Close, Collis Street, Rowley Road (all progressed as an area scheme)
 - 7 Grovelands Road;
- (4) That scheme 10 (Mortimer Close, Whitley) remain on the reserve list but not be recommended for further action at this time.

78. RED ROUTE - BUS ROUTE 17

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to introduce a Red Route waiting restriction along the Reading Buses Route 17 corridor.

The report stated that it had been agreed by Policy Committee on 20 July 2015 to turn the Reading buses route 17 into a red route. The purpose of the proposal was to improve the efficiency of the Route 17 corridor, promote local business through better access to short term parking, to stop indiscriminate parking on footways (thus improving safety concerns expressed by pedestrians and cyclists) through consistent enforcement of the waiting restrictions.

The report explained that Red Routes had been very successful in London for some time. Through special approval from the Department of Transport a small number of highway authorities outside London had developed Red Route corridors. The recent revision of the Traffic Signs Regulations and General Directions had brought new red routes into line with yellow line restrictions as an effective parking management tool without the need for special approval. Although a red route was a no stopping restriction the advantages had been shown to outweigh any disadvantages.

The report explained that the intention now was to carry out informal consultation with a number of localised exhibitions on changing the existing yellow line restrictions into a red Route and report submitted to the June 2017 meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;

- (2) That the informal consultation be approved and the resultant feedback and officer recommendations be considered at the next meeting of the Sub-Committee in June 2017.

79. CIVIC OFFICES - INTRODUCTION OF PAY AND DISPLAY PARKING

The Director of Environment and Neighbourhood Services submitted a report that sought the approval of the Sub-Committee to introduce formal waiting restrictions on Council owned land, at the perimeter of the Civic offices, for the purpose of improved traffic management and introduction of Pay and Display (P&D) parking for public use.

The report explained that Corporate Facilities Management Team had identified potential for nineteen car parking spaces to become P&D bays. These comprised fourteen spaces at the northern end of Simmonds Street and five spaces behind the barrier-controlled visitor area to the south of the Civic Offices.

The report explained that by formalising parking through the introduction of a Traffic Regulation Order, the spaces would be added to the current public highway parking contract managed within the Council's transport team. This would facilitate the procurement through the current contract for the introduction of the new bays, the P&D equipment, signage and road-markings, enforcement and, potentially, the installation of two electric charging bays.

The report explained that stakeholders had been consulted and only minor issues had been raised, which could be managed internally.

The financial implications and a plan of the site were attached as Appendix A to the report.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transportation and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise this proposal in accordance with the Local Authorities Traffic orders (Procedures) (England and Wales) regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic regulation Order.

80. WAITING RESTRICTIONS REVIEW - OBJECTIONS TO WAITING RESTRICTIONS REVIEW 2016(B) AND REQUESTS FOR WAITING RESTRICTIONS REVIEW 2017(A)

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections received in respect of the traffic regulation order, which had been advertised as part of the waiting restriction review programme 2016B. These involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The objections were detailed in Appendix 1 to the report, which was circulated at the meeting, to enable the Sub-Committee to conclude the outcome of the proposals.

Appendix 2 to the report provided details of new requests for waiting restrictions raised by members of the public, community organisations and Councillors since September 2016.

At the invitation of the Chair, Mr Brian Murphy addressed the Sub-Committee regarding the proposal in respect of Uplands Road, and Councillor Rodda addressed the Sub-Committee regarding the proposal in respect of Whitley Street, on behalf of his constituents.

Resolved -

- (1) That the report be noted;
- (2) That having considered the objections noted in Appendix 1 the following proposals be implemented as advertised:
 - 1 - Henry Street/Dorothy Street
 - 2 - Severn Way
 - 3 - Lower Armour Road
 - 4 - Havergate Way
 - 5 - Jefferson Close
 - 6 - Norcot Road
 - 7 - Shirley Avenue/Woodside Way;
- (3) That having considered the objections noted in Appendix 1, and the amendment proposed by Cllr White, the proposals for Wykeham Road be implemented as advertised, with the exception of a proposed reduction of the double yellow line on Wykeham Road, to the side of 89 Pitcroft Avenue;
- (4) That having considered the objections noted in Appendix 1, the proposal in respect of Whitley Street and Northcourt Avenue be implemented in accordance with the officer recommendation in Appendix 1;
- (5) That having considered the objections noted in Appendix 1 the following proposals be not implemented:
 - 1 - Uplands Road
 - 2 - Whitley Wood Lane;
- (6) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (7) That the objectors be informed of the decisions of the Sub-Committee;
- (8) That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and consult on their findings with Ward Members, subject to the following comments:

- (i) that the Fulmead Road/Gordon Place/Dorset Street/Sherwood Street and Chester Street requests be considered at the same time as the residents parking request;
 - (ii) that the Shaw Road and Coley Avenue request be looked at as part of the West Reading Study;
 - (iii) that the Beecham Road request be dealt with together with the Grovelands Road resident parking scheme;
 - (iv) that the Brockley Close, Strathy Close and Usk Road requests be removed from the list;
 - (v) that the Kirton Close request be taken as part of a review of the junctions throughout the Windrush Way/Watermead estate;
 - (vi) that the Kennetside request be amended to include '...unrestricted sections *near Cholmelely Road and Jolly Anglers PH*';
 - (vii) that the Henley Road request be clarified to specify which part of Henley Road was involved;
- (9) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

81. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report stated that Network Rail had confirmed in December 2016 that they were now required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme and had confirmed that this process would delay the start of works until after Reading Festival in August 2017. Officers were awaiting a programme from Network Rail detailing the overall project plan but it was anticipated this would lead to completion in mid-2018.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

A bid had been submitted to the New Stations Fund for £2.8m additional funding which if successful would improve further passenger facilities at the station. A decision was anticipated by Network Rail in Spring 2017.

Reading West Station Upgrade

The report stated that unfortunately the funding bid for the Local Growth Fund to support Phase 2 of the scheme had been unsuccessful. Therefore at this time the Council would continue to explore other potential funding sources alongside Network rail and GWR.

South Reading Mass Rapid Transit

Phases three and four of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund and indicative funding for the scheme had been allocated by the Government in February 2017.

East Reading Park & Ride and Mass Rapid Transit

Preparation of the full scheme business case for the MRT scheme was being progressed and the assessment was now anticipated to be submitted to the Berkshire Local Transport Body in June 2017 to seek full financial approval for the MRT scheme. It was noted that this would be subject to the outcome of the independent assessment of the business case by the Local Enterprise partnership and their assessors. It was anticipated that a planning application would be submitted in April/May 2017.

National Cycle Network Route 422

A programme for delivery of the full scheme was being agreed between project partners. The first phase of works in Reading had commenced in February 2017 and were progressing well.

Third Thames Bridge

The report reconfirmed that production of the outline strategic business case was being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid for funding to the DfT to produce the full business case had not been successful. Therefore options to progress the development of the scheme would be investigated by the joint group.

Whiteknights Reservoir Scheme

The report stated that works had commenced on 15 August 2016 and following on site engineering difficulties was now reprogrammed for completion mid to late May 2017. The contractor had installed the drainage and gabion basket retaining structure. Works on the 72m long flood wall had commenced in early February 2017 and were due for completion by early April 2017. A single lane closure along Whiteknights Road adjacent to the site was being managed by temporary traffic signals, which had been in place from 18 January 2017 and would run until the end of April 2017.

Resolved - That the report be noted.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

82. HIGHWAYS MAINTENANCE UPDATE AND PROGRAMME 2017/18

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the 2016/2017 Highway Maintenance programme and informing the Sub-Committee of the £2.039m (works and fees) programme for Highway

Maintenance for 2017/18 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

The report outlined the background to the selection of schemes and Appendix 1 to the report detailed the list of schemes in each category to be undertaken in 2017/18. The categories were: Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance, Pothole Award and National Productivity Repair Fund. The report provided a detailed breakdown of allocations in each category.

Resolved -

- (1) That the report be noted;
- (2) That the proposed Highway Maintenance Programme 2017/2018 and proposed spend allocation be approved as set out in paragraph 4.9 of the report.

83. SANDCROFT ROAD COLLAPSE REPAIR SCHEME UPDATE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a collapse that had occurred within the public highway in Sandcroft Road, Caversham on 4 December 2016 following the report of a burst water main.

The report explained that since Thames Water's repair, which had been followed by a further burst to the water main nearby, they had commissioned a radar survey which had revealed several areas below the road surface that indicated the presence of loose and voided material. Council officers had met with Thames Water and Peter Brett Associates, the Council's term structural engineers to discuss the initial findings of the radar surveys and agreed that more detailed investigation was necessary.

The report explained that the resulting dynamic probing investigation works were scheduled to be completed within five weeks and Peter Brett Associates would then prepare a detailed report and recommendations to Thames Water setting out possible repair solutions.

The Sub-Committee was advised that Thames Water had agreed to update the affected residents on a fortnightly basis and to provide feedback on the ground investigation once it was available.

Resolved - that the report be noted

84. CYCLE FORUM MINUTES

The Director of Environment and Neighbourhood Services submitted the minutes of the Reading Cycle Forum meeting held on 2 February 2017

Resolved - that the notes be received.

85. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 86 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

86. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of fifteen applicants who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 1.0, 1.1 and 1.2, 1.3, 1.4, 1.5, 1.6 and 2.0 the discretionary parking permits be issued as requested, personal to the applicants, free of charge for one year then charged at the appropriate fee rate from 2018;
- (2) That, with regard to application 1.8 the first discretionary residents permit be issued subject to confirmation of the vehicle insurance being registered at the permit premises;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.7, 1.9, 2.1, 2.2, 2.3 and 2.4 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 9.13 pm).

**JOINT WASTE DISPOSAL BOARD
27 JANUARY 2017
(11.00 am - 1.15 pm)**

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE
Councillor Iain McCracken

Reading Borough Council
Councillor Paul Gittings
Councillor Liz Terry

Wokingham District Council
Councillor Anthony Pollock
Councillor Angus Ross

Officers Anna Fowler
Oliver Burt, re3 Strategic Waste Manager
Steve Loudoun, Bracknell Forest Council
Mark Smith, Reading Borough Council
Josie Wragg, Wokingham Borough Council
Anna Fowler, re3 Marketing and Communications Officer

20. Declarations of Interest

There were no declarations of interest.

21. Minutes of the Meeting of the Joint Waste Disposal Board

RESOLVED that the minutes of the meeting of the Joint Waste Disposal Board held on the 30 September 2016 be approved as a correct record and signed by the Chairman.

Arising on the minutes it was noted:

Minute 14 – The dates of the next meetings had been set. These were 21 April 2017 at Longshot Lane and 7 July 2017 at Wokingham Borough Council.

Minute 38 – The new haulage contract had started and the new vehicles were now on site. The Chair raised concerns regarding parking the vehicles at Longshot Lane due to the narrowness of the site.

Minute 39 – There was no further information on the introduction of a Smartcard System. Members have previously agreed to support ‘self-serve’ and e-enabled service delivery through the re3 Partnership as appropriate.

Minute 5 – The DEFRA report had been published just before Christmas. Officers would provide a briefing paper for Members.

Minute 7 – A notice of change had been submitted to the contractor to investigate collecting ‘other’ plastics, the contractor had 21 days to issue a response. Officers know that the response will detail trials on processing the ‘other’ plastics to ensure that the financial and environmental impact of such service change would be positive. The trials will be carried-out during March and April 2017. The other plastics included pots and tubs, tetra packs and film. It was hoped that by including these plastics in to

the contract it would simplify recycling to residents and would reduce contamination costs.

Minute 7 – A formal invitation would be sent to Paul Taylor inviting him to the next Board Meeting on 21st April 2017.

Minute 11 – Oliver Burt had met with the contactor regarding the Contractor Appraisal work. The meeting had been very positive.

Minute 17 – The Food Waste consultation had gone well, with 275 responses received so far which would help gain a good understanding on residents attitude and perception towards food waste.

22. Urgent Items of Business

There were no urgent items of business.

23. Progress Report Including Presentation from Waste Collection Client Teams

The Board received a progress report and a presentation from the Waste Collection Client Teams.

The Waste Collection Client Teams had been working together over the past three months on three work streams.

1. Contamination Issue
2. Recycling in Flats
3. Kerbside Recycling

The Contamination work stream had been led by Janet Dowlman, Bracknell Forest Council, a full analysis had been undertaken towards the end of 2015 on the areas on contamination. The biggest areas of contamination were non recyclable paper such as wet paper, tissue and kitchen towels and non recyclable plastics, which made up nearly 50% of the contaminated recycling. Contamination of glass was only 2.96%.

There was confusion with residents, as there were mixed messages surrounding what could and could not be recycled this resonated with a survey undertaken by WRAP in 2016 where two thirds of households were found to be unsure what items could be recycled. Residents were confused with the word contamination, as it didn't relate to them.

In order to try and prevent contamination door knocking had been undertaken within Bracknell Forest, focusing predominantly on the poor performing areas and luggage tag type labels, which were waterproof, were being attached to bins, which highlighted to residents what could and couldn't be recycled.

David Moore, Reading Borough Council had been leading on the Recycling in Flats work stream which had been challenging and highlighted a number of common issues across the Boroughs, such as an increase in the number of flats being built and the provision of communal bins and recycling areas.

It was difficult to find a common approach and solution to mediate the issue especially as Reading Borough Council had small resources compared to the number of flats within the Borough. Due to the lack of storage within flats for recycling boxes, Reading Borough Council had introduced a bag for life type recycling bag which would hopefully encourage residents in flats to collect their recycling in to take down

to the communal bins and recycling areas. They were hoping to introduce a similar bag for glass recycling.

Six WEEE bins would be placed at selected flat developments within the Borough and tonnage would be monitored.

Pete Baveystock, Wokingham Borough Council led on the increasing Kerbside Recycling work stream. 2015/16 hadn't been the best year the waste strategy and targets set within the strategy highlighted the need to increase the kerbside recycling tonnage.

The top ten recycling councils had all managed to reduce contamination for non regular waste and all included food waste collections

By pooling resources this would ensure a common approach across the councils highlighting best practice and strong day to day communications were needed relaying the same information and same focus to target particularly the poor performing areas.

As a result of the Members' questions, the following points were made:

- Harmonising procedures and working together would create better working opportunities going forward.
- The introduction of the Communications post had allowed coms to happen on a more daily basis, rather than the previous approach of seeing coms as a project then moving on. Since starting in the post, Anna had been able to build a base of coms activity to be as effective as possible.
- Recycling issues in flatted areas and HMOs were more difficult to address as it is the Landlords responsibility. It was thought by targeting the Landlord regularly about the issues and concerns the Landlord would take notice and take action.
- Conversations were currently underway with the contractor around textiles collections.
- The falling recycling rate was not just a local issue, but nationwide. This wasn't helped by newspaper propaganda and residents moving from other areas which have different recycling regimes. There were many mixed messages which highlighted the need for better, stronger coms in simple language to get across to those residents who didn't see the importance in recycling.
- Fly tipping was continually monitored and had not increased in Bracknell Forest.
- The table on page 19 of the report was one line on the risk register. The detailed data within the table was all the data that underpinned the one line within the Risk Register.

RESOLVED that:

- i. Members endorse the cooperation between the waste collection client teams on making improvements to the performance of the respective kerbside recycling collections.
- ii. Members approve the clarifications to the Waste Acceptance Protocol described at 5.14 to 5.17.

- iii. Members endorse the performance monitoring regime described at 5.30 to 5.40.
- iv. Members note the remaining contents of the progress report.

24. Communications and Marketing Update Report

Anna Fowler, re3 Marketing and Communications Officer, presented a report to the Board briefing them on the marketing and communications work that was being carried out to support the re3 2016/17 Strategy objectives.

The first Love Food Hate Waste campaign session had happened in Bracknell Forest on the 26 January which had been very positive. The location of the sessions had been selected carefully, focusing on hard to hit areas. Anna requested that she attend a future Council meeting at each of the three Boroughs to give a short talk on the campaign.

A food waste reduction survey had been launched to residents in mid-December, this would help to gather knowledge on residents' understanding of the amount of food that they waste.

The Chairman had been promoting recycling in schools in Bracknell Forest and requested that Members provide her with contact details of who she could approach within the Education Sectors at Reading and Wokingham to deliver the same within their schools.

There had been work to improve the re3 brand recognition and the signage at both sites will be refreshed.

Members were shown a short YouTube video which had been produced alongside 'Mythbuster' information and could be used across a variety of platforms to help dispel recycling confusion. They were also presented with posters which had been created to show the benefits and aims of recycling, as well as suggesting how the savings from recycling could be spent.

Landfill costs had been included within the video to highlight how much cheaper it is to recycle. It was suggested that by including the opportunity cost of waste management, and providing examples of how waste management services could be diverted to other councils services, this would resonate better with residents.

Members thought that the 'Mythbuster' information was good. The Board requested that the posters be relooked at and reworked for future consideration.

RESOLVED that:

- i. The Board note the contents of this report.
- ii. The Board recommends that the marketing and communications activity presented to them at the Board meeting be taken back and refined.

25. re3 Strategy Report

The Board received a report updating them on the progress in the delivery of the re3 Strategy.

The current re3 Strategy was intended to exist for 12 months. Members and Officers had been asked to respond to a questionnaire on the waste strategy. The data from this questionnaire would be used to inform the creation and delivery of a new re3 Strategy which would extend to three years through to 2020.

RESOLVED that Members note the progress made in satisfying the objectives which form the basis of the re3 Strategy.

26. **Exclusion of Public and Press**

RESOLVED that pursuant to Regulation 4 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2012, members of the public and press be excluded from the meeting for the consideration of item 9 which involves the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

- (3) Information relating to the financial or business affairs of any particular person.

27. **Finance Report**

The Board received a report briefing them on the Partnership's financial position.

RESOLVED that:

- i. Members note the Partnership's financial position for the year to date.
- ii. Members approve the proposed Recycling Centre charges for 2017/18 as described at 5.18 to 5.21 in the sums shown at Appendices 2A and 2B.
- iii. Members endorse the approach to savings described and the saving targets for 2017-2019.

CHAIRMAN

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	5a
TITLE:	PETITIONS REQUESTING REINSTATEMENT OF THE GARRARD STREET AND STATION APPROACH TAXI RANKS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 9372068
JOB TITLE:	STRATEGIC TRANSPORT PROGRAMME MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Committee the receipt of two petitions asking the Council to reinstate the recently closed Garrard Street and Station Approach Taxi Ranks.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the report.
- 2.2 That the lead petitioners be informed of the reasons for closing the Garrard Street and Station Approach taxi ranks.
- 2.3 That Officers continue to work with the Taxi Associations to investigate potential measures to enhance the taxi rank provision in the town centre.
- 2.4 That the request to open access to Friar Street from Greyfriars Road for buses, taxis and cycles be progressed as a part of the permanent traffic regulation order due to be promoted this year.
- 2.5 That the lead petitioners be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 The Council has received two petitions from taxi drivers, and taxi users requesting the reinstatement of the Garrard Street and Station Approach (horseshoe) taxi ranks.

- 4.2 The wording of each petition is as follows:-

Taxi Drivers

"Petition against the closure of the main rank and proposals - I am signing this petition document against the current closure of the main rank, Garrard Street and horseshoe rank.

The petition is objecting against the closure and suggest the following proposals:

- 1 - Garrard Street/Horseshoe rank to be reinstated*
- 2 - Station Road/Friar Street to be used as a feeder to horseshoe rank*
- 3 - Oakford Social Club/Railair Link and Forbury Road to be used as a feeder to the horseshoe rank - 15/16 cab rank."*

Taxi users

"Petition to reinstate original taxi rank outside the station - We the undersigned, are concerned citizens who urge our leaders to act now, to change back to a convenient taxi rank like before.

I am not happy with the new taxi rank layout because:

- 1 - Signs are not clear when you come out of the Station*
- 2 - Can't see the taxi rank when we come out of the Station*
- 3 - Takes too long to get to the ranks*
- 4 - Costs more to get home*
- 5 - Walking down steps especially with the elderly, children, special needs and luggage*
- 6 - More traffic*
- 7 - Railair passengers can't find the taxi ranks."*

- 4.3 The following information was reported and associated actions were approved at the Traffic Management Sub-Committee in November 2016:-

In April 2011, a series of changes were made to the movement and waiting restrictions in Reading Town Centre in preparation for the redevelopment of Reading Station. Various changes were also made to the taxi ranks throughout the Town Centre to take into account the changes to Station Hill and the new footprint of the Station Western Gate Line and entrance.

To assist the Hackney Trades whilst Station Hill was closed (to build the new Station layout and to build the new lowered southwest interchange), it was agreed to provide a temporary feeder rank in Garrard Street to link to the rank located on the east side of the station, also known as the Horseshoe Rank. The new Station and interchanges were opened in 2014/2015 and all works are now complete.

Throughout the redevelopment of Reading Station, Officers were also closely monitoring the redevelopment of Station Hill by Sackville/Stanhope and Thames Tower. It was acknowledged by all that there would be a requirement to close Garrard Street at the eastern end to facilitate construction of these developments at some point, and this would mean losing the temporary feeder rank.

The developers of Thames Tower have recently approached the Council to progress the section 278 highway works associated with the development. The highway works will include repaving the entire footway on the east elevation of Thames Tower with materials matching the existing paving on the Station southern public square, a rationalisation of the existing street furniture, relocation of the bus inspectors hut and improvements to the existing central island where the statue of King Edward VII is located.

These works will require the closure of the bus stops, and footway whilst they are carried out. A temporary footway will have to be provided within the bus stop layby and horseshoe rank to cater for the very high pedestrian movements to and from the Station. The works are currently planned to commence at the beginning of January 2017 until February/March 2017.

Clearly, to facilitate the works, the taxi rank in Garrard Street and the horseshoe rank in Station Approach will have to close under a temporary traffic regulation order.

With this in mind, Officers believe that due to the duration of the Thames Tower works, and subsequent future phases of the Station Hill development, the point has been reached where the Garrard Street feeder rank is no longer fit for purpose and would recommend permanently closing it from commencement of the Thames Tower S278 Highway works. Officers would also recommend permanently closing the horseshoe rank, as there is no alternative taxi feeder

location in Blagrove Street, and the future management and operation of just a five space rank would pose a risk to the overall operation of the Town Centre traffic system by overranking.

To help alleviate the impact of this change on the taxi trades, Officers propose introducing the following permanent changes in the Town Centre:-

- Convert the bus stop on the north side of Station Hill (near the Railway Club) to a permanent taxi rank.*
- Make the bus stops on the south side of Station Hill (Football services) shared use (Bus and Taxi).*
- Convert a section of Greyfriars Road on the west side into a feeder rank to Station Hill.*
- Change the current bus only restriction on the eastern side of the northern interchange to permit taxis, and allow the right turn out of the interchange to Vastern Road.*
- Review a potential route for taxis to the current bus only section of the northern interchange from the head of the taxi rank*
- Review the locations of the existing part time ranks in Station Road with a view to a continuous rank rather than split between bus stops.*
- Improve signs within the Station and on the highway to the north and south of the Station to direct members of the public to the taxi ranks.*
- Utilise the road space previously used as the horseshoe rank as a bus stop to ensure drop off/private hire vehicles do not use the area.*
- Adjust the following existing taxi ranks:-*
 - 1. Move the Friar Street shared use rank outside Hickies to the bus stop outside the County Court in Friar Street.*
 - 2. Change the operational time of the rank in Gun Street to 9pm -6am.*
 - 3. Change the rank in Bridge Street to 8pm-8am and promote a new taxi rest facility between 8am and 8pm.*
 - 4. Investigate shared use ranks in the disabled bays) located in St Marys Butts (only to operate 8pm-8am and Kings Street.*
 - 5. Change the existing Oxford Road rank located near Cheapside to a permanent rest rank.*

4.4 The changes were introduced on Monday 20th February 2017, albeit prior to the commencement of the Thames Tower highway works which were delayed until 9th March 2017.

4.5 As detailed within the Traffic Management Sub-Committee report in November 2016, the Garrard Street taxi rank was always temporary, and the Hackney Carriage trades were aware that at some point the

Council would need to remove it. Officers have reviewed all potential options to try to maintain the horseshoe rank on the east side of the Station, but as road space is at such a premium in the Town Centre, there is simply no extra capacity at this time to provide a feeder rank to successfully serve the horseshoe rank. The Council has worked with the taxi trades to develop the mitigation measures listed and it is hoped they will help alleviate any impact. The taxi trades have since requested some further changes to assist town centre access and this is detailed in paragraph 4.7.

- 4.6 The Committee is asked to note the petitions and officers will continue to work with the Taxi Associations on potential measures to enhance the taxi rank provision in the town centre.
- 4.7 The Committee is also asked to approve the inclusion of a new movement restriction permitting access to Friar Street from Greyfriars Road for buses, taxis and cycles as a part of the permanent traffic regulation order (approved at the Traffic Management Sub-Committee in November 2016) due to be promoted this year.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, green and active.
 - Providing infrastructure to support the economy.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the findings of the Committee.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to the highway.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee report - November 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	8
TITLE:	DRAFT LOCAL PLAN		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	MARK WORRINGHAM	TEL:	0118 9373337
JOB TITLE:	PLANNING POLICY TEAM LEADER	E-MAIL:	mark.worringham@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The Council is replacing its existing development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a new single local plan to set out how Reading will develop up to 2036. Consultation on the first stage, Issues and Options, which was a discussion of what the content of the plan should be, was undertaken between January and March 2016. Committee is asked to approve the responses to the representations received (Appendix 3).
- 1.2 This report seeks Committee's approval to undertake community involvement on a Draft Local Plan (Appendix 1) and associated documents including a Proposals Map (Appendix 2) showing the geographical extent of the policies and proposals in the Draft Local Plan. Community involvement will then be undertaken, which will feed into production of a revised Draft Local Plan later in 2017.

2. RECOMMENDED ACTION

- 2.1 That the Draft Local Plan (Appendix 1) and Draft Proposals Map (Appendix 2) be approved.
- 2.2 That community involvement on the Issues and Options for the Local Plan and associated supporting documents be authorised.

- 2.3 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft Local Plan in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to community involvement.
- 2.4 That the responses to the representations made on Issues and Options for the Local Plan (Appendix 3) be approved.

3. POLICY CONTEXT

- 3.1 The Local Plan sets out the planning policies for an area and is the main consideration in deciding planning applications. The local plan for Reading, previously referred to as the Local Development Framework, currently consists of three documents - the Core Strategy (adopted 2008, amended 2015), Reading Central Area Action Plan (RCAAP, adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015).
- 3.2 Various changes have meant the need to review the Local Plan. In particular, the publication of the National Planning Policy Framework (NPPF) in 2012 has meant significant changes, in particular the need for local planning authorities to identify their 'objectively assessed development needs' and provide for them. The need to review the local plan as a single, comprehensive document was identified in a Local Development Scheme, which is the programme for producing planning policy documents, the latest version of which was agreed by this Committee on 23rd November 2016 (Minute 15 refers).

4. THE PROPOSAL

(a) Current Position

- 4.1 The first stage of preparing the Local Plan was consultation on Issues and Options. An Issues and Options for the Local Plan document was approved by this Committee on 24th November 2015 (Minute 22 refers), and consultation was carried out between January and March 2016. The results of the consultation were reported to this Committee on 5th April 2016 (Minute 34 refers).
- 4.2 Around 200 representations were received on the Issues and Options document, and these have been taken into account in drawing up the Draft Local Plan. Responses have been drafted to the individual points made, and these are attached at Appendix 3. Committee is asked to approve the responses to representations.

(b) Option Proposed

- 4.3 Committee is recommended to approve the Draft Local Plan (Appendix 1) and Proposals Map (Appendix 2) for community involvement.
- 4.4 The Local Plan, once adopted, will be the main document that will inform how planning applications are determined. As such, it covers a wide variety of areas, from overall strategic matters such as the scale of development, to individual sites and policies on detailed matters. In replacing the three existing development plan documents, it seeks to carry forward existing policies wherever they are still relevant with only minor alterations or updates. This is particularly the case for many of the detailed development management policies, and also for a number of the allocated sites where development has not yet taken place. In other parts of the document, policies have been rationalised where the policy areas were previously split across more than one document, as is the case for example for residential conversions or biodiversity.
- 4.5 However, there are a number of areas where the policy approach would change significantly from the existing plans. The most important of these are summarised below.
- 4.6 **Housing need:** As set out in the Issues and Options document, a joint study with the other Berkshire authorities (Berkshire Strategic Housing Market Assessment (SHMA), February 2016) identified a high level of need for additional 16,100 homes, or 699 per annum, to 2036. Since the publication of that report, work has been undertaken on whether the full level of need can be accommodated within the Borough. As a result of that work, the Draft Local Plan (policy H1) sets a housing provision of around 15,100 homes, which equates to 658 homes per annum. It is considered that this is what Reading can realistically accommodate over the plan period. This leaves 1,000 homes as 'unmet need'. The Council is working jointly with the other three authorities in the Western Housing Market Area (West Berkshire, Wokingham and Bracknell Forest) to seek to accommodate these homes elsewhere in the area. This work is ongoing.
- 4.7 In terms of distribution of the housing, around half (51%) would need to be accommodated in Central Reading. Of the remainder, 21% would be expected to be in South Reading, 17% in West Reading and Tilehurst, 6% in East Reading and 5% in Caversham and Emmer Green.
- 4.8 Reading's housing needs should be considered against the wider background of the joint work that is going on across the four authorities. This included publication of a West of Berkshire Spatial Planning Framework in December 2016, which identified areas of search for significant levels of growth. One of these areas, which was also subject to a joint expression of interest under the Garden Villages programme, was an area around Grazeley, south of Reading, for 15,000 homes. This would largely be within Wokingham and West Berkshire, although a small

part of the area is marginally within Reading's boundaries. The Draft Plan seeks to recognise the possibility of this proposal and to ensure that the policies and proposals are set in this context.

- 4.9 **Employment need:** The Council once again co-operated with its neighbours to assess the need for new employment floorspace. The Central Berkshire Economic Development Needs Assessment (November 2016) identified a reasonable level of need for offices (53,000 sq m), and in particular for industrial and warehousing space (148,000 sq m). The need for offices would mainly be accommodated within the town centre, and is in any case largely covered by existing planning permissions. The need for industrial and warehousing is more challenging to meet. The Draft Local Plan aims to meet these needs within the Borough, although in the case of industry and warehousing, this is dependent on a large allocation of land around Island Road (see paragraph 4.20 of this report).
- 4.10 The high level of positive need for new space also means a continuing need to protect existing space. For that reason, most of the existing employment areas continue to be subject to protection through policy EM3. In some locations, where the loss of the employment space would have limited effects, and where it makes sense to achieve proper planning of the area, it is proposed to bring forward some current employment or commercial sites for housing. This includes the eastern fringes of the Richfield Avenue area and some land south of Elgar Road, as well as a handful of smaller sites elsewhere.
- 4.11 **Affordable housing:** The Berkshire SHMA continued to identify a very strong need for new affordable housing throughout the plan period. As the affordable housing policies in the existing plan were updated relatively recently, in 2015, and were based on reasonably up-to-date evidence, there are not proposed to be major changes to the level of affordable housing sought (see policy H3). However, there do need to be changes to the operation of the requirements on small sites, to exclude like-for-like replacements and conversions of existing dwellings, as a result of the Court of Appeal decision relating to contributions towards affordable housing from small sites. This is in line with the approach agreed by this Committee on 13th July 2016 (Minute 7 refers). The level of affordable housing sought is currently set at the level which it is viable to deliver in Reading. Further work on viability will be undertaken before the next draft of the Local Plan, and this will inform whether there is scope to increase the proportions sought.
- 4.12 **Sustainability policies:** There have been significant changes to the expectations for the standard to which new developments have been built since the existing plans were adopted. This includes the withdrawal of the Code for Sustainable Homes. However, given the continuing need to minimise the impact of new development, and the aims of the Climate Change Strategy, the Draft Local Plan has high levels of expectation for the performance of new buildings. The expectation is that, on major sites, all new homes will be zero carbon (policy H4). For

non-residential developments, new development is expected to meet BREEAM Excellent levels (policy CC2).

- 4.13 **Heritage:** The section on heritage has been substantially expanded within the Draft Plan. Previously, it was covered within a single, reactive policy in the Core Strategy, but now there is a much more positive strategy for the historic environment, covering policies H1 to H6. These seek to take positive measures to conserve and enhance Reading's heritage wherever possible, taking account of resource constraints, and to make more of the Borough's significant heritage interest.
- 4.14 **Open spaces:** The Borough's key open spaces remain subject to strong policy protection, although some of the mechanisms for doing so have changed. The National Planning Policy Framework introduces the concept of 'Local Green Space', with certain criteria for selecting such spaces, which mean that some of the most important open spaces are also protected through national policy. Policy EN7 lists the protected open spaces. National policy no longer supports the protection of significant swathes of countryside as open space, although those areas that are in Reading Borough still have policy protection through landscape or biodiversity designations, and due to their location within the floodplain.
- 4.15 **Housing standards:** The Government has sought to rationalise the different standards that various authorities apply to new homes in their area. The approach has generally been to use Building Regulations as a base level, and then set a single 'enhanced' national standard that local authorities can opt into through their Local Plan. The matters covered are water efficiency, accessibility and internal space. It is proposed that the Local Plan requires this higher standard for water for all new homes, for internal space for all new homes outside the centre, where it is much more difficult to achieve. For accessibility, it is proposed that all new homes are 'accessible and adaptable', which is broadly equivalent to the existing Lifetime Homes requirement, whilst a proportion should be 'wheelchair user dwellings'. Policy H4 summarises this (as well as the zero carbon homes requirement).
- 4.16 **Specific forms of housing:** New policies are introduced on various types of housing. A policy on student accommodation seeks a focus on existing further and higher education campuses or on reconfiguration of existing sites (policy H11). A criteria-based policy on sites for gypsies and travellers is included (policy H12, similar to the existing Core Strategy), but, as a result of a recent Gypsy and Traveller Accommodation Assessment, it is anticipated that the next draft of the plan will need to consider whether provision of a transit site can be made within the Borough boundaries. The Government also has strong expectations that Local Plans make an allowance for self-build, and a proportion for self-build would be sought from larger sites (policy H2).

- 4.17 **Major transport projects:** The Draft Plan in policy TR2 includes an up-to-date list of transport projects for which provision will be made, including Mass Rapid Transit, Green Park Station and Interchange, Reading West Station, Cow Lane Bridges and National Cycle Network Route 422.
- 4.18 **Changes of use:** Various changes have been made to planning use classes and permitted development rights since the production of the existing plans, and these need to be reflected in the Draft Local Plan. For instance, planning permission is no longer needed to change from A1 (retail) to A2 (financial and professional), and since planning permission to change from A2 to A1 was not previously needed, this means that for practical purposes they have to be treated as the same use (see policy RL3). However, permission is now needed to change to a betting shop and payday loan company, and policy RL4 seeks to avoid a proliferation of such uses. Changes are also proposed within the town centre, where the previous largely permissive approach has been changed to retain a strong retail element within key frontages (see policy CR7).
- 4.19 **Area-specific sections:** The Borough is split into five areas (central, south, west, north and east), with a section including principles and an overall strategy for each area (sections 5-9). These area-specific sections also include the identified sites within each area.
- 4.20 **Identified sites:** Whilst many of the unimplemented sites from existing plans are carried forward, the high levels of need for additional development have meant the need to identify more sites. Some of the most significant new or amended sites are summarised below:
- CR11: Station/River Major Opportunity Area - this existing allocation from the RCAAP is carried forward, and expanded to include some additional sites including Apex Plaza and some areas west of Caversham Road.
 - CR12: West Side Major Opportunity Area - this existing RCAAP allocation is largely updated to take account of matters such as the completion of Chatham Place, and the changes to the proposals for Hosier Street.
 - CR13: East Side Major Opportunity Area - the changes to this existing RCAAP allocation are largely updates to reflect recent completed developments.
 - CR14a: Central Pool - identified for residential development subject to swimming provision being addressed.
 - SR1: Island Road Major Opportunity Area - a collection of sites around Island Road have been identified as an opportunity to meet the bulk of Reading's industrial and warehouse needs. This includes the former Smallmead landfill.
 - SR3: South of Elgar Road Major Opportunity Area - an area centred on the existing Makro site on Elgar Road has been identified for a significant residential development in the long-term.
 - SR4a: Pulleyn Park, Rose Kiln Lane - this site contains car dealerships and a builders merchant, and is identified for housing

- SR4c: 169-173 Basingstoke Road - these industrial sites to the east of Basingstoke Road are surrounded by residential, and their redevelopment for residential would support a better relationship between uses in the area.
- SR4f: Land South West of Junction 11 of the M4 - this area could potentially form part of any development at Grazeley, dependent on the overall plan for the area.
- WR3a, 3b and 3c: Various sites at the eastern edge of the Richfield Avenue employment area have limited future for employment use, and their redevelopment would enable a better relationship between employment and housing.
- WR3d: Rivermead Leisure Centre - the site is identified for additional leisure provision, which could include swimming.
- WR3s and 3t: Land at Kentwood Hill and Armour Hill - these two sites are land where there has been historic allotment use but have been scrub for some years, with little prospect of future allotment use. It is proposed that they are developed for housing, with the remainder of the area protected as Local Green Space.
- CA1b: Part of Reading Golf Club, Kidmore End Road - a development of part of this site for residential and a new clubhouse has been identified.
- CA2: Caversham Park - a new policy on Caversham Park has been produced, which highlights the potential to convert the house and enhance public access, but also notes the significant heritage, biodiversity and landscape constraints.
- ER1e: St Patrick's Hall, Northcourt Avenue - the site is identified for additional student accommodation, subject to retention of the locally-listed Pearson's Court.
- ER1j: Palmer Park Stadium - the site is identified for additional leisure provision, which could include swimming.
- ER3: Royal Berkshire Hospital - a new policy on future expansion of the hospital is included, which seeks to balance the need to serve Reading and surrounding areas with the issues affecting the site such as car parking.

4.21 **Infrastructure:** A separate Infrastructure Delivery Plan is under production, which shows how the growth proposed in the Local Plan will be supported by adequate infrastructure. A summary of the schedule of the IDP is included within section 10 of the Plan.

4.22 Alongside the Local Plan, a Proposals Map (Appendix 2) has been prepared. The Proposals Map shows the geographical extent of the policies and proposals in the Local Plan. It shows the boundaries of sites identified for development and of areas subject to specific policy designation, such as protection as open space, landscape designations or protected employment areas. It also shows important contextual information, including conservation areas, scheduled ancient monuments and major hazard sites.

(c) Other Options Considered

4.23 There are two alternative options that could be considered to producing the Local Plan;

- Not to produce a Local Plan; or
- To produce a 'Preferred Options' document at this stage rather than a full draft.

4.24 There are two main disadvantages to not producing a Local Plan:

- It would leave the Borough without a fully up-to-date plan. This would leave the Council vulnerable to appeals, particularly as we now have published levels of housing need. Therefore, the Council would lose control over the form of development.
- The Council may be subject to special measures. In a written statement to Parliament in July 2015, then planning and housing minister Brandon Lewis stated that a deadline of early 2017 applies for Local Planning authorities to produce a Local Plan. He said that "In cases where no Local Plan has been produced by early 2017 - five years after the publication of the NPPF - we will intervene to arrange for the Plan to be written, in consultation with local people, to accelerate production of a Local Plan". Although no guidance was given on how far along with production authorities are expected to be, having a draft plan published in early 2017 means that intervention in Reading is considerably less likely.

4.25 Producing a 'Preferred Options' at this stage would mean giving an indication of the likely policy direction without drafting policies in full. This is the approach that was taken on the Core Strategy and Reading Central Area Action Plan. However, given the constraints of the Borough, which limits the degree to which different spatial options are available, it is considered that a Preferred Options stage adds little value. It is likely that two full drafts of the Local Plan will be required to accommodate any changes as a result of consultation, so a Preferred Options would be an additional stage that would only introduce additional delay.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Local Plan, through setting out the way Reading will develop to 2036, will contribute to the following priorities in the Corporate Plan 2015-18:

- Safeguarding and protecting those that are most vulnerable;
- Providing the best life through education, early help and healthy living;
- Providing homes for those in most need;
- Keeping the town clean, safe, green and active;
- Providing infrastructure to support the economy;
- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (adopted March 2014), is that the widest and most intensive community involvement should take place at the earliest possible stage, to allow the community a genuine chance to influence the document. Therefore, a significant and wide-ranging community involvement exercise on Issues and Options took place between January and March 2016, involving workshops, exhibitions and an online questionnaire. The Draft Local Plan consultation will be more focused, and will largely be based around making the document available for comment, although it is also expected to feature drop-in events and attendance at local community meetings.
- 6.2 Consultation is expected to begin late in April and last for a period of six weeks. Responses received will be considered in preparing a Pre-Submission Draft Local Plan later in 2017.

7. EQUALITY ASSESSMENT

- 7.1 The Sustainability Appraisal of the Draft Local Plan incorporates the requirement to carry out a screening stage of an Equality Impact Assessment. A full Sustainability Appraisal that examines the effects of each policy and development site within the plan will be published alongside the consultation. It is not expected that there will be any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief.

8. LEGAL IMPLICATIONS

- 7.1 Local Development Framework documents are produced under the Planning and Compulsory Purchase Act 2004. The process for producing local plans is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 18 states that a local planning authority should consult on what a local plan should contain. This Draft Local Plan has been produced within this Regulation 18 requirement.

9 FINANCIAL IMPLICATIONS

- 9.1 Production of the local plan will generally be carried out within existing budgets. However, there are some elements of producing the plan that can have significant resource implications, depending on how they are carried out.
- 9.2 Consultation exercises can be resource intensive. However, the Council's consultation process is based mainly on electronic communication, which helps to minimise resource costs.
- 9.3 Another main area where there can be significant financial implications is in producing the evidence base, particularly where the use of external

consultants is required. Much of the evidence required from external consultants has already been assembled, including housing, economic and retail needs, flood risk and transport modelling, which means that these costs will be limited in the remaining period of plan production. Many of these pieces of work were jointly commissioned with neighbouring authorities, which has reduced the costs. Consultants will only be used where they genuinely represent the best option in terms of value for money.

- 9.4 Finally, the other significant cost is a public examination, which will be required for the Local Plan. These examinations can cost tens of thousands of pounds. They are an inescapable fact of producing development plans, although the length and scope of these examinations can be minimised by seeking to resolve objections before the examination, as well as by combining documents into one document with one examination, as is the case with the Local Plan. This cost will fall within the 2018-19 financial year.

Value for Money (VFM)

- 9.5 The preparation of a local plan will ensure that developments are appropriate to their area, that significant effects are mitigated, that contributions are made to local infrastructure, and that there are no significant environmental, social and economic effects. Robust policies will also reduce the likelihood of planning by appeal, which can result in the Council losing control over the form of some development, as well as significant financial implications. Production of the local plan, in line with legislation, national policy and best practice, therefore represents good value for money.

Risk Assessment

- 9.6 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- Planning and Compulsory Purchase Act 2004
- Localism Act 2011
- The Town and Country Planning (Local Planning) (England) Regulations 2012
- National Planning Policy Framework
- Local Development Scheme 2016
- Berkshire Strategic Housing Market Assessment, February 2016
- Central Berkshire Economic Development Needs Assessment, November 2016

DRAFT READING BOROUGH LOCAL PLAN

April 2017

Regulation 18 of the Town and Country Planning (Local Planning) (England)
Regulations 2012

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1. INTRODUCTION

1.1 Role and Status of the Document

- 1.1.1 The Local Plan for Reading is the document that contains the policies for how Reading will develop up to 2036, which is the end date of the plan. It identifies the amount of development that will take place, the areas and sites where development is expected to be accommodated, and where it will be restricted, and sets out policies for how planning applications will be decided.
- 1.1.2 Once adopted, the plan will have 'development plan' status. This means that, legally, it will be the main consideration in deciding planning applications in Reading. Decisions should be in line with the plan, unless material considerations indicate otherwise¹.
- 1.1.3 The local plan will replace all existing development plans in Reading. This means that the Core Strategy (adopted 2008, amended 2015), Reading Central Area Action Plan (adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015) will all cease to be used once this Local Plan is adopted. With the exception of minerals and waste planning, which will be undertaken jointly with neighbouring authorities, it will mean that all planning policies are contained within a single document, which will make our policy substantially simpler.
- 1.1.4 It is important that this document is read as a whole. Whilst there might, for instance, be a policy dealing with a specific type of development (for example, development for schools) or site, other policies in the plan may also be relevant, for instance around amenity or design.

1.2 Context for Reading

- 1.2.1 Reading Borough cannot be viewed in isolation from its wider context. The Borough itself forms the core, but not the whole, of the urban area that is generally considered to constitute Reading. Figure 1.1 shows how the urban area centred on Reading extends beyond the Borough boundaries, particularly into Calcot, Purley-on-Thames and parts of Tilehurst in West Berkshire, and Woodley and Earley in Wokingham. These areas largely function as suburbs of Reading. In a wider sense, the Reading urban area in many ways functions as a single 'city region' with the nearby towns of Wokingham and Bracknell. The relationship to South Oxfordshire is different, in that the Borough boundary forms the edge of the urban area, and partly the beginning of the Chilterns Area of Outstanding Natural Beauty.
- 1.2.2 Reading Borough itself was home to 155,700 people² at the time of the 2011 Census, and this was estimated to have risen to 160,800 in 2014³. Whilst, in common with most areas, there is an ageing population, Reading nonetheless has a younger population profile than many of its neighbours. Given the urban nature of Reading, it is unsurprising that it ranked fourth in the South East for population

¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004

² This compares to 252,900 people in the wider urban area, which also includes Purley, Tilehurst, Calcot, Earley, Lower Earley, Winnersh and Woodley

³ ONS Mid-Year Estimates for 2014, published 2015 -

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/2015-06-25>

density at the time of the 2011 Census, with 38.5 people per hectare⁴. Affordability of housing is an increasingly critical issue, with rising house prices and rents putting housing beyond the reach of many of our residents. This also forms a barrier to economic growth, with access to housing making recruitment difficult in many sectors.

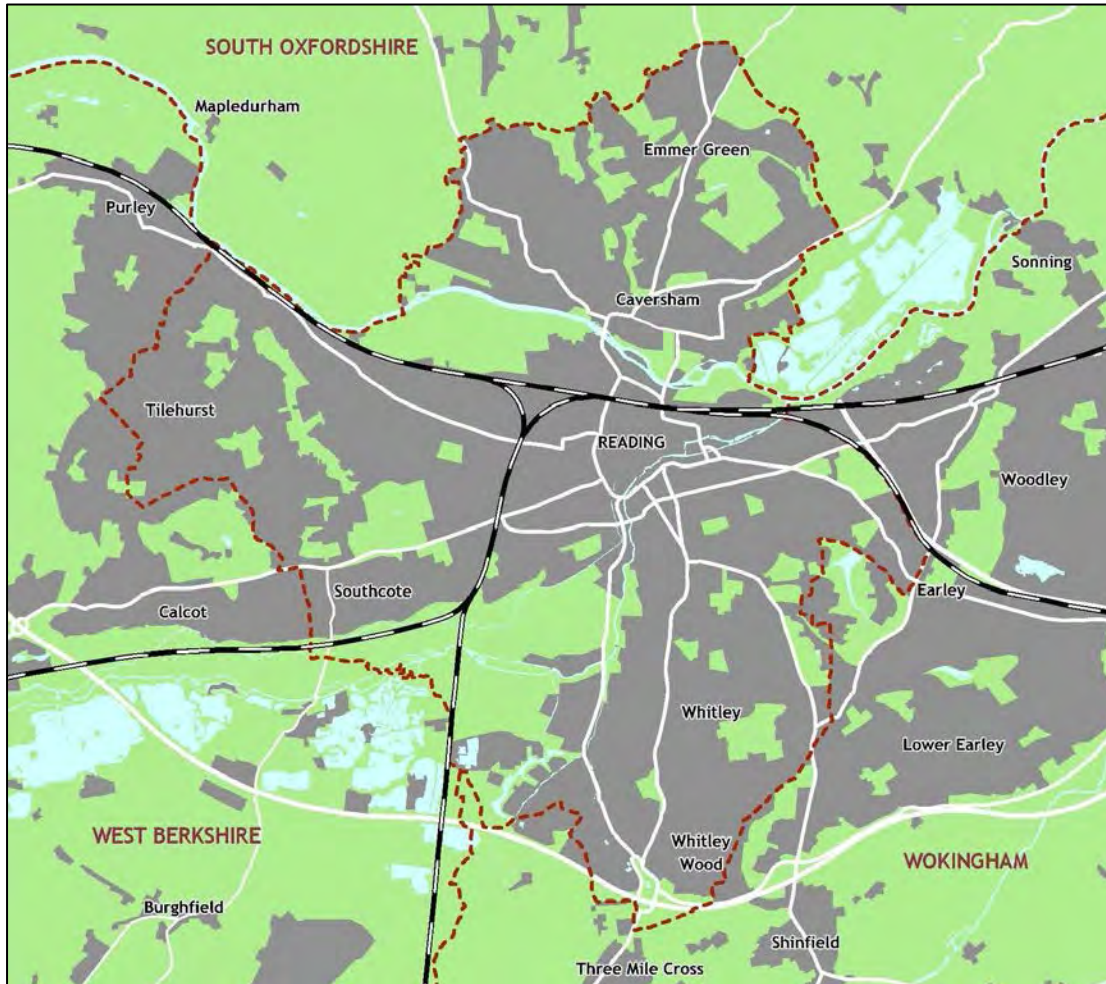


Figure 1.1: Context of Reading Borough

1.2.3 Reading is a major centre of employment, with 89,100 people working in the Borough at the time of the 2011 Census. There are more jobs in Reading than workers, which means that Reading typically imports workers from other local authority areas, placing strain on the transport network and on the housing market. This reflects the economic success of the town, which functions as the centre of the Thames Valley, one of the most economically dynamic regions in the country. Reading is a hub for a variety of businesses, including ICT, professional services and pharmaceuticals, and at the same time it still hosts a number of industrial activities, and has an increasing role in logistics. Many of these businesses rely on the high level of skills in the area, and there are also strong relationships with the University of Reading. However, despite the overall economic buoyancy, there are pockets of deprivation within the urban area where there are unemployment issues and concentrations of low skills.

⁴ 2011 Census (QS102EW)

- 1.2.4 Reading town centre is also one of the UK's most important centres. Its importance for retail, boosted by the opening of the Oracle in 1999, is long established, but it is also significant for leisure and culture, and, increasingly, as somewhere to live.
- 1.2.5 Reading is an ancient town with over 1,000 years of history, and contains a wealth of archaeology and historic buildings. The historic environment has been, and is, important in forming the identity of the town and its people. The historic environment - all the archaeology, buildings and landscapes that surround us - contributes to the underlying framework that creates a sense of place for Reading. However, there is a clear need for Reading to make more of those important historic assets.
- 1.2.6 Reading's location on the Great Western main rail line and the M4 motorway makes it a major hub for transport movement. Reading station is one of the busiest stations outside London, and will also mark the western extent of the Crossrail scheme, with services to Reading due to begin in 2019. In addition, Reading's location on the Kennet and Avon canal and at the meeting point of several national cycle routes gives it significance for a variety of other modes of travel.

1.3 Relationship with other plans and strategies

- 1.3.1 The Local Plan, when adopted, will be the main planning document for Reading. It will replace the three existing development plan documents - the Core Strategy (adopted 2008, amended 2015), Reading Central Area Action Plan (adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015).
- 1.3.2 The only topics that the Local Plan will not cover are minerals and waste planning. These will be the subject of a separate Minerals and Waste Local Plan, which is being prepared jointly with Wokingham Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor and Maidenhead.
- 1.3.3 There will be specific sites or topics that require more detailed consideration, and this will mean the production of Supplementary Planning Documents (SPDs). These may include planning briefs for specific sites, or topic based SPDs on matters such as sustainable design. These cannot make policy on their own, and can only provide more detail on a policy in a Local Plan. Some existing SPDs will continue to apply under the proposed new policies, and the relevant section of the plan states where this is the case.
- 1.3.4 This plan has been prepared in accordance with the National Planning Policy Framework (NPPF), which sets out the overall national approach to planning. Local plans should be consistent with the principles and policies in the NPPF, including the presumption in favour of sustainable development.

1.4 Process of production

- 1.4.1 Development of the Local Plan commenced when the Council consulted on Issues and Options for the Local Plan between January and March 2016. This was the initial stage, and was a discussion paper around some key topics and questions,

rather than a draft plan. The results of that consultation can be found on the Council's website⁵.

1.4.2 This document is the second stage of plan production, a full draft plan⁶. This has been produced taking account of the responses to the Issues and Options consultation, as well as results of Sustainability Appraisal and other considerations. This draft plan is open to consultation, and we welcome your views. Please provide any comments by 5pm on 9th June 2017.

1.4.3 Comments should be made in writing, either by e-mail or post. Please e-mail responses to:

planningpolicy@reading.gov.uk

Or send responses to:

Planning Policy
Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

1.4.4 The next stage will be that the Council will produce a revised draft for consultation, likely to be later in 2017. The document will then be submitted to the Secretary of State. Submission of the document marks the beginning of a public examination by an independent Inspector, which is likely to include a series of public hearings. The Inspector will decide whether the document is 'sound'. If it is, it can be adopted as the Council's official policy. It is currently expected that this will happen by the beginning of 2019.

1.5 Evidence and technical reports

1.5.1 There are a significant number of background papers and pieces of research that have informed this Local Plan and provide the justification for the policies. The full justification for each policy or proposal is not included in the plan in order to keep the document as brief as possible, although some key elements may be referenced where relevant. The documents will generally be available on the Council's website, with the full evidence base available at Submission.

1.5.2 Perhaps the most significant documents are those which identify the development needs. In the case of housing, this is the Berkshire (with South Bucks) Strategic Housing Market Assessment (SHMA, published 2016)⁷, which identifies the 'objectively assessed need'⁸ for housing for each Berkshire authority as well as South Bucks up to 2036. For Reading, a need of 699 new dwellings each year is identified. The SHMA also looks at the need for affordable housing, different

⁵http://www.reading.gov.uk/media/5409/Statement-of-Consultation-on-new-local-plan/pdf/Statement_of_Consultation_on_Issues_and_Options_May_2016.pdf

⁶ This draft plan is under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

⁷ http://www.reading.gov.uk/media/2959/Housing-Market-Assessment/pdf/Berkshire_Strategic_Housing_Market_Assessment_Feb_2016.pdf

⁸ 'Objectively assessed' means resulting from an assessment that looks only at need for development. It does not take account of constraints on accommodating that development, e.g. flooding, physical capacity, policy designations etc, which are matters that must be considered later, when setting the levels of development sought in policy.

dwelling sizes and some specific types of housing such as residential care. There are also documents that assess the need for new economic development (Economic Development Needs Assessment, published 2016) and retail and leisure uses (Retail and Leisure Study, published 2017). These inform the overall strategy and are referred to where relevant.

- 1.5.3 In addition to the development needs assessments, there is a variety of other background information on various aspects of planning in Reading. These include technical reports on matters such as flood risk and transport, as well as general background papers that describe the evolution of policy in the plan. Evidence to support the Local Plan will be set out on the Council's website⁹.
- 1.5.4 This Local Plan is also supported by a Sustainability Appraisal. This assesses the environmental, social and economic effects of the policies and proposals in the plan, and is a legal requirement. The Sustainability Appraisal is open to consultation at the same time as the plan, and can be viewed on the Council website¹⁰.

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⁹ <http://www.reading.gov.uk/readingldf>

¹⁰ <http://www.reading.gov.uk/readingldf>

2. VISION AND OBJECTIVES

2.1 Vision

2.1.1 The vision is the starting point for the Local Plan, in that it sets out how we see Reading in 2036, at the end of the plan period. There have been a number of previous visions, notably that from the 2008 Core Strategy, which informed previous development plan documents. It is considered that this vision is still largely relevant.

2.1.2 However, at the same time as the drafting of the Local Plan to 2036, work is underway on a longer term vision for Reading, under the Reading 2050 project, to deliver a smart and sustainable city by 2050. This is not a Council initiative, rather it is being led by the University of Reading, Barton Willmore and Reading UK CIC. It is an ongoing process, but at this stage a number of headlines for how Reading should be in 2050 are emerging:

- An internationally recognised city region, with an established lifestyle and knowledge based economy.
- A cosmopolitan city celebrating and supporting its cultural diversity.
- Retrofitted and developed to create a smart, sustainable, high quality built environment.
- A leading destination offering a vibrant city of arts, culture, architecture and public realm.
- Supported by a comprehensive sustainable transport system that accommodates walking and cycling, as well as rapid transport and zero emission vehicles.
- A city of equal opportunities for all and reducing poverty and deprivation.
- A dynamic, resilient and confident city attracting new businesses and entrepreneurs operating sector wide.
- A leader in smart and green technology and sustainable living solutions.
- A city which has rediscovered and embraced its heritage and landscape.
- Generating a large proportion of its own energy from renewables¹¹.

2.1.3 Some of the themes emerging around the Reading 2050 vision include Reading as a city of rivers and parks; a city of festivals and culture; and a green tech city. However, the project is ongoing, and more elements of this vision will emerge.

2.1.4 This Local Plan looks to 2036, but, where a longer term direction of travel is emerging, it is important to consider the overall vision in that context. Therefore, the headlines emerging above inform the Local Plan vision.

2.1.5 In addition, the Council has a Corporate Plan 2016 to 2019. This clearly covers a much shorter time period than both the Local Plan and the Reading 2050 project, but it is nevertheless important to understand current wider priorities. The priorities are as follows:

- Safeguarding and protecting those that are most vulnerable;
- Providing the best help through education, early help and healthy living;
- Providing homes for those most in need;
- Keeping the town clean, safe, green and active;
- Providing infrastructure to support the economy; and
- Remaining financially sustainable to deliver these service priorities.

¹¹ <http://livingreading.co.uk/reading-2050>

- 2.1.6 The vision draws on a range of work locally in deciding on the direction Reading is going in, and as such continues the overall approach of previous visions for the Borough, notably in the 2008 Core Strategy.

Reading will be a dynamic, inclusive community of the 21st Century. It will be a clean, green, healthy, safe and desirable place in which to live, work, study and visit. Its economic strength will be harnessed to meet the needs of all in the community. Everyone will have the opportunity to benefit from all that Reading can offer. Everyone has a part to play in shaping its future.

Reading will continue to thrive as an internationally recognised economic centre, and the core of a wider, vibrant urban area and surrounding hinterland within other authorities, that makes a vital contribution to the UK economy. It will be an environment where new business can start up and flourish. It will continue to adapt to ensure its success continues with economic changes and new working practices. The right infrastructure to enable Reading to continue to fulfil this role will be in place, and people will be able to easily move around the town with a comprehensive network of public transport, walking and cycling. The centre will continue as a regionally important shopping and business location, but its role will be widened as a place for culture, leisure and entertainment, as well as a place to live.

Reading's residents, particularly those most in need, will have access to high quality housing that meets their requirements and safeguards their quality of life. All residents will have access to adequate services and facilities, particularly through strong district and local centres. Children and young people will be supported through education and other assistance, whilst people of all ages will have the opportunity to improve their skills to make a contribution to the community. Residents will have all that they need to be able to live a full and active life.

Reading's role as a centre for the arts and culture will expand, drawing on its dynamism and diversity. Reading's extensive heritage importance will be better revealed and integrated into the identity of the town. Green areas throughout the town, including its waterways, woodlands and open space, will be protected, enhanced and linked together as a recreational and ecological resource. Reading's environment will be clean and healthy, and this will be balanced against economic and housing growth through a strongly sustainable approach to development including innovative approaches to energy provision.

2.2 Objectives

- 2.2.1 The vision can be condensed into a more specific series of Local Plan objectives, which contain more of a planning emphasis, and which inform the policies that are included and what they should say. Again, these objectives are relatively consistent with the objectives that have previously been in place, notably in the Core Strategy, and give continuity with past and existing strategies.

- 2.2.2 The objectives for the Local Plan are as follows:

1. *Strengthen the role of Reading, including central Reading, as the hub for the Thames Valley, providing an accessible focus for the development of*

employment, housing, services and facilities, meeting the needs of residents, workers, visitors, those who study in Reading Borough, and the wider area;

2. *Make the best use of Reading's limited land to ensure that as many new homes as possible are delivered to meet identified needs, particularly needs for affordable housing;*
 3. *Improve the quality of life for those living, working, studying in and visiting the Borough, creating inclusive, sustainable communities with good access to employment, open space and waterspace, transport, education, services and facilities (such as sustainable water supplies and wastewater treatment, healthcare services, social and community facilities, sport and recreation, etc.) to meet identified needs;*
 4. *Form the basis for co-operation with neighbouring authorities to consider the wider West of Berkshire area as a whole;*
 5. *Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change;*
 6. *Maintain and enhance the historic, built and natural environment of the Borough through investment and high quality design, and capitalise on these assets to contribute to quality of life and economic success;*
 7. *Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling;*
 8. *Offer outstanding cultural opportunities, which are based on multiculturalism, local heritage and high quality, modern arts, leisure and visitor facilities;*
 9. *Ensure that Reading is a healthy, clean, safe and socially-inclusive community where the needs of all its citizens are met by high quality, cost effective services and outstanding levels of community involvement.*
- 2.2.3 The sustainability objectives mentioned in objective 3 are a separate but related set of environmental, social and economic objectives that have been identified for the purpose of undertaking sustainability appraisal. They are set out in the Sustainability Appraisal Scoping Report (2014). There is also an important relationship with the objectives of other plans and strategies covering Reading, such as the Climate Change Strategy 2013-2020 (Reading Means Business on Climate Change), which have informed these objectives.

3 SPATIAL STRATEGY

3.0.1 This section sets out the overall spatial strategy for the Borough which has guided the formulation of policies in the plan. The strategy itself does not form part of the policy as such, but shows what the policies in the plan are trying to achieve and how it sits within a wider spatial approach.

3.1 Western Berkshire Housing Market Area

3.1.1 Joint work has been carried out on identifying housing needs up to 2036 across Berkshire, and part of this process involved defining the housing market area(s) that the Berkshire unitary authorities sit within. A housing market area is defined by Planning Practice Guidance as “a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work”¹². The Berkshire SHMA defines a Western Berkshire HMA, of which Reading Borough is part, alongside the unitary authorities of West Berkshire, Wokingham and Bracknell Forest¹³.

3.1.2 The four Western Berkshire HMA authorities have therefore undertaken a great deal of joint work together since the production of the SHMA. One of the key pieces of work has been a West of Berkshire Spatial Planning Framework, which was published by all four authorities in December 2016. This is not a development plan, and carries no statutory weight, but is intended to guide the authorities in pulling their plans together by identifying some key opportunities for major delivery of new development, particularly for housing, and the level of infrastructure provision required.

3.1.3 Figure 3.1 comes from the Spatial Framework, and identifies key development opportunities along with constraints in the Reading area. This helps to guide Reading’s own spatial strategy, both in terms of the opportunities within Reading it highlights, but also in terms of the opportunities close to Reading in adjoining authorities, which would have implications for Reading for matters such as infrastructure provision.

3.1.4 It is clear that continued high and medium density development in central Reading will play a key role in meeting the Borough’s needs as well as the needs of the Western HMA as a whole. As the most accessible location, as well as the retail and employment hub of the area, there is a clear need for the opportunities that exist in central Reading to continue to provide a significant amount of development. Inevitably, it must be recognised that the emphasis in the centre is likely to be on smaller residential units, with the much needed family dwellings likely to be provided elsewhere in the Borough and the housing market area. An area of search for new development in South Reading also features, as there is substantial scope for new employment and residential development in this area.

¹² Housing and Economic Development Needs Assessments (ID: 2a-010-20140306)

¹³ For practical reasons, a HMA is defined on a best fit to local authority boundaries. There are some areas outside the four authorities, most notably areas of South Oxfordshire around Henley-on-Thames and Sonning Common, that would functionally form part of the Western Berkshire HMA if local authority boundaries were not taken into account, but fall within another defined area for practical planning purposes.

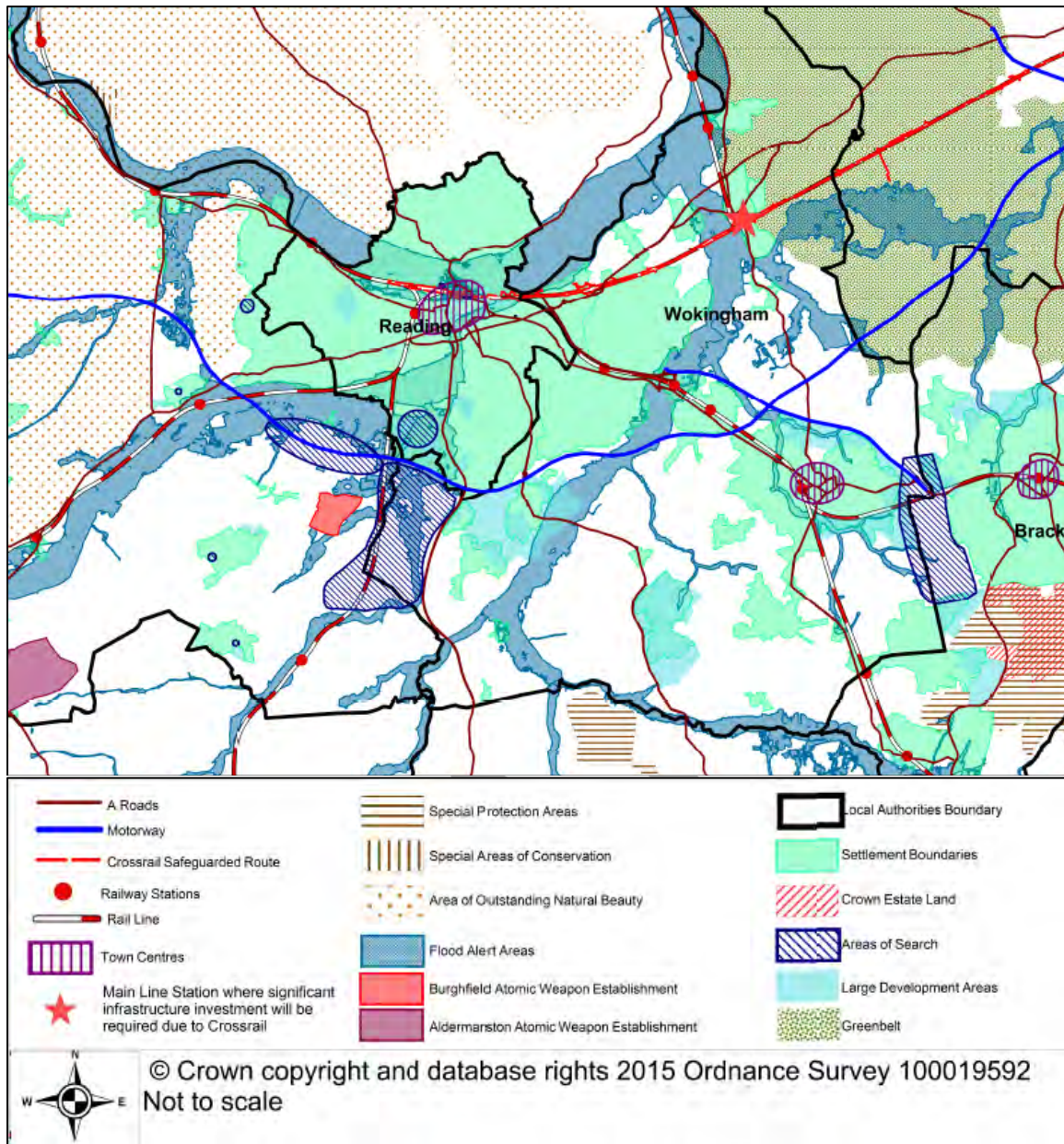


Figure 3.1: Excerpt from Western Berkshire Opportunities and Constraints Map
 Source: *West of Berkshire Spatial Planning Framework, 2016*

3.1.5 The Framework also identifies a large development opportunity at Grazeley. This area is just outside Reading Borough, located on the boundary of Wokingham and West Berkshire. The Framework considers that this could accommodate approximately 15,000 homes, together with supporting infrastructure and facilities. Whilst a small corner within the Borough could be part of any Grazeley development, the main considerations for Reading are likely to be related to infrastructure and services. Transport connections into Reading will be of paramount importance, and there is the potential for development to tie into and complement proposals for transport improvements to the south such as mass rapid transit. In addition, although the intention would be to provide adequate services, facilities and employment opportunities to meet the basic needs of the residents within the development, there will inevitably be a reliance on Reading as the nearby higher order centre, and this also has implications for the Borough.

- 3.1.6 The map also identifies an area of search around the M4 to the south west of Reading, between Pingewood and Burghfield, primarily in West Berkshire. No further details are included, but there are substantial constraints around this area, most significantly flood risk, and considerable work will need to be undertaken to demonstrate that any development is appropriate. Nevertheless, if a development were to come about in the long term, many of the same comments about infrastructure would apply as in paragraph 3.1.5 above.
- 3.1.7 Within the Framework, there is also an identification of the major items of infrastructure needed in the housing market area to support growth. Transport infrastructure features prominently, including a new crossing of the Thames, a new station at Grazeley (or improved links to existing stations), enhanced park and ride provision, mass rapid transit and enhancements to all modes of travel, including walking and cycling. A need for new education provision is identified, including one primary school per 1,000 additional dwellings and one secondary school per 6,000 additional dwellings. Other infrastructure needs include community and leisure provision, green infrastructure and green spaces, waste, utilities and flood alleviation. As proposals are worked up in more detail, more information on infrastructure provision will become available.
- 3.1.8 In addition to the HMA, a Functional Economic Market Area (FEMA) has been identified, which covers a slightly different area than the HMA, namely the areas of Reading, Wokingham, Bracknell Forest and Windsor and Maidenhead. A FEMA is an area which operates as an economic market in its own right, and such economic markets rarely conform to local authority boundaries. In terms of spatial planning, it is the West of Berkshire Spatial Planning Framework which still provides the main context, but there will need to be co-operation with the Royal Borough of Windsor and Maidenhead to ensure that the needs of the FEMA are planned for.

3.2 Spatial Strategy for Reading

- 3.2.1 The constrained nature of Reading Borough dictates the spatial strategy to some extent. Significant development can only occur where sites are available, which inevitably means a considerable focus on the centre and south of Reading. Opportunities for large-scale expansion of the town onto greenfield sites within the Borough are virtually non-existent, with the small rural areas within the boundaries subject to significant flood risk. This means a need to look within the existing urban area for opportunities, and to ensure efficient use of land. The spatial strategy for Reading consists of the following elements:
- Central Reading as the focus for meeting much of the identified development needs at a medium and high density;
 - South Reading as a location for meeting much of the remainder of the development needs, and the enhancement of links from the centre to South Reading and to major development locations beyond;
 - Some new development within identified district and local centres, including more diversity of services and facilities and some increase in densities;
 - Limited reallocation of some areas of employment to housing and supporting uses;
 - Increasing densities where appropriate in other areas with high levels of accessibility by public transport, walking and cycling;
 - Ensuring that urban extensions or garden villages close to the Reading urban area are provided with adequate facilities including infrastructure links into Reading.

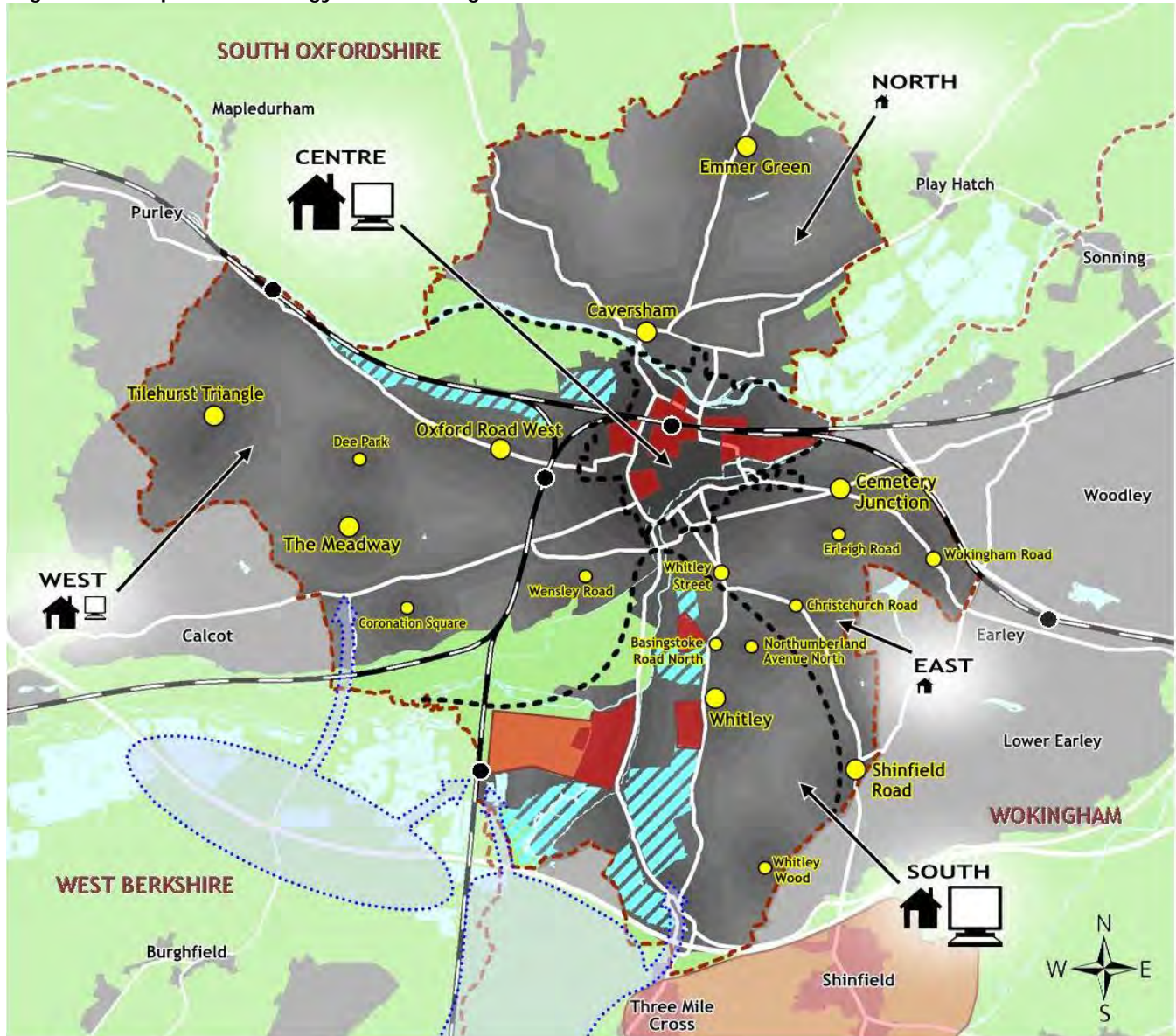
- 3.2.2 Figure 3.2 summarises the spatial strategy.
- 3.2.3 **Central Reading:** The centre of Reading is the main hub of retail and employment for the Borough and for much of the surrounding area. It is one of the most accessible locations in the South East, boosted by recent major investment in an upgraded station, new transport interchanges and by the forthcoming arrival of Crossrail. At the same time, there are considerable areas of underused land around the edge of the centre which offer an opportunity to accommodate a considerable amount of development at a high density, which will include some opportunities for new tall buildings in appropriate locations.
- 3.2.4 Therefore, a significant proportion of the development to be provided in Reading within the plan period will be within the central area. This will include around 7,700 homes (around 51% of the total planned for), 100,000 sq m of offices (around 70% of the total planned for) and up to 40,000 sq m of retail and related uses (virtually all of the total planned for).
- 3.2.5 There are a number of constraints that are particularly applicable in the central area. The town centre represents the greatest concentration of heritage interest in Reading, and the density and design of development will need to reflect this. Considerable areas of the town centre are also potentially at risk of flooding. There are also physical barriers to movement in and around the centre, such as the rivers, railway and Inner Distribution Road. The section on Central Reading (section 5) deals with how these issues will be addressed. In addition, a reliance on Central Reading to deliver housing will inevitably mean that many of the dwellings delivered will be small with little private outdoor space. This means that development that takes place in other areas must give a greater focus on the provision of much-needed family housing.
- 3.2.6 **South Reading:** The south of Reading is the other main part of the Borough where there are significant sites potentially available for development, particularly in the area close to the A33. The accessibility of this area is expected to increase substantially with the Mass Rapid Transit scheme linking the town centre with the recently-opened Mere oak park and ride. Many of the sites that could be developed are vacant or underused and of poor visual quality, and offer an opportunity to create a high-quality gateway into Reading.
- 3.2.7 Around 3,100 homes can be provided in South Reading over the plan period, some 21% of the total planned for. However, due to constraints such as contamination, flood risk and noise and disturbance, many of the sites will not be appropriate for residential development. South Reading will also therefore be the location to meet much of Reading's need for new employment floorspace, accommodating around 155,000 sq m, 60% of the total planned for, with a strong focus on industry and warehousing. There is a particular opportunity on land around Island Road.
- 3.2.8 **Other areas of Reading:** Development opportunities within the West, North and East of Reading are more limited, with these areas largely consisting of existing residential areas. As primarily residential areas, any development will be generally residential in nature, with some development for community uses. Around 2,600 homes (17% of the total to be provided in the plan period) can be provided in West Reading, with around 700 (5%) in North Reading and 1,000 (6%) in East Reading. The amount of residential in West Reading is substantially higher than the others

simply because this is the largest and most populous of the areas, and is where the majority of small housing sites have historically tended to come forward.

















- 3.2.9 District and local centres:** The network of smaller identified centres is essential in ensuring good access for the local community to shops and services, particularly for those who do not have access to a car. This network will be maintained and strengthened, and the diversity of the centres will be broadened. The centres also tend to have relatively high levels of accessibility by public transport, walking and cycling, and as such are appropriate locations for new residential and employment development which may often be at a higher density than surrounding residential areas. Higher density residential accommodation in these more sustainable locations would also help address local housing need by widening the choice of housing in what are often predominantly lower density suburban areas. New development will also give an opportunity for environmental enhancements and new facilities within these centres.
- 3.2.10 Existing employment areas:** A high level of need has been identified for new floorspace for employment development, to help ensure the future prosperity of Reading. This means that the majority of our employment areas need to be retained and, where possible, intensified, to continue to provide this role. As such, there is not scope for wholesale redevelopment of employment land to help meet housing needs. However, as an exception, there are some specific areas where there is some potential for residential use, in particular where the current uses are not 'pure' employment uses, where there is a difficult relationship with residential land that could be better addressed through development, or where there is little prospect of employment use in the long term. Areas around Manor Farm Road (identified in the previous Sites and Detailed Policies Document), south of Elgar Road and at the eastern edge of the Richfield Avenue area are the main opportunities.
- 3.2.11 Increasing densities:** In locations which are highly accessible by public transport, as well as walking and cycling, there are opportunities to seek to increase density of development to help to meet needs. However, this must be carefully balanced against the existing character of a local area and issues such as heritage. One clear opportunity to increase densities is along the A33 corridor in South Reading, where the MRT scheme will improve public transport accessibility, and where higher density development can frame a high quality entrance to Reading.
- 3.2.12 Major developments outside Reading:** It is likely that there will be significant development of new homes, together with supporting facilities, on the edge of the Reading urban area. A Strategic Development Location around Shinfield and Spencers Wood has already been identified in Wokingham's development plan, and development of parts of the area is underway. As set out in paragraphs 3.1.5 and 3.1.6, the West of Berkshire Spatial Planning Framework also identifies further areas of search for garden villages or urban extensions to the south and south west of Reading, albeit that the respective Local Plans will determine whether these are appropriate to take forward. Whilst some local services and facilities would be provided within large developments, Reading will inevitably be the main town that these developments rely upon for higher order infrastructure. Consideration of transport links from these areas into Reading should therefore make up a major part of the spatial strategy.
- 3.2.13 Sections 5 to 9 of this plan contain specific policies for, and allocations within, various areas of Reading: Central Reading, South Reading, East Reading, Caversham**

and Emmer Green and West Reading and Tilehurst. Figure 3.2 shows the location of those areas. More detailed spatial strategies for those areas, where necessary, are included within the relevant chapter.

Figure 3.2: Spatial Strategy for Reading



KEY

- | | | |
|--|---|---|
|  Scale of residential development (indicated by size of icon) |  Major existing employment area |  Local authority boundary |
|  Scale of employment development (indicated by size of icon) |  District centre |  Area of Reading (sections 5 to 9) |
|  Major opportunity area |  Local centre |  Railway and station |
|  Identified major development location in adjoining plan |  Indicative overall density/intensity of development—LOWEST |  Water |
|  Potential adjoining major development (not currently identified in plan) and link into Reading |  Indicative overall density/intensity of development—HIGHEST |  Undeveloped land |
| | |  Built up area and road |

4 GENERAL POLICIES

4.0.1 The policies in this section are general policies applicable to the whole of Reading, although some may also refer in part to specific areas.

4.1 Cross-Cutting Policies

Presumption in Favour of Sustainable Development

CC1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the Development Plan (including, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the Development Plan will be refused, unless other material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise - taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- *Specific policies in that Framework indicate that development should be restricted.*

4.1.1 The Government has placed the presumption in favour of sustainable development at the heart of its approach to planning, and this is articulated in the National Planning Policy Framework, published in March 2012. This policy aims to ensure that decisions are taken in line with that presumption. In doing so, it helps to achieve all of the core objectives.

Sustainable Design and Construction

CC2: SUSTAINABLE DESIGN AND CONSTRUCTION

Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change.

To meet these requirements:

- *All new major non-residential developments are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible;*
- *All new minor non-residential developments are required to meet the most up-to-date BREEAM 'Very Good' standard as a minimum;*
- *All non-residential development should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective.*

4.1.2 The future growth of Reading in terms of the amount of new development taking place has the potential to impose a large environmental footprint in terms of consumption of resources and materials, the use of energy and the associated emission of greenhouse gases that contribute towards climate change. As such, the incorporation of sustainable design and construction techniques are essential in order to minimise this impact in the context of Reading. Reading's Climate Change Strategy¹⁴ (Reading Means Business on Climate Change 2013-2020) seeks to tackle the Borough's contribution to climate change by reducing Reading's carbon footprint by 34% by 2020 in comparison to 2005 levels. New development has a role to play in achieving these aims.

4.1.3 The general principle of this policy in terms of new development applies to both residential and non-residential uses. For non-residential uses, this policy incorporates the use of BREEAM standards. These standards cover a wide range of matters including building fabrics and materials, energy and water use, amenity areas and ecology, waste recycling, the location and accessibility of developments, daylighting, sound insulation etc. However, the current standards give high scores in urban areas to using previously developed land that is close to services, amenities and public transport routes. Developments in Reading will therefore naturally score relatively highly before any consideration of the impact of development itself. Reading Borough Council believes that development should mitigate effects further by reducing greenhouse gas and other polluting emissions and providing higher energy conservation, hence the requirement for BREEAM 'Excellent' ratings.

4.1.4 For a number of uses, including offices, the requirement to achieve 'Excellent' ratings is unlikely to significantly affect viability. However, some types of development, such as industrial uses, warehouses and schools might find it more difficult to meet these standards. In these cases, developments must demonstrate that the standard to be achieved is the highest possible for the development, and at a minimum meets the BREEAM 'Very Good' standard.

4.1.5 Expectations for performance of new homes in terms of emissions are set out in policy H4 on housing standards. An existing Sustainable Design and Construction Supplementary Planning Document is in place and, and the general principles,

¹⁴ Reading's Climate Change Strategy can be accessed on the Council's website at <http://www.reading.gov.uk/media/1232/Climate-Change-Strategy/pdf/Climate-Change-Strategy.pdf>

where in compliance with the overall policy, will continue to apply. An updated version of the SPD will be prepared to supplement this policy.

Adaptation to Climate Change

CC3: ADAPTATION TO CLIMATE CHANGE

All developments will demonstrate how they have been designed to incorporate measures to adapt to climate change. The following measures shall be incorporated into development:

- *New buildings shall be orientated to maximise the opportunities for both natural heating and ventilation and reducing exposure to wind and other elements;*
- *Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, etc;*
- *Use of trees and other planting, where appropriate as part of a landscape scheme, to provide shading of amenity areas, buildings and streets and to help to connect habitat, designed with plants that are carefully selected, managed and adaptable to meet the predicted changed climatic conditions; and*
- *All development shall minimise the impact of surface water runoff from the development in the design of the drainage system, and consider mitigation and resilience measures for any increases in river flooding levels as a result of climate change*

4.1.6 Adaptation is about making sure future communities can live, work, rest and play in a comfortable and secure environment in the face of inevitable climate change. Taking action now to help successfully achieve adaptation measures would help to reduce vulnerability for people, businesses, services and infrastructure to climate change. Adaptation measures need to be built into all new developments to ensure the sustainable development of housing, businesses and the economy of Reading.

4.1.7 The impacts of climate change are predicted to increase over time, with winters getting warmer and wetter, while summers become hotter and drier. It is expected that there will be more extreme weather leading to impacts including intense rainfall and floods, heatwaves, droughts and increased risk of subsidence. These impacts will affect people's lives, homes and businesses as well as essential services and supplies such as transport, hospitals, water supply and energy. There will also be significant impacts on biodiversity and the natural environment.

4.1.8 Given the anticipated level of growth of the Borough over the coming years, it is imperative that this growth takes place in a sustainable manner incorporating climate change adaptation technologies. Buildings, services and infrastructure need to be able to easily cope with the impacts of climate change. Part of this ability to cope relates to ensuring that new development is designed to adapt to more intense rainfall, the possibility of flooding, plus heat waves and droughts. The design of developments therefore needs to more carefully consider matters such as shading, insulation and ventilation, surface water runoff and storage and the use of appropriate tree and other planting.

- 4.1.9 Reading is an urbanised Borough with a high proportion of hardstanding/ built form, and is built on two main rivers - the Thames and the Kennet. In addition the Holy Brook, a smaller waterway, runs through the town centre. As such the Borough is vulnerable to flooding from surface water run-off and while Reading itself was not significantly affected by the floods of 2007 and 2008, around two-thirds of the flooding during the 2007 floods was caused by surface water¹⁵.
- 4.1.10 There is a need to look at the whole community and consider how developments could be affected by rainfall and the different flood pathways. Strategic Flood Risk Assessments (SFRA), and the Surface Water Management Plan (SWMP) should be used to help with this, as well as guidance on how buildings can be made more resistant and resilient to climate change by including features such as green roofs or raised floor levels.
- 4.1.11 Applications for change of use of existing buildings should also incorporate measures to adapt to climate change through for example, being flood repairable, i.e. when refurbishing a building, constructing internal parts in such a way that although flood water enters a building, elements that are damaged by flood water are capable of being easily repaired or replaced; raising the level of sockets above expected flood levels; inclusion of pump and sump systems below floorboards to remove water faster than it can enter the house from below ground level¹⁶.

Decentralised Energy

CC4: DECENTRALISED ENERGY

In meeting the sustainability requirements of this plan, developments of the sizes set out below shall demonstrate how consideration has been given to securing energy for the development from a decentralised energy source, including CHP.

Any development of more than 20 dwellings and/ or non-residential development of over 1,000 sq m shall consider the inclusion of a CHP plant, or biomass-fuelled heating scheme, or other form of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable or feasible for this form of energy provision.

Where there is existing decentralised energy provision, including a CHP plant or a district energy network present within the vicinity of an application site, further developments of over 10 dwellings or non-residential development of 1,000 sq m will be expected to link into the existing decentralised energy network or demonstrate why this is not feasible.

- 4.1.12 Decentralised energy is a term that covers a variety of technologies, including various renewable technologies, and more efficient energy generation such as Combined Heat and Power (CHP), which provides heating and electricity at the same time. This policy promotes the use of decentralised energy including CHP and district heating, which has particular applications to a dense urban area such as Reading. It provides an explanation of when CHP or district heating should be

¹⁵ The Pitt Review: Interim Report, November 2008

¹⁶ <http://www.nhbcfoundation.org>

considered as an energy efficient design measure to achieve the most up to date requirements for residential development and BREEAM requirements for other types of development.

- 4.1.13 Electricity production is currently dominated by a centralised electricity generating system. Centralised electricity generating stations waste around two thirds of the energy in the fuels they use through the production of waste heat in generation then in electricity transmission and distribution to end users. On average around 65% of the energy is lost before it even reaches consumers. If better use could be made of this waste heat, and transmission distances could be reduced, there would be major benefits in tackling climate change and improving security of supply. A decentralised energy system (which might include CHP) can help address these issues.
- 4.1.14 In addition the opportunity to reduce carbon emissions associated with heating requirements can be realised through the use of low carbon fuels such as biomass in the form of woodchip or wood pellets. The use of these fuels is often impractical and uneconomic on an individual dwelling basis but can be feasible when a higher heat load can be supplied from a central heat source with heat distributed to individual users via a pipe network, often termed district or community heating.
- 4.1.15 CHP plants, although often fuelled by fossil fuels, are much more efficient than large centralised power stations, because the heat is used either as process heat in industry or distributed around buildings via a district heating system. The availability of a local district energy network connected to the decentralised energy generation plant means the CHP plant can be integrated with other fuels/technologies such as biomass, geothermal energy, or solar collectors. Much lower levels of energy are lost in transmission compared to centralised generation because distances from the point of generation to the point of use are relatively very short. Given that CHP involves the simultaneous generation of usable heat and power (usually electricity) in a single process, the amount of heat that is wasted is reduced and the heat that would normally be wasted to the atmosphere, rivers or seas can be put to use.
- 4.1.16 By seeing the energy system as a whole and locating energy production close to where it is used, it is possible to use both the heat and electricity generated and provide a doubling in the efficiency of current electricity generation and use as delivered by the mix of centralised power stations.
- 4.1.17 The NPPF actively promotes bringing forward decentralised energy, with an expectation that new development will comply with adopted Local Plan policies on local requirements for decentralised energy. The NPPF also refers to identifying opportunities for energy supply for development to be drawn from a decentralised, renewable or low carbon supply system and for co-locating potential heat customers and suppliers.
- 4.1.18 Following the production of heat spot maps, a feasibility study of the Borough, carried out by Thames Valley Energy (TVE), has identified potential opportunities for decentralised energy provision including district heat energy provision and CHP plant, which consider both existing and likely new development in the Borough as currently allocated.

- 4.1.19 The policy is likely to mainly apply to major developments in Central Reading, given the mixed nature and size of schemes being proposed in these locations, with some potential in South Reading in addition. However, it is possible that appropriate sites could come forward in other parts of the Borough.
- 4.1.20 The success of such a scheme, both in terms of, for example, establishing the CHP plant (as part of a decentralised energy network) and future connections to the plant of both existing buildings and new buildings, will be dependent on the creation of strong partnerships between Reading Borough Council where relevant, the developer or representative of existing businesses and an Energy Service Company (ESCO). The involvement of an ESCO will allow multiple users to access the energy from the scheme and set out the contracts for doing so.

Waste Minimisation and Storage

CC5: WASTE MINIMISATION AND STORAGE

Development should demonstrate measures to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management, including the reuse and recycling of construction waste and the promotion of layouts and designs that provide adequate space to facilitate waste storage, reuse, recycling and composting.

- 4.1.21 European policy and legislation (e.g. Landfill Directive), along with national policy, seeks to achieve a more sustainable approach to methods of waste management and specifically place waste minimisation at source at the top of what is referred to as the waste hierarchy.
- 4.1.22 Continuing with past patterns of waste management is recognised as being clearly unsustainable and the main thrust of policy is to increase the value recovered and decrease the amount of waste sent to landfill. In light of this and the fact that development and re-development are significant contributors to waste production, policies need to translate this into specific policies regarding waste minimisation in development design, construction and demolition.
- 4.1.23 Building materials and other non-renewable resources are being taken up at a rapid rate and increased re-use and recycling is essential in order to reduce waste and to manage future extraction and its impact on the environment. In light of this, and the need to reduce the amount of waste generated and to increase the proportion of waste that is reused or recycled through better waste management, it is considered necessary that a policy is in place that will achieve these aims. As a consequence, the beneficial restoration and reuse of buildings should generally be considered before demolition and redevelopment.
- 4.1.24 The Sustainable Design and Construction SPD, adopted in 2011, contains more detail on waste minimisation measures, and this document continues to be relevant. A Joint Minerals and Waste Local Plan for Reading Borough Council, Wokingham Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor and Maidenhead is in preparation, and will cover the waste planning needs of the area.

Accessibility and the Intensity of Development

CC6: ACCESSIBILITY AND THE INTENSITY OF DEVELOPMENT

The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.

- 4.1.25 It is important that development is accessible by a choice of modes of transport. This means that the primary locations for new development will be those accessible by walking and cycling to a wide range of employment, services and facilities, leisure, education and health facilities, or which are accessible by walking to routes/stops of frequent public transport services that provide easy access to the aforementioned uses. Locating development in areas accessible by walking and cycling can serve important public health goals, including:
- increased physical activity;
 - decreased incidences of cardiovascular disease and obesity;
 - reduced levels of stress caused by traffic noise and congestion;
 - fewer cases of lung or heart disease associated with poor air quality;
 - proximity to healthcare services;
 - access to open space for recreation¹⁷.
- 4.1.26 The highest levels of accessibility in Reading are to be found in the town centre, which is also one of the most accessible locations in the South East. However, good levels of accessibility are also to be found within district and local centres and along well-served public transport corridors. For example, in the south of Reading, the delivery of a mass rapid transit (MRT) route will enable development that is at a higher density than in many other out of centre areas, in particular where there are transport interchanges.
- 4.1.27 As a rule of thumb, a good level of accessibility is considered to be that within 400m of a defined centre with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours (7.00 a.m. to 7.00 p.m.). In many parts of Reading, it will be important to ensure that access to a range of facilities is encouraged, and not affected by existing barriers, such as major roads, rivers and railways.
- 4.1.28 The Spatial Strategy, in figure 3.2, includes an indicative illustration of how the intensity of development relates to the level of accessibility. However, it is important to note that it is indicative only, and that changes to, or more detailed assessment of, accessibility levels over the plan period may enable a different approach to development density in some areas.

¹⁷ NHS Healthy Urban Development Checklist <http://www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2014/04/Healthy-Urban-Planning-Checklist-March-2014.pdf>

Design and the Public Realm

CC7: DESIGN AND THE PUBLIC REALM

All development must be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located. The various components of development form, including: -

- *Layout: urban structure and urban grain;*
- *Landscape;*
- *Density and mix;*
- *Scale: height and massing; and*
- *Architectural detail and materials*

will be assessed to ensure that the development proposed makes a positive contribution to the following urban design objectives: -

- *Character - a place with its own identity and sense of place*
- *Continuity and enclosure*
- *Quality of the public realm and provision of green spaces and landscaping*
- *Ease of movement and permeability*
- *Legibility - clear image and easy to understand*
- *Adaptability - capable of adaptation over time*
- *Diversity - meets a wide range of needs.*

Developments will also be assessed to ensure that they: -

- *Respond positively to their local context and create or reinforce local character and distinctiveness, including protecting and enhancing the historic environment of the Borough and providing value to the public realm;*
- *Create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion;*
- *Address the needs of all in society and are accessible, usable and easy to understand by them, including providing suitable access to, into and within, its facilities, for all potential users, including disabled people, so that they can use them safely and easily.*
- *Are visually attractive as a result of good high quality built forms and spaces, the inclusion of public art and appropriate materials and landscaping.*

Applications for major developments, or other relevant developments, should be accompanied by a design and access statement that deals with all the above matters.

4.1.29 Reading is an historic town with at least 1,100 years of history. It is a town that has evolved over time. It contains many historic areas and a diversity of areas of different ages often with their own distinctive character. This local plan promotes development within the Borough but requires that development should positively contribute to making the Borough a better place. It needs to involve the highest quality design that is sensitive to, and contributes to enhancing, the character of the area in which it is located.

- 4.1.30 The NPPF recognises that good design “is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56). It goes on to state that planning should ensure that developments:
- “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
 - are visually attractive as a result of good architecture and appropriate landscaping.” (paragraph 58)
- 4.1.31 The NPPF importantly further places the onus on development to actively improve the area wherever possible. It states that “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (paragraph 64).
- 4.1.32 An attractive built environment has been shown to encourage walking, cycling and other healthy behaviours¹⁸. A high-quality public realm and a sense of place can incentivise active travel and create a sense of community cohesion by reducing social isolation, fear of crime and incidences of chronic disease. Suitable access allows everyone to participate equally and improves overall health and wellbeing. Sport England have produced a list of ten ‘active design’ principles, which provide a basis for considering how design can contribute to overall activity and health¹⁹.
- 4.1.33 The Borough contains many established, attractive areas which are highly valued by residents and which are worthy of protection from damaging and insensitive new development. While there may be capacity to accommodate new development in many parts of the Borough, it should only occur where proposals are of a scale, density and design that would not cause damage to the qualities, character and amenity of the areas in which they are situated. Such development should also provide attractive high quality buildings and public realm that positively contributes to the area in which it is located, in accordance with good urban design principles.
- 4.1.34 There will be a strong expectation that design issues will be dealt with at pre-application stage. Some major proposals will be referred to the Design Review Panel where there are significant design implications. Supplementary Planning Documents may be prepared for elements of design where necessary.

¹⁸ RTPI Promoting Healthy Cities http://www.rtpi.org.uk/media/1119674/rtpi_promoting_healthy_cities.pdf

¹⁹ <https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

- 4.1.35 Where some elements are crucial to good design, but there is a risk that they may be lost or eroded in the future through works not requiring planning permission, planning conditions may be used to secure those elements.

Safeguarding Amenity

CC8: SAFEGUARDING AMENITY

Development will not cause a significant detrimental impact to the living environment of existing or new residential properties, in terms of:

- *Privacy and overlooking;*
- *Access to sunlight and daylight;*
- *Visual dominance and overbearing effects of a development;*
- *Harm to outlook;*
- *Noise and disturbance;*
- *Artificial lighting;*
- *Vibration;*
- *Dust and fumes;*
- *Smell; or*
- *Crime and safety.*

The position of habitable rooms, windows and outdoor living spaces will be particularly important. A back-to-back distance of 20 metres between dwellings is usually appropriate, although the circumstances on individual sites may enable dwellings to be closer without a detrimental effect on privacy.

As well as immediate impacts, other aspects to which this policy applies will include matters such as hours of operation of businesses, and effects of traffic movements, particularly of heavy goods vehicles (HGVs). Proposals which would generate regular movements of HGVs on residential roads will not be acceptable.

Where an otherwise acceptable development could change its character to a use that would have a greater impact on amenity without needing planning permission, conditions will be applied to restrict such changes.

- 4.1.36 One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties. At the same time, ensuring that new development creates a quality living environment for future residents is also critical. The policy aims to ensure that existing and additional residential properties provide an acceptable living environment, which is a key element of a high quality of life. It is applicable to any type of development.
- 4.1.37 Substantial levels of development are planned for Reading in coming years, and the vast majority of it will take place in the existing urban area of Reading. Although the mix of uses sought will be generally beneficial to Reading, this increasing concentration of different types of development may give rise to some tensions between uses.
- 4.1.38 Most tensions can be avoided by careful design, siting and orientation of buildings and spaces, paying particular attention to those aspects which are most likely to

cause issues (e.g. car parks, bin stores and noisy equipment), and which are most sensitive to effects (e.g. children's play areas, outdoor spaces or habitable rooms). Planning conditions can also be used to deal with matters such as the installation of extraction systems, hours of operation, or preventing a development from changing its character.

- 4.1.39 There is not any current policy prescribing the location of employment uses below 2,500 sq m. Such a policy is not required, as long as impacts on residential amenity are carefully controlled. This policy will therefore be regularly applied to new or expanding employment uses. Where HGV movements (vehicles having a gross laden weight greater than 7.5 tonnes) are to be generated, apart from during construction, it is not appropriate that residential roads are used.
- 4.1.40 Amenity levels for new residential development may also be considered. For instance, layouts should avoid locating living rooms, bathrooms and kitchens next to, above, or below proposed and neighbouring bedrooms. Another example is that 'dual aspect' units will help to increase access to light.
- 4.1.41 Other policies in this document deal specifically with uses which often have particular amenity impacts, for instance residential conversions (H7) and house extensions (H8). Policy CC8 must be read in conjunction with these policies where they apply.
- 4.1.42 There is good practice guidance available on some of these issues²⁰. The Council's Supplementary Planning Guidance on House Extensions provides some useful guidance on how extensions can be designed to accord with the principles of this policy, and that SPG continues to be current. For instance, the SPG sets out a basic way to protect light to main rooms in adjoining dwellings, through avoiding extensions that would infringe on an area measured at an angle of 45° from the midpoint of the closest window to a habitable room in a neighbouring property.
- 4.1.43 This policy mainly deals with the end result of developments, but in the meantime, conditions may be applied to regulate the amenity effects of construction.

Securing Infrastructure

CC9: SECURING INFRASTRUCTURE

Proposals for development will not be permitted unless infrastructure, services, resources, amenities or other assets lost or impacted upon as a result of the development or made necessary by the development will be provided or re-provided at the appropriate time.

Employment development should provide mitigation measures in line with its impacts on the demand for housing (including affordable housing), labour and skills and on the transport network.

In determining appropriate provision or contribution, the highest priority will be given to the following:

²⁰ For instance, reference to the 'BRE Site Layout Planning for Daylight and Sunlight: A guide to good practice' document may be of use in ensuring that new development adjacent to residential properties is not of adverse bulk and does not block out sunlight and daylight to habitable rooms and outdoor living spaces.

- *Transport infrastructure, including major cross boundary or sub-regional infrastructure projects;*
- *Open space, green infrastructure and other measures to improve or enhance biodiversity;*
- *Education, including cross-boundary facilities;*
- *Economic development services and infrastructure, including employment, skills and training development initiatives and childcare provision.*

Where relevant a high priority will also be given to the appropriate provision of the following:

- *Energy infrastructure, including decentralised energy projects;*
- *Health provision; and*
- *Police Service infrastructure.*

Other measures, as follows, may also be considered, where a specific need is identified and justified:

- *Community facilities;*
- *Leisure and cultural infrastructure;*
- *Reading Central Area infrastructure and amenities, including public realm and street care enhancements;*
- *Environmental improvements outside the Central Area, such as within local centres, including off-site street tree and other tree planting;*
- *Measures to tackle poor air quality or for on-going air quality monitoring; and*
- *Flood mitigation and prevention measures.*

Developers are required to contribute towards the ongoing local authority costs of monitoring the implementation and payment of planning contributions.

- 4.1.44 Development is required to play a role in delivering sustainable development. Development should minimise damage, loss and impact upon existing infrastructure and environmental assets. Should loss or damage occur, developers should compensate for or mitigate any impact caused by a development. Development proposals will be expected to mitigate all relevant impacts in accordance with the criteria and rate of contribution and/or levy as set out in relevant documentation. However, where it will not be possible to mitigate all relevant impacts or needs, for example for reasons of viability, the Council will take into account priorities, as set out in the policy, when seeking to agree an appropriate range of measures.
- 4.1.45 Provision will be secured through planning obligations and/or the Community Infrastructure Levy as relevant. Such contributions may be pooled, in order to allow necessary infrastructure to be secured in a fair and equitable way insofar as is compliant with relevant legislation.
- 4.1.46 Government policy on planning obligations is contained in The Community Infrastructure Regulations 2010 as amended²¹. This indicates that in some instances, it may be possible to make acceptable development proposals that might otherwise be unacceptable, through the use of planning conditions, or,

²¹ The Community Infrastructure Regulations (2010) can be found at <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

where this is not possible, through planning obligations. The regulations set out principles and policy tests under which planning obligations may be sought.

4.1.47 Supplementary Planning Guidance on Section 106 agreements²², as well as a CIL charging schedule²³, have been adopted and continue to have effect in relation to this policy. These provide more information on what will be required with detail regarding:

- The scale and form of obligation;
- The financial contribution sought;
- The role of pooled payments;
- Maintenance payments; and
- Charges for preparing agreements.

4.1.48 Where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for the associated developers' contributions to be pooled, in order to allow the infrastructure to be secured in a fair and equitable way. Pooling can take place both between developments and between local authorities where there is a cross-authority impact. The CIL Regulations place limits upon pooling Section 106 payments, but there is still potential to pool contributions where there is a clear group of related developments.

4.1.49 This policy will need to be read in conjunction with the Council's Infrastructure Delivery Plan²⁴ and relevant strategies, plans and best practice should be taken into account. In accordance with national policy as set out in the NPPF, requirements must consider their effects on the viability of development. In particular, in considering planning obligations, the relevant tests will need to be applied as set out in Regulation 122 of the CIL Regulations 2010 (as amended)²⁵.

4.1.50 The tight labour market of Reading and the wider Thames Valley area means that additional employment development could result in still greater pressures on housing in the Borough, more congestion and longer commuting distances. Pressure on housing can particularly affect those who cannot afford open market housing. One possible way to mitigate these impacts is through maximising the potential of the existing population to fill jobs, through improving skills, changing working practices or providing childcare facilities. In addition, new employment development can contribute to the provision of affordable housing. Therefore, such development should include mitigation commensurate with its impact on the demand for housing, labour and skills.

²² Supplementary Planning Guidance on Section 106 and Planning Obligations can be found on the council's website at <http://www.reading.gov.uk/readingldf>

²³ The CIL Charging Schedule can be accessed on the council's website at <http://www.reading.gov.uk/planningadvice>

²⁴ The Infrastructure Delivery Plan can be found in Section 10

²⁵ Regulation 122 of the CIL Regulations can be found at <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/regulation/122>

4.2 Built and Natural Environment

Heritage

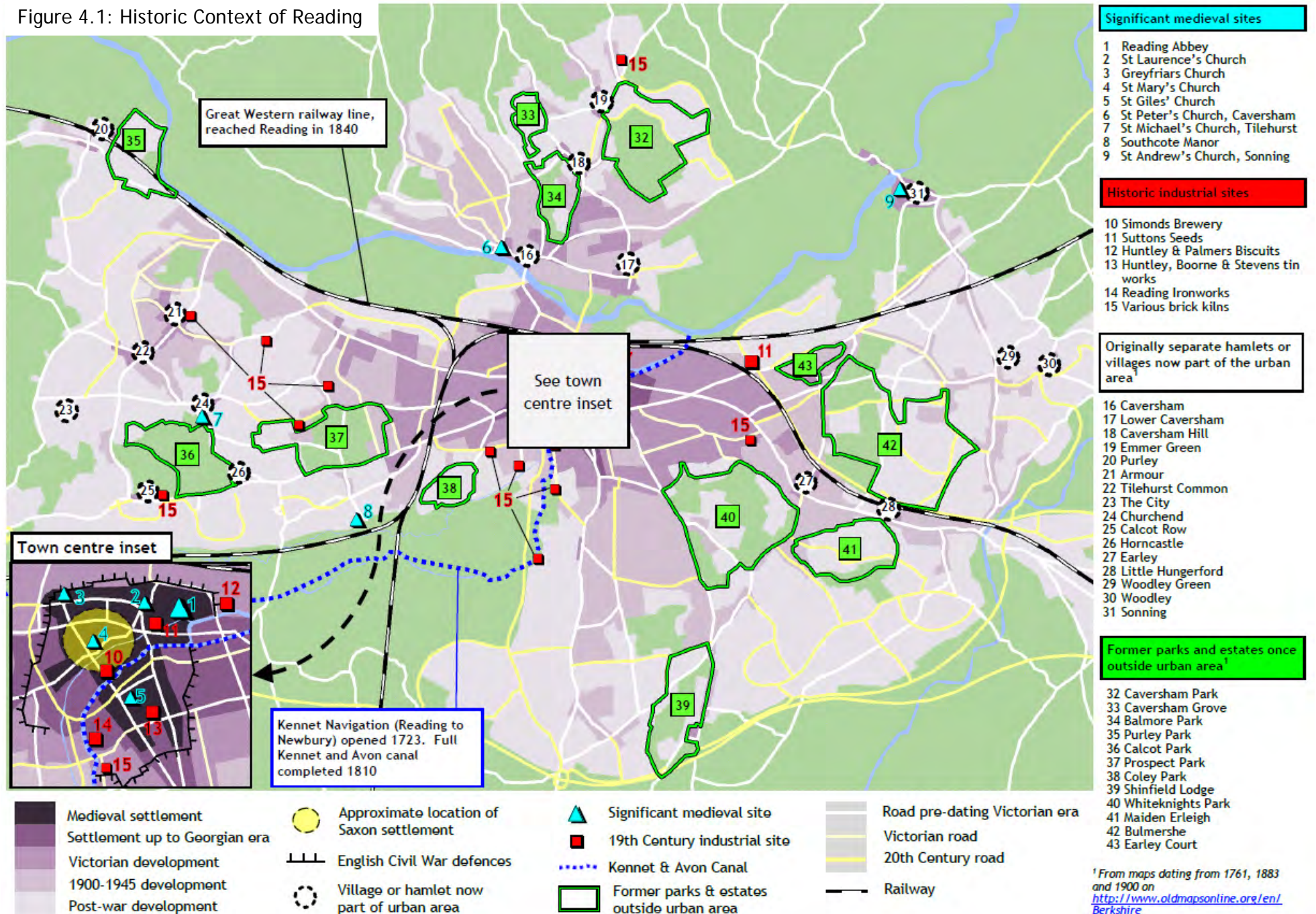
- 4.2.1 Reading's unique heritage will be at the heart of the town's identity and will be highly visible, valued and accessible by those who live in, work in or visit the town. It will enrich Reading's communities and enable them to interact with, and celebrate, the town's history and historic assets.
- 4.2.2 The role of the Local Plan is to proactively conserve and enhance the historic environment and promote its enjoyment while recognising the pressures of continued development. This entails recognition of the value of historic features that are desirable for retention, ensuring that the most valued townscapes and landscapes (e.g. those with national and international designations) are given the highest level of protection and other locally valued assets are recognised, retained and enhanced wherever possible. Protecting Reading's heritage assets contributes to a sense of place, and doing so can contribute to other important planning goals. Investment in heritage and culture, in turn, generates more spending in the local economy. For example, previous investment in publicly owned heritage assets within the Abbey Quarter, like the Forbury Gardens and Simeon Monument, has created an attractive environment for high-quality commercial investment including Forbury Square and Forbury Hotel²⁶. A vibrant historic environment also contributes to town centre vitality, sustainable transport, residential development, good design and the natural environment. Heritage assets can be a positive force for regeneration. New development can be beneficial to heritage assets through providing or encouraging new uses or better revealing their significance.
- 4.2.3 If we are to properly value our substantial heritage assets, it is important to understand their significance, and this means appreciating how they relate to the history of the town. The following sections therefore summarise the main aspects of Reading's history insofar as they relate to the current built environment.
- 4.2.4 There is evidence of prehistoric and Roman settlement in Reading, particularly around the river valleys. There have been a variety of locations where such evidence has been found, and there is potential for archaeological finds across the Borough.
- 4.2.5 Despite this evidence for earlier settlement, Reading is a Saxon place-name from early Saxon settlers who settled the land near the meeting point of the Thames and Kennet in the 6th century. The historic core retains reminders of its Saxon and medieval origins through its early street pattern and ancient parish churches. At the time of the Domesday Survey in 1086, Reading belonged to the king and included a small borough and two manors. In 1121, King Henry I founded Reading Abbey. The Abbey dominated the town and became one of the richest religious houses in England, making Reading a wealthy place, and a centre of religion and pilgrimage. The Dissolution of the Monasteries by King Henry VIII in 1538 signalled the beginning of the Abbey's decline.
- 4.2.6 In the centuries following the closing of the Abbey, Reading secured its role as a thriving market town making good use of its road and river links. It played an

²⁶ Reading Borough Council, *Draft Heritage Statement*, 2014
<http://www.reading.gov.uk/media/1193/Draft-Heritage-Statement/pdf/Draft-Heritage-Statement.pdf>

important role in the English Civil War, as a Royalist garrison in the town was besieged during 1643. In the 18th century, new industries developed, notably brewing, iron-founding and brick and tile making. Early 19th century maps show the town had hardly extended beyond its medieval core, but expansion was stimulated by the development of new transport links. The Kennet and Avon Canal was opened in 1810 bringing London and Bristol into direct communication by water. The coming of the Great Western Railway in 1840 resulted in a rapid growth of major industries, notably Huntley and Palmers biscuit makers and Suttons Seeds, which provided employment for a growing population. The Victorian and Edwardian expansion and prosperity of the town is demonstrated by Reading's distinctive use of locally made coloured brick, terracotta and tile.

- 4.2.7 Beyond the town centre, formal rural parishes like Caversham and Tilehurst joined the Borough in 1911. For example, St Peter's Conservation Area is the old village centre of Caversham around the medieval parish church and the restored Thames-side Caversham Court Gardens. The parks and gardens of the many country houses that once surrounded Reading also survive within the modern urban townscape, including Caversham Park, Prospect Park and Whiteknights.
- 4.2.8 Figure 4.1 summarises the main elements of the history of Reading described above in terms of how it impacts on the built environment that is present today, starting with the town's Saxon beginnings. It is intended to help the understanding of the significance of our heritage assets, which is of use both in adequately protecting those assets and in better revealing them through new development.
- 4.2.9 The conservation and enhancement of the historic environment is the responsibility of everyone in the community. Nearly all of Reading's heritage assets are owned by private organisations and individuals. The Council owns relatively few historic assets, although some of the assets it does own are very prominent, such as the Abbey Gate and Ruins and Town Hall. The conservation and enhancement of Reading's historic assets must be based in innovative and creative approaches involving high levels of partnership. Many local organisations are already working to dispel the impression that Reading is not a heritage destination. It is recognised that Reading has not always made the most of its significant heritage, and this is being addressed.

Figure 4.1: Historic Context of Reading



4.2.10 Heritage assets are defined in the NPPF as a “building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest²⁷.” Heritage assets may be formally designated or of local importance and include listed buildings, conservation areas, scheduled ancient monuments, registered parks and gardens, sites of archaeological interest and historic landscapes. The fact that an asset is not listed does not mean it is not of historical significance.

4.2.11 Reading Borough contains a diverse range of heritage assets:

- 800 nationally Listed Buildings (including 30 Grade I and Grade II*);
- 15 Conservation Areas;
- Two Scheduled Ancient Monuments (Reading Abbey and High Bridge);
- Five Historic Parks and Gardens;
- Locally listed buildings and structures;
- 15 Article 4 Directions protecting locally distinctive buildings by removing permitted development rights;
- The Berkshire Historic Environment Record²⁸ contains comprehensive records of over 1200 archaeological sites and finds in Reading.

EN1: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT

Historic features, areas of historic importance and other elements of the historic environment, including their settings will be protected and where appropriate enhanced. This will include:

- *Listed Buildings;*
- *Conservation Areas; and*
- *Other features with local or national significance, such as sites and features of archaeological importance, Ancient Monuments, historic parks and gardens and locally listed assets.*

Planning permission will only be granted where the new development makes a positive contribution to local character and distinctiveness and has no adverse impact on heritage assets and their settings. All proposals will be expected to protect and where appropriate enhance the historic character and local distinctiveness of the area in which they are located. Proposals should seek to avoid harm in the first instance. Any harm to or loss of a heritage asset should require clear and convincing justification.

Applications which affect, or have the potential to affect, the significant features of heritage assets should be justified by a Heritage Statement.

The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk including consideration of appropriate development

²⁷ NPPF, Annex 2: Glossary <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

²⁸ Historic England's Heritage Gateway can be accessed online at <http://www.heritagegateway.org.uk/gateway/>

schemes that will ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers.

4.2.12 Planning is an important instrument for maintaining and enhancing the environment, and preserving the built and natural heritage. Planning policy must therefore reconcile the need for development with the need to protect the natural and historic environment.

4.2.13 Heritage Statements will be expected to:

- i) describe the significance of the asset and its setting, using appropriate expertise; at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; using appropriate references such as the Historic Environment Record and, if necessary, original survey (including, for assets or archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and
- ii) set out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.

4.2.14 In areas where there is a need to protect historic character, local authorities have the power to make an Article 4 direction to remove permitted development rights and require planning applications²⁹. There are 17 Article 4 directions currently in place (15 of these relate to patterned brickwork and two restrict conversions from a house to an HMO) and the Council will continue to consider the implementation of Article 4 directions in areas where special character is threatened³⁰. The establishment of new Article 4 directions will be dependent on Council resources.

4.2.15 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Unlike listed buildings, they are designated at the local level by the local authority. These areas are designated because they have a particularly distinctive character and usually provide a strong link to the history of the area. The specific heritage interests of Reading's Conservation Areas are set out in Conservation Area Appraisals. These documents serve as a guide for managing development in these areas.

4.2.16 Heritage Assets at Risk are identified by Historic England as "vulnerable to neglect, decay or other threats³¹." Heritage Assets at Risk deserve priority

²⁹ NPPF

³⁰ A map of areas in Reading under Article 4 Direction can be found at <http://www.reading.gov.uk/planningadvice>

³¹ NPPG, 12. Conserving and enhancing the historic environment, <http://planningguidance.communities.gov.uk/blog/policy/achieving-sustainable-development/delivering-sustainable-development/12-conserving-and-enhancing-the-historic-environment/>

attention. The most up-to-date list can be viewed on the Historic England website³².

EN2: AREAS OF ARCHAEOLOGICAL SIGNIFICANCE

Applicants should identify and evaluate sites of archaeological significance. Where remains cannot be preserved 'in situ,' remains should be properly excavated, investigated and recorded.

4.2.17 Archaeological excavation is, by its nature, a generally destructive process, so the archive is the unique record of this investigation and needs to be preserved and accessible in perpetuity. Archives from within Reading Borough are usually added to Reading Museum's collection. The Proposals Map shows 'Areas of Archaeological Potential', where there is recognised archaeological potential, although it is also important to recognise that there is a potential for archaeological finds almost anywhere in the Borough.

EN3: ENHANCEMENT OF CONSERVATION AREAS

The special interest and character of Conservation Areas will be conserved. Development proposals within Conservation Areas must make a positive contribution to local character and distinctiveness. Positive consideration will be given to proposals which take opportunities to enhance the character of conservation areas. These may include:

- *Reducing visual clutter caused by negative factors, such as poles and overhead wires, satellite dishes or unnecessary street furniture;*
- *Restoring original building features;*
- *Removing inappropriate additions or alterations to buildings;*
- *Protecting and encouraging the maintenance of green spaces and important trees, particularly where they are intrinsic to the history and character of the area;*
- *Improving signage and street furniture;*
- *Restoring or re-establishing appropriate paving, railings or walls;*
- *Sympathetic landscaping and planting;*
- *Improving or restoring green spaces, including front gardens, that are appropriate to the historic interest of a Conservation Area;*
- *Signage that reveals and promotes the Conservation Area and its boundaries;*
- *Interpretation panels to inform the public of the area's historical significance.*

4.2.18 Appraisals were undertaken for all Reading's conservation areas between 2005 and 2010. These identify the special interest of each area and provide a valuable tool for considering development in these areas. The Conservation Area appraisals can be found on the Council's website³³.

³² The Heritage-at-risk register can be accessed on Historic England's website at <https://www.historicengland.org.uk/advice/heritage-at-risk>

³³ The most up-to-date Conservation Area appraisals can be accessed on the Council's website at <http://www.reading.gov.uk/conservationareas>

Information for property owners, estate agents and the public is also available online³⁴.

- 4.2.19 Due to resource constraints, the Council supports community-led efforts to assess and update Conservation Area appraisals and management plans with limited technical support from officers.

EN4: LOCALLY IMPORTANT HERITAGE ASSETS

Development proposals that affect locally important heritage assets will be expected to demonstrate that development conserves architectural and historical significance which may include the appearance, character and setting of the asset.

Planning permission may be granted in cases where a proposal could result in harm to or loss of a locally important heritage asset only where it can be demonstrated that the benefits of the development significantly outweigh the asset's significance. Where it is accepted by the Local Planning Authority that retention is not important, recording of the heritage asset should be undertaken and submitted alongside development proposals. Replacement buildings should draw upon heritage elements of the previous design, taking cues from the historical qualities that made the previous building significant. This may include appearance, scale and architectural quality.

- 4.2.20 The Council has established and maintains the List of Locally Important Buildings. The local significance of assets may become known at any time throughout the duration of this plan and the list will be revised dependent on any new information. Criteria for inclusion of locally listed assets can be found in Appendix 2. Local heritage assets do not qualify for statutory listing and are not protected from loss in the same way as listed assets³⁵.

EN5: PROTECTION OF SIGNIFICANT VIEWS WITH HERITAGE INTEREST

New development should not harm and where possible should make a positive contribution to views of acknowledged historical significance.

The following views merit special protection:

- 1. View from Mcllroy Park towards Chazey Barn Farm, the Thames Meadow and the Chilterns escarpment*
- 2. View northwards down Southampton St from Whitley St towards St Giles Church, St Mary's Church and Greyfriars Church*
- 3. View upstream from Caversham Bridge*
- 4. View northwards down Russell St towards the Church of the Holy Trinity*
- 5. View over Redlands Conservation Area toward the Chilterns escarpment*
- 6. View southwards down St Annes Rd towards Downshire Square*
- 7. View of St Annes Church Tower from the west*

³⁴ More information on Conservation Areas can be found on the Council's website at <http://www.reading.gov.uk/conservationareas>

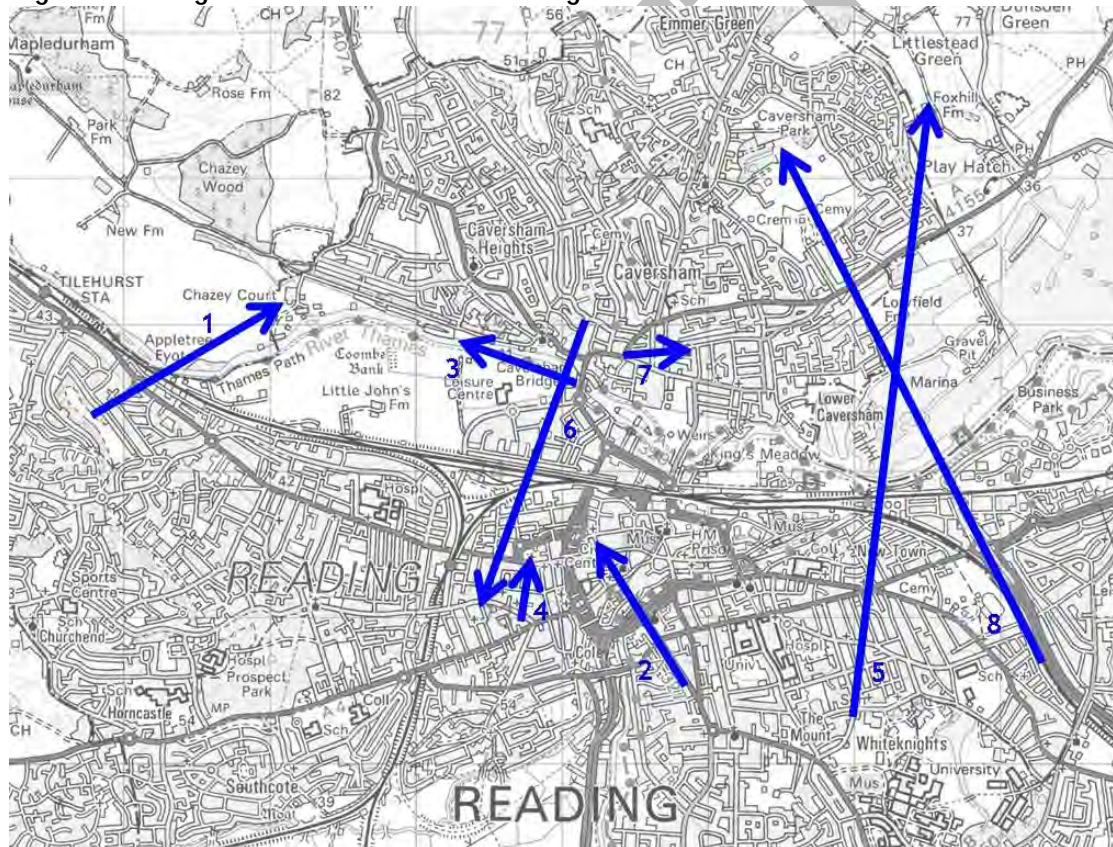
³⁵ More information on locally listed heritage assets can be found on Historic England's website at <https://historicengland.org.uk/advice/hpg/has/locallylistedhas/>

8. View towards Caversham Park House from the A329(M) and surrounding streets.

4.2.21 Development proposals should consider opportunities for view enhancement. Improvements to significant views that take a pro-active role in repairing past damaging conditions or seek to establish and manage accessible viewing places will be encouraged.

4.2.22 The views identified in this policy (shown in Figure 4.2) were selected for their historic significance and describe either a view of a heritage asset itself or a view from a historic viewing place. This list is not comprehensive, but aims to include the most significant views in the Borough that are not protected by other policies, for instance within a Conservation Area or as a Major Landscape Feature. The Tall Buildings Strategy and Station Area Framework consider many other views within the Borough.

Figure 4.2: Significant Views with Heritage Interest



EN6: NEW DEVELOPMENT IN A HISTORIC CONTEXT

In areas characterised by heritage assets, the historic environment will inform and shape new development. New development will be expected to make a contribution to the historic character of the area by respecting and enhancing its architectural and visual qualities and considering how heritage considerations can give cues as to the design of new development. When determining planning applications for new development, the following factors will be taken into consideration:

- a. *The positive contribution of the development to the existing historic townscape (scale, height, mass, proportion, plot size, street form, materials, significant vistas and views, and open space);*
- b. *Sensitivity to historic context;*
- c. *Reflection of borough-wide major heritage themes that contribute to local distinctiveness (e.g. patterned brickwork or former worker terraced housing);*
- d. *Whether development promotes and/or improves access to previously undiscovered or neglected historic significance.*

4.2.23 The Council is committed to protecting and where appropriate, enhancing, Reading's historic environment. This includes ensuring that buildings and features of local architectural and historic interest (which are not necessarily recognised components of the historic environment) are taken fully into account and safeguarded, as appropriate. New development in the vicinity of historic assets or at the edges of conservation areas should be sympathetic. Where possible, it should take cues from the local historic environment in terms of the form of the new development. This could include a wide range of matters such as footprint sizes, setbacks from the road frontage, landscaping, window placement and size, prevailing building height or architectural features. The aim is not to copy existing heritage, but to use new development to underline key consistent elements of the local historic environment.

4.2.24 The Council's positive approach to promoting Reading's unique historic character relies on early discussions with stakeholders at the pre-application stage, so that applicants are fully informed of the issues they are required to address.

Local Green Space and Public Open Space

EN7: LOCAL GREEN SPACE AND PUBLIC OPEN SPACE

The following Local Green Spaces (LGS) and Public Open Space (POS), as shown on the Proposals Map, will be protected from development. Proposals that would result in the loss of any of these areas of open space, erode their quality through insensitive adjacent development or jeopardise their use or enjoyment by the public, will not be permitted.

Code	Name	Status	Area (ha)
EN7Ca	Christchurch Meadows	LGS	11.06
EN7Cb	Forbury Gardens	LGS	1.8
EN7Cc	Hills Meadow	LGS	4.26
EN7Cd	Kings Meadow and the Coal Woodland	LGS	16.17
EN7Ce	Kings Road Gardens	POS	0.16
EN7Cf	St Laurence's Churchyard	POS	0.39
EN7Cg	St Mary's Churchyard	POS	0.59
EN7Ch	View Island	LGS	1.62
EN7Sa	Cintra Park	LGS	6.87
EN7Sb	Fobney Island Nature Reserve	POS	6.18
EN7Sc	Greenham Avenue, Kennet Island	LGS	0.47
EN7Sd	John Rabson Recreation Ground and The Cowsey	LGS	26.91
EN7Se	Kennet Island Nature Reserve	POS	1.62
EN7Sf	Long Barn Lane Recreation Ground	LGS	3.29

EN7Sg	<i>Shinfield Road Recreation Ground</i>	LGS	1.15
EN7Sh	<i>South Whitley Park</i>	LGS	5.31
EN7Si	<i>Waterloo Meadows</i>	LGS	10.32
EN7Sj	<i>Whitley Wood Recreation Ground</i>	LGS	4.15
EN7Wa	<i>Arthur Newbery Park</i>	LGS	13.02
EN7Wb	<i>Battle Square</i>	LGS	0.54
EN7Wc	<i>Beresford Road Playground</i>	POS	0.54
EN7Wd	<i>Blagrave Recreation Ground</i>	POS	0.87
EN7We	<i>Blundells Copse and Meadway Sports Ground</i>	LGS	9.48
EN7Wf	<i>Coley Recreation Ground</i>	LGS	5.62
EN7Wg	<i>Courage Park</i>	POS	1.74
EN7Wh	<i>Great Knollys Street Recreation Ground</i>	POS	1.49
EN7Wi	<i>Kensington Park</i>	LGS	4.23
EN7Wj	<i>Lousehill Copse</i>	LGS	12.67
EN7Wk	<i>McIlroy Park and Round Copse</i>	LGS	15.02
EN7Wl	<i>Meadway Woodland</i>	POS	2.6
EN7Wm	<i>Oxford Road Recreation Ground</i>	LGS	0.69
EN7Wn	<i>Portman Road Playground</i>	POS	2.32
EN7Wo	<i>Prospect Park</i>	LGS	46.52
EN7Wp	<i>Rivermead and Thameside Promenade</i>	LGS	18.15
EN7Wq	<i>Robert Hewitt Recreation Ground</i>	LGS	0.34
EN7Wr	<i>Southcote Linear Park</i>	LGS	3.47
EN7Ws	<i>Taff Way Woodland</i>	POS	2.74
EN7Wt	<i>Tofrek Terrace</i>	POS	2.1
EN7Wu	<i>Victoria Recreation Ground and Kentwood Hill Allotments</i>	LGS	4.64
EN7Na	<i>Albert Road Recreation Ground</i>	LGS	1.53
EN7Nb	<i>Amersham Road Recreation Ground</i>	LGS	2.31
EN7Nc	<i>Balmore Walk</i>	LGS	7.06
EN7Nd	<i>Beechwood</i>	LGS	3.65
EN7Ne	<i>Bug's Bottom (Hemdean Bottom)</i>	LGS	14.23
EN7Nf	<i>Caleta Close Play Area</i>	POS	0.46
EN7Ng	<i>Caversham Court Gardens and Allotments</i>	LGS	1.4
EN7Nh	<i>Caversham Pond</i>	POS	0.73
EN7Ni	<i>Clayfield Copse and Blackhouse Woods</i>	LGS	26.31
EN7Nj	<i>Emmer Green Pond</i>	POS	1.09
EN7Nk	<i>Emmer Green Recreation Ground and Allotments</i>	LGS	2.27
EN7Nl	<i>Land at Deans Farm</i>	POS	2.29
EN7Nm	<i>Land at Stuart Close</i>	POS	0.73
EN7Nn	<i>Mapledurham Playing Fields</i>	LGS	10.86
EN7No	<i>Milestone Wood and Milestone Way</i>	LGS	8.29
EN7Np	<i>Rotherfield Way Copse</i>	LGS	1.97
EN7Nq	<i>The Warren Woodland West</i>	LGS	0.99
EN7Nr	<i>Westfield Road Recreation Ground</i>	LGS	1.45
EN7Ea	<i>Alfred Sutton Playing Field</i>	LGS	4.9
EN7Eb	<i>Eldon Square</i>	POS	0.35
EN7Ec	<i>Lorenzo Quelch Park</i>	POS	0.12
EN7Ed	<i>Palmer Park</i>	LGS	16.07

4.2.25 The National Planning Policy Framework states that local communities, through local plans, are able to identify Local Green Space for specific protection which is of particular importance to them. The aim of this policy is therefore to define the boundaries of Local Green Space, based on the criteria in the NPPF. Local Green Spaces can only be designated during local plan preparation or review and must be capable of enduring beyond the end of the plan period.

4.2.26 As outlined in the NPPF, Local Green Space designation should only be used where the green space is:

- In reasonably close proximity to the community it serves;
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of wildlife; and
- Local in character and is not an extensive tract of land³⁶.

4.2.27 Individual assessments which test each Local Green Space against the criteria outlined in the NPPF can be found in the relevant background information³⁷.

4.2.28 Access to high quality open spaces, sport and recreation can make an important contribution to the health and well-being of communities³⁸. Open space policies contribute towards many of the goals of the Council's Health and Wellbeing Strategy (2017-2020) by supporting residents to make healthy lifestyle choices and reducing social isolation through public open space. Additionally, these policies contribute to the delivery of many other Council objectives in terms of supporting an urban renaissance, defining the character of a town and place, promotion of social inclusion and community cohesion, health and well-being, climate change adaptation, and the promotion of sustainable development.

4.2.29 This policy has been informed by the Council's Open Spaces Strategy³⁹ where the protection of publicly accessible recreational open space was considered to be of great importance. This is useable space which provides a resource for sport, leisure and informal recreation. This policy therefore deals mainly with those areas which can be accessed by the public, although it includes some exceptional allotment sites where they qualify as Local Green Space in terms of the criteria above. Areas with restricted access, such as school playing fields, are not included, although it is important to note that other policies in the Local Plan, as well as national policy, cover such areas.

Undesignated Open Space

EN8: UNDESIGNATED OPEN SPACE

There will be a presumption in favour of retention of undesignated open space, which will include allotments. Development should not result in the loss of or jeopardise use and enjoyment of undesignated open space. Development may be permitted where it is clearly demonstrated that replacement open space, to a similar standard, can be provided at an accessible location close by, or that improvements to recreational facilities on remaining open space can be provided to a level sufficient to outweigh the loss of the open space. The quality of existing open space should not be eroded by insensitive development on adjoining land.

³⁶ Sections 76-77 of the NPPF available online at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

³⁷ On the Council's website at www.reading.gov.uk/readingldf

³⁸ NPPF

³⁹ The Council's most up-to-date Open Spaces Strategy can be found at <http://www.reading.gov.uk/article/7108/What-is-the-Reading-Open-Spaces-Strategy>

- 4.2.30 Reading has many areas of open space not identified in Policy EN7 (Local Green Space and Public Open Space) in both public and private ownership, which nevertheless provide important recreational and amenity resources. It is important that these areas are retained where possible.
- 4.2.31 This policy relates to all open space in the Borough; publicly or privately owned, apart from the Local Green Spaces and Public Open Spaces identified in Policy EN7. It applies not just to the loss of the space, but to a situation where development prevents the use of open space in close proximity through such effects as preventing public access or leading to unacceptable levels of overshadowing. Where a development proposal involves losing open space that is not specifically designated, appropriate replacement space should be provided where it is easily accessible to the people most affected. Alternatively, compensating improvements could be made to existing open space in the area.
- 4.2.32 This policy also covers Reading's various allotment sites (apart from those identified as Local Green Space), with a presumption in favour of their retention. Compensatory provision for the loss of any allotments in line with the policy will need to consider whether it adequately replaces the role of the allotments that would be lost.

Provision of Open Space

EN9: PROVISION OF OPEN SPACE

All new development should make provision for appropriate open space based on the needs of the development. This can be achieved through on or off-site provision, contributions toward provision or improvement of existing leisure or recreational facilities.

On sites of 50 dwellings or more, or for developments where the availability and quality of existing open space has been identified as deficient, new provision will be sought. Development must ensure satisfactory provision of children's play areas and neighbourhood parks.

A secure maintenance arrangement shall be demonstrated to ensure that any open space is properly maintained throughout the life of the development. In exceptional circumstances where the Council agrees to the adoption of the open space, a commuted sum for future maintenance will be required as part of any legal agreement.

On sites of less than 50 dwellings, or in areas not identified as deficient in the provision of open space, new open space provision, improvements or enhancements will be sought, including through appropriate contributions.

The provision of open space for all developments shall satisfy the most urgent need subject to considerations of particular deficiencies. The most up-to-date Open Spaces Strategy should guide provision type and size. New open space should:

- *Be in useable parcels of land and not be fragmented;*
- *Be safely and easily accessible and not severed by any physical barrier, including a road;*
- *Be accessible to the general public and be designed so as to feel that it is part of the public and not private realm;*
- *Create a safe environment, appropriately considering lighting and layout to reduce the fear of crime;*
- *Provide some informal landscaping for aesthetic, wildlife and recreational purposes; and*
- *Link into the Green Network where possible.*

4.2.33 It is essential that new developments make provision for open space to meet the needs of the residents/occupiers of the development. With a growing population resulting from new development, it follows that the amount and/or quality of open space in the Borough should increase over the plan period. Qualitative improvements might include the provision of supporting amenities e.g. benches, refreshment facilities, etc.

4.2.34 The Open Space Audit carried out as part of the preparation of the Open Space Strategy also found significant deficiency in the provision of play areas and safe access to play areas in several parts of Borough, although some of these deficiencies have been addressed since publication of the Strategy. Special consideration needs to be given to ensuring adequate provision of play space as part of all development proposals.

4.2.35 Open space is unevenly distributed across the Borough. People in and around the town centre are still further away from public open space than guidelines recommend and parts of North Reading are very deficient in play areas. In many cases historical development patterns make it difficult to introduce new areas of public open space without large-scale redevelopment.

4.2.36 The Open Spaces Strategy identifies the following main issues:

- Access: the distribution of public open space leaves some areas underprovided:
 - In Central Reading, public open space is, by and large, where residents are not;
 - In North Reading, large areas are lacking children's play facilities;
 - Areas immediately to the West, North West, South and East of the town centre are amongst the most poorly supplied in the Borough; the problem is exacerbated by very dense housing; and
 - Severance lines, such as busy roads or railways, further restrict residents' access to open space.
- Quality: some of the existing parks and open spaces are of poor quality and lack facilities.
- Links to public open space: these are fragmented, so that some public open space is not linked by pedestrian infrastructure to homes, and wildlife corridors are incomplete.

4.2.37 The space hierarchy in Figure 4.3 should be used as a benchmark for considering open space provision in the Borough, in terms of both quality and quantity. Its objective is to assist in promoting some consistency in provision across the town, as well as helping to identify where households have limited access to public open space and where the quality of provision is inadequate.

4.2.38 Large, higher-tier parks are not substitutes for a good distribution of local parks. Clearly, an open space labelled 'district park' is also a neighbourhood park for households within a reasonable catchment. For residents living further away from a district park, access to local parks and other small recreational open spaces nearby must also be available.

4.2.39 The Open Spaces Strategy states that, 'All guidelines recommend that at least some open space for children to play, *whether publicly or privately owned*, be available within 100-200m of every home. This will primarily affect very high-density developments, like flats, as almost all other houses have some form of garden'.

Figure 4.3: Hierarchy and typology of open spaces of recreational value, and provision standards for Reading

	Description	Size	Transport mode	Radial catchment
Borough Park	Varied character and facilities; open parkland, natural, formal, sport, play and relaxation; catering	60 ha	Car; public transport; cycle	
District parks	Varied character and facilities (but fewer than above); natural, formal, sport, play and recreation	20 ha	Car; bus; cycle; foot	1.2 km
Local parks	Relaxation, play and ball games	2 ha or 1-2 ha equipped	Cycle; foot; wheelchair	0.8 km
Neighbourhood park	LEAP + informal space	0.1-0.2 ha equipped	Foot; wheelchair	0.4-0.8 km
Small recreational open spaces	'low-grade' recreation	0.1-0.2 ha	Foot; wheelchair	0.4-0.8 km
Linear open spaces	Relaxation; green link		Foot; cycle	
Semi-natural sites	Comparatively undisturbed sites, managed for wild flora and fauna		Cycle; foot; wheelchair	1.5-2.0 km

4.2.40 Policy H9 seeks to secure private and communal outdoor amenity areas on all residential developments, the extent of which will be guided by the site's proximity to quality public open space. Conversely, this policy looks to secure public open space. In determining the appropriate form, location and extent of public open space for new development, consideration will be given to the extent of deprivation of private or communal garden areas within the proposed scheme.

4.2.41 Improvements to the quality and facilities of existing open space and/or the provision of new open spaces should be secured through financial contributions as part of smaller developments, either through CIL or Section 106 agreements. As a minimum, the provision of safe access for new

households to new or existing enhanced public open space should be a requirement. In larger scale commercial/retail developments, the integration of additional public spaces (such as civic squares) should be required.

- 4.2.42 Regeneration initiatives and housing redevelopments sometimes create opportunities to provide new open space or reorganise space through land swaps. Feasibility of this alternative should be considered in areas deficient in public open space.
- 4.2.43 There will be a presumption that the Council will not adopt additional areas of public open space except in exceptional circumstances. Developers will therefore need to make provision for the continuing future maintenance of these open spaces.

Provision of green space with development - overview of requirements

Policy EN9 provides for public open space in residential developments of over 50 dwellings. However, there are a variety of policies that ensure that all new residential development within the Borough makes some form of contribution to green infrastructure, through:

- Private and communal green space in accordance with Policy H9
- Landscaping, in accordance with Policy CC7, and linked into a wider Green Network wherever possible in accordance with Policy EN12;
- Innovative solutions in the high density town centre such as green roofs, green walls and roof gardens in accordance with policies CR2 and CR10;
- Tree planting in accordance with policies CC3 and EN14

Access to Open Space

EN10: ACCESS TO OPEN SPACE

In areas with relatively poor access to open space facilities (including as a result of severance lines), new development should make provision for, or contribute to, improvements to road and other crossings to improve access to green space and/or facilitate the creation or linking of safe off-road routes to parks.

- 4.2.44 There are a number of severance lines that act as barriers to access to open space, some of which were identified in the 2007 Open Spaces Strategy. New development proposals should be assessed in terms of accessibility to open space (as well as other services and facilities). Opportunities should be identified for development to improve or contribute to the improvement of access to open spaces, such as through providing or funding the provision of improvements to crossings, green routes, towpaths or pedestrianisation of streets.
- 4.2.45 The creation of a network of safe links for pedestrians and cyclists, that improves access to a choice of open spaces, is a key objective and an integral part of the Open Spaces Strategy. Not only will these routes increase open space usage and reduce trips by cars, they should be considered an intrinsic component of the overall open space structure and experience that Reading offers. Paths alongside the Kennet and Thames in particular, provide a unique opportunity to enhance the network of green links and corridors across the Borough.

Waterspaces

EN11: WATERSPACES

Reading's waterspaces will be protected, so that they can continue to contribute to local and regional biodiversity and ecology, local character and visual amenity, the provision of accessible leisure and recreational opportunities and, where appropriate, navigation.

Where development in the vicinity of waterways is acceptable, it will provide:-

- *Appropriate, attractive uses and buildings that enhance the relationship of buildings, spaces and routes and create a high quality public realm;*
- *Positive contributions to the distinct character, appearance, landscape and amenity of the waterways;*
- *A strengthened role for waterways as important landscape features, wildlife corridors and recreation opportunities;*
- *Good, level access to the waterways for all those who want to use them;*
- *Development set at least ten metres back from the waterway wherever practicable to protect its biodiversity significance; and*
- *Improved quality of waterway environment through protecting habitats and ensuring that habitat creation is balanced with access and urban uses.*

4.2.46 Reading is built on two main rivers that contribute to the distinct character of the Borough. Each provides a very different character and role. The Thames remains largely natural in character, bounded by parks, open spaces and fields for most of its stretch through Reading, although it meets the edge of the town centre on the south bank between Caversham and Reading Bridges. The Kennet is similarly rural in the south west of the Borough, but has a stronger integration into the fabric of the town centre than the Thames. It is important that development recognises and builds on these distinct characters.

4.2.47 Land uses adjoining the waterways will contribute to the creation of attractive and highly accessible waterside environments, within which people can feel safe and comfortable. Buildings should face onto the water and present active frontages along the Kennet, with ground floor uses designed to enhance activity and life along this corridor. Uses and facilities along the Thames will be diversified, seeking to provide a greater variety of leisure activities and facilitating public use and recreation.

4.2.48 In addition to the two main rivers, the Holy Brook contains a unique character and links to the town's ancient history. Development should seek to increase the prominence of the Holy Brook, and open up the brook for public access.

4.2.49 The role of waterways in attracting and catering for visitors and local people of all ages and backgrounds must be recognised. Development adjoining the waterways should therefore provide public access to, or contribute towards improving the pedestrian facilities to, along or across

the waterways. The Council will seek to promote schemes that facilitate linkages between the Thames, and the town and the Kennet, which will be facilitated through the spatial strategy for central Reading.

- 4.2.50 The wildlife function of the waterways is also vital. There is also a clear relationship between this policy and EN12 on Biodiversity and the Green Network, as the main waterways are identified as green links within that policy, vital for wildlife movement.
- 4.2.51 The Council has also produced a Thames Parks Plan, which seeks to physically link the significant areas of public park along the Thames in Reading, and increase the number and range of people using the parks. It takes each of the eight parks in turn and makes recommendations, as well as suggesting measures to deal with cross-cutting issues such as access.
- 4.2.52 There are also a number of other plans and strategies that relate to the waterways and land around them. The Thames Valley National Landscape Character Area profile (Natural England)⁴⁰ identifies priorities for enhancement of the landscape. The Thames River Basin Management Plan (Environment Agency)⁴¹ seeks to achieve the protection, improvement and sustainable use of the water environment in the Thames basin, and includes a number of objectives. Meanwhile, the Thames Waterway Plan (River Thames Alliance)⁴² deals with the use of the river and seeks to achieve a healthy growth in its use for communities, wildlife, leisure and business. This document is in the process of being reviewed.

Biodiversity and the Green Network

EN12: BIODIVERSITY AND THE GREEN NETWORK

a) The identified Green Network, the key elements of which are shown on the Proposals Map, shall be maintained, protected, consolidated, extended and enhanced. Permission will not be granted for development that affects the sites with identified interest or fragments the overall network. The Green Network comprises:

- Sites with identified biodiversity interest - Local Wildlife Sites, Local Nature Reserves, Biodiversity Opportunity Areas, protected and priority species and their habitats, Priority and Biodiversity Action Plan habitats, and the River Thames and its tributaries (including the River Kennet and the Kennet and Avon Canal); and*
- Areas with potential for biodiversity value and which stitch the Green Network together - designated Local Green Space and open spaces, and existing and potential Green Links.*

New development shall demonstrate how the location and type of open space, landscaping and water features provided within a

⁴⁰ <http://publications.naturalengland.org.uk/publication/3865943?category=587130>

⁴¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289937/geth0910_bswa-e-e.pdf

⁴² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289784/geth1205_bjyc-e-e.pdf

scheme have been arranged such that they maintain or link into the existing Green Network and contribute to its consolidation. Such features should be designed to maximise the opportunities for enhancing this network. All new development should maximise opportunities to create new assets and links into areas where opportunities are as yet unidentified on the Proposals Map.

- b) *On all sites, development should not result in a net loss of biodiversity and geodiversity, and should provide a net gain for biodiversity wherever possible. Development should:*
- Protect and where possible enhance features of biodiversity interest on and adjacent to the application site, incorporating and integrating them into development proposals where practicable; and*
 - Provide new tree planting, wildlife friendly landscaping and ecological enhancements (such as wildlife ponds, bird and bat boxes) where practicable.*

In exceptional circumstances where the need for development clearly outweighs the need to protect the value of the site, and it is demonstrated that the impacts cannot be: 1) avoided; 2) mitigated or; 3) compensated for on-site; then new development will provide off-site compensation to ensure that there is “no net loss” of biodiversity. Provision of off-site compensation shall be calculated in accordance with nationally or locally recognised guidance and metrics.

4.2.53 Despite its primarily urban nature, Reading has a number of important wildlife habitats including woodlands, grasslands and wetlands. These are the remnants of a once much wider and more connected series of habitats that supported a greater diversity of species. As well as larger habitats, individual features of biodiversity interest can be present at a small scale within a variety of types of site. As set out elsewhere in this plan, there are significant needs for new development within Reading, but there is also a need to attain a balance between accommodating development activity, and preserving important biodiversity and geodiversity,

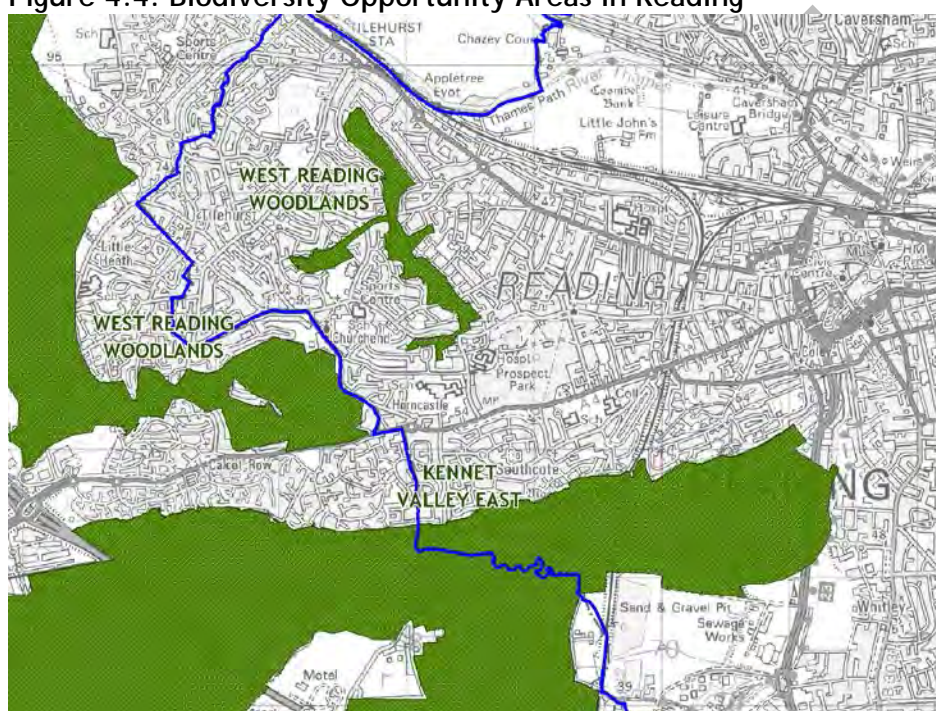
- 4.2.54 There are two main elements to this policy:
- Identifying the key areas of biodiversity importance and drawing them together into an interconnected ‘Green Network’ across Reading; and
 - General development management guidance for all sites on biodiversity and geodiversity.

Existing features

- 4.2.55 Whilst there are no nationally or internationally designated habitats in Reading, the Borough contains many sites that are important to the local and strategic context, and therefore need to be protected. These include:
- Local Nature Reserves and Local Wildlife Sites: these are designated by the local authority, in the latter case in conjunction with Thames Valley Environmental Records Centre;
 - protected and priority species and their habitats and habitats identified as being important within Reading’s Biodiversity Action Plan (BAP);

- Biodiversity Opportunity Areas: these are those LNRs identified by the Berkshire Nature Conservation Forum and agreed by the South East England Biodiversity Forum (SEEBF), where biodiversity improvements are likely to have the most beneficial results at a strategic scale. Two BOAs cross into Reading Borough - the West Reading Woodlands and LNRs, and the Kennet Valley East (see Figure 4.4). The BOA designation identifies priorities for enhancement. The priorities for the areas in Reading are available to view on the Berkshire Nature Conservation Forum website, and, for these areas and for adjacent development, biodiversity enhancements under this policy should reflect those priorities.

Figure 4.4: Biodiversity Opportunity Areas in Reading



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4.2.56 The Council will manage LNRs and LWSs, to ensure that they remain protected against the adverse effects of development or related activity. It should be noted that the above designations are defined outside the Local Plan process, which means that they are potentially subject to change within the plan period, and the adopted Proposals Map may not show the latest boundaries. The Council, together with Natural England, the Berkshire Nature Conservation Forum (BNCF) and Thames Valley Environment Records Centre (TVERC), will continue to keep LWSs and LNRs under review. BNCF will also keep the priorities for Biodiversity Opportunity Areas under review.

4.2.57 As well as the need to protect existing biodiversity value, this policy hinges on the concept of a 'Green Network'. This stitches together the known areas of biodiversity importance with areas where there is potential for increased biodiversity significance into a network that allows wildlife to move between sites. This seeks to overcome the issue that sites of wildlife importance have become fragmented into a number of small, unconnected sites with isolated wildlife populations. Climate change is likely to increase the need for linkages, as species will increasingly need to move across the

landscape to stay within their climatic range. The Green Network also fulfils other purposes such as storm water control and air pollution amelioration.

- 4.2.58 The Green Network incorporates both the existing designated areas already set out, but also areas with potential for biodiversity value and movement. It has been identified through a desk based study using GIS data held by TVERC and Reading Borough Council. The study was carried out by TVERC. This Green Network policy goes beyond site specific considerations and is aimed towards the broader context acknowledging that for these areas to achieve their true value and potential they need to work as part of a network with one area being successfully linked to another area, rather than remaining as isolated fragments. Therefore, its interconnectedness is critical.
- 4.2.59 Given the importance of the interconnectedness of the Network, new and potential 'green links' are crucial. These lie between assets both within and outside the Borough and either link these areas or have the potential to do so (e.g. through re-development or management). They include both public and private land, and may include lines of trees, verges, a series of well vegetated gardens, stepping stones of small patches of habitat, green roofs or waterways and ponds, or other similar features.
- 4.2.60 The routes identified as Green Links on the Proposals Map either denote an existing link or illustrate an indicative location for where potential Green Links could be located to provide desired connectivity for wildlife between ecologically important areas. It should not necessarily be interpreted as a precise line, rather it may indicate an indicative potential connection between areas. In practice, most Green Links shown on the map are a mixture of existing and potential links, i.e. whilst there are existing aspects that contribute to the Network there is also significant potential for development to make a further contribution to improve the Network. There is therefore little difference in how existing and potential links should be treated in terms of the policy. Green Links do not mean or imply public access.
- 4.2.61 Opportunities will be sought in conjunction with development proposals, to enhance the quality and integrity of the Green Network. Proposals should seek ways to enhance and restore biodiversity and geology, and enhance the quality and integrity of sites (where appropriate), by maximising the inclusion of significant biodiversity and nature conservation features, as part of good design, and by locating those features carefully to best contribute towards the interconnectedness of the Network. In addition, it must be clearly demonstrated that such measures will be effectively managed and maintained, to a high standard.

General Considerations

- 4.2.62 As well as those habitats already defined, there are many undesignated sites where there may be important biodiversity interest. The overall principle here is that there should be no net loss of biodiversity, and a net gain, as supported by the NPPF, wherever it can be achieved. A mitigation hierarchy approach, as set out in paragraph 118 of the NPPF, will be used to consider the loss of on-site biodiversity. In exceptional circumstances where the benefits of development outweigh the loss, and where the

mitigation hierarchy has been followed, off-site compensation may be acceptable. There are established metrics for considering off-site mitigation at a national level⁴³, and more specific local metrics may be produced during the plan period.

- 4.2.63 For some types of development⁴⁴, including all major schemes, an ecological survey report and/or bat survey will be required.

Major Landscape Features and Areas of Outstanding Natural Beauty

EN13: MAJOR LANDSCAPE FEATURES AND AREAS OF OUTSTANDING NATURAL BEAUTY

Planning permission will not be granted for any development that would detract from the character or appearance of a Major Landscape Feature. The following areas, as shown on the Proposals Map, are defined as Major Landscape Features:

- *The Thames Valley;*
- *The Kennet and Holy Brook Meadows;*
- *The West Reading wooded ridgeline;*
- *The East Reading wooded ridgeline; and*
- *The North Reading dry valleys.*

Development within or which affects the setting of an Area of Outstanding Natural Beauty (AONB) will be accompanied by a Landscape and Visual Impact Assessment that demonstrates that there is no detrimental impact on the North Wessex Downs or Chilterns AONBs in terms of scale, design, layout or location. None of Reading Borough falls within an AONB, but where the urban area meets the Chilterns AONB is shown on the Proposals Map.

- 4.2.64 Reading is primarily an urban area, but it benefits from a number of natural features that have remained largely undeveloped. The urban context means that the preservation of these features as a backdrop is of particular importance. New development should seek to maintain and enhance the natural beauty and visual amenity of the identified major landscape features. The extent to which new development prevents or minimises the visual impact on major landscape features and other landscape values is largely dependent on the location, design and scale of proposals. It should be noted that this policy does not rule out development in or close to these areas, but seeks to ensure that development only takes place where it can preserve or enhance the character or appearance of the feature.

- 4.2.65 Whilst no part of Reading Borough falls within an Area of Outstanding Natural Beauty (AONB), there are two AONBs in close proximity. The Chilterns AONB runs along part of the boundary between Reading and South Oxfordshire, but does not cross it. It is vital that the rural-urban fringe at

⁴³ See for example

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69531/pb13745-bio-technical-paper.pdf

⁴⁴ Please see the Council's Validation Checklist for when an Ecological Survey Report and/or Bat Survey will be required.

this point is managed to ensure that development does not jeopardise the characteristics of the AONB. The North Wessex Downs AONB is, at its closest point, 200m west of the Borough boundary at Tilehurst. Therefore there are fewer visual linkages, but development in this area must nevertheless take into account any impact on this AONB.

Trees, Hedges and Woodlands

EN14: TREES, HEDGES AND WOODLANDS

Individual trees, groups of trees, hedges and woodlands will be protected from damage or removal where they are of importance, and Reading's vegetation cover will be extended. The quality of waterside vegetation will be maintained or enhanced.

New development shall make provision for tree planting within the application site, particularly on the street frontage, or off-site in appropriate situations, to improve the level of tree coverage within the Borough, to maintain and enhance the character and appearance of the area in which a site is located, to provide for biodiversity and to contribute to measures to reduce carbon and adapt to climate change.

- 4.2.66 Trees, hedges and woodlands help define the landscape and character of the Borough. They are also important in maintaining and enhancing biodiversity, in absorbing carbon and in helping to adapt to climate change. In addition to being valuable for reasons of nature conservation, Reading's woodlands are a highly visible feature of the ridgelines and a strong feature in the landscape of the river valleys that shape the urban area. Trees are also an important component of the character of many parts of the Borough particularly its older developed areas and suburbs. Whilst Reading has some important woodlands and areas with substantial numbers of trees, including two areas of Ancient Woodland, shown on the Proposals Map⁴⁵, other areas lack tree cover. It is therefore vital to ensure that important trees and woodlands are protected, including in conjunction with new development.
- 4.2.67 Due to the value placed on trees in Reading, the Council produced a Tree Strategy in 2010⁴⁶, which seeks to significantly increase the amount of tree coverage. In addition, the Council has produced a Tree Strategy Planting Plan, identifying priorities for planting in the Borough, which will be updated when required.
- 4.2.68 Trees can make a positive contribution towards reducing the effects of future climate change by dissipating the impact of heavy rainfall, reducing urban temperatures and providing shade and protection against the detrimental effects of sunlight. New development should seek to incorporate strategically sited trees that will provide shade and cooling to developments, particularly to street frontages and other areas of public realm. There will be a need to use appropriate large canopy species that are adaptable to future predicted climatic conditions (native species if possible and where appropriate in order to deliver biodiversity benefits), particularly the higher temperatures and potential drought conditions that

⁴⁵ Clayfield Copse and the western part of McIlroy Park

⁴⁶ The Tree Strategy can be accessed on the Council's website at <http://www.reading.gov.uk/trees>

will be experienced in summer.

4.2.69 Enhancement and extension of woodlands will be achieved in conjunction with relevant development proposals, and may include measures such as new planting and management plans. The effective management of new woodland areas will be promoted, recognising the economic, environmental and social benefits that woodland management and tree planting can provide.

4.2.70 The Council, in conjunction with the Forestry Commission and friends groups, has produced management plans for over 90 ha of its woodlands⁴⁷. These are available on the Council's website. Implementation of these plans will be part funded by the Forestry Commission.

Air Quality

EN15: AIR QUALITY

Development should have regard to the need to improve air quality and reduce the effects of poor air quality.

i. Development that would detrimentally affect air quality will not be permitted unless the effect is to be mitigated. The following criteria should be taken into account:

- Whether the proposal, including when combined with the cumulative effect of other developments already permitted, would significantly worsen air quality;*
- Whether the development is within, or accessed via, an Air Quality Management Area; and*
- Whether it can be demonstrated that a local worsening in air quality would be offset by an overall improvement in air quality, for instance through reduction in the need to travel.*

ii. Where a development would introduce sensitive uses (such as residential, schools and nurseries, hospitals, care facilities) into, or intensify such uses within, an Air Quality Management Area, detrimental effects on that use will be mitigated. Mitigation measures should be detailed in any planning application. If there are significant detrimental effects that cannot be mitigated, the application should be refused.

iii. Where required, planning obligations will be used to secure contributions to measures to tackle poor air quality or for air quality monitoring.

4.2.71 Air pollution can have a serious effect on human health and the environment; and as such it is essential that any new development within Reading avoids creating unacceptably poor levels of air quality both inside and outside the Borough boundaries. Air pollution is not only harmful to

⁴⁷ Arthur Newbery and McIlroys Park; Beech Wood, Rotherfield Way Copse and Balmore Walk; Blundell Copse; Bugs Bottom and Furzeplat; Clayfield Copse; Lousehill Copse; Prospect Park and Devils Dip; Southcote Linear Park; Thames Woodlands; The Cowsey; and Warren Woodland Escarpment.

human health but may also have harmful effects on plants and animals as well as corroding materials and buildings. It is estimated that air pollution reduces the life expectancy of every person in the UK by an average of 7-8 months⁴⁸.

- 4.2.72 National guidance in the National Planning Policy Framework requires local policies to sustain compliance with and contribute towards EU limit values or national objectives, taking into account the existence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas (paragraph 124).
- 4.2.73 Although concentrations of PM₁₀ in Reading are below Air Quality Objective levels, in some areas levels of nitrogen dioxide (NO₂) are currently exceeding National Air Quality Objective and EU limit value levels. Road traffic has been shown to be the predominant source of pollution. Monitoring data has shown that levels in Reading are not declining with the introduction of tighter emissions standards as previous predicted, as is the case in most urban areas across the UK. Air quality is therefore a key issue in Reading and the Council is taking a proactive approach to managing air quality.
- 4.2.74 In order to tackle this issue, the Council declared a single Air Quality Management Area (AQMA) across a large area of Reading, and implemented an associated Air Quality Action Plan. The AQMA includes much of the central area and main radial transport corridors. This coincides with many of the areas where the largest amount of development is expected to take place, and a robust policy is therefore required to accompany it.
- 4.2.75 The AQMA, shown on the Proposals Map highlights the main area of concern, and focus for this policy, however it may be that in certain circumstances air quality may be a consideration outside the AQMA. Some schemes may potentially significantly impact air quality outside of the AQMA, or may have effects on the AQMA, for example through large-scale traffic generation.
- 4.2.76 This policy aims to ensure that increased development within the AQMA does not lead to a net increase in emissions as well as ensuring any increased exposure within the poorest areas of air quality is accompanied by appropriate mitigation. Mitigation measures vary for each case, but can include simple measures designed into the scheme from the outset. The most likely mitigation through design involves setting residential units further back from busy roads, however, in some circumstances this could also include siting habitable rooms away from the façade fronting the pollution source, or, in the case of mixed use development, limiting the residential accommodation to higher floors. Other mitigation measures may also include travel plans, restrictions in car access or parking, planting or certain types of paving that absorb NO₂. It does not mean that the development of sensitive uses in the AQMA will necessarily be inappropriate.
- 4.2.77 In some cases, an Air Quality Assessment (AQA) will be required with a planning application. The requirement for an assessment will depend entirely on the exact nature and location of the application. However,

⁴⁸ The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, volume 1, 2007

broadly speaking, developments will be likely to require an AQA if they are located within the AQMA and:

- Would lead to a material increase in congestion or HGVs;
- Would include significant amounts of car parking, for example 100 spaces, or would significantly increase current provision, for example by 25%;
- Would emit dust that would affect sensitive receptors; or
- Would locate sensitive receptors, such as residential, in areas of particularly poor air quality, such as on the façade of a very busy road.

4.2.78 The above criteria are meant as a guide only, and in reality there may be schemes which may meet one or more of the above but may not require an AQA. Conversely there may be schemes which do not meet the above but may require an assessment. It is strongly recommended that the Council's Environmental Protection Team is contacted if it is believed an assessment may be required, as they will be able to provide guidance as well as advice on the level of detail required within the assessment and providing monitoring data.

4.2.79 Where it is identified that a scheme will increase emissions within the AQMA, the developer will be expected to identify measures to mitigate the increase in emissions. In some cases this could be achieved through scheme design or through the introduction of a low emissions strategy, comprising a package of measures to reduce transport related emissions. A low emissions strategy will be specific to individual developments and dependent upon the exact nature and location.

4.2.80 It may be appropriate in some circumstances for the developer to fund mitigating measures elsewhere, to offset any increase in local pollutant emissions as a consequence of the proposed development. In general, air quality monitoring will be funded through the Community Infrastructure Levy, but where there is a specific issue, this may be achieved through the use of a Section 106 agreement for a specific scheme or measure. On particularly significant schemes, low emissions strategies may be required, which comprise a package of measures to reduce the transport impacts⁴⁹.

4.2.81 This policy is part of a wide package of measures to tackle air quality in Reading. The Air Quality Action Plan 2015⁵⁰ includes transport, planning and other measures to both tackle existing sources, and to promote behavioural change to reduce air pollution.

Pollution and Water Resources

EN16: POLLUTION AND WATER RESOURCES

Development will only be permitted where it would not be damaging to the environment through land, noise or light pollution; where it would preserve or ideally enhance ground and surface water quality; and

⁴⁹ Low Emissions Strategies (Beacons Low Emission Strategies Group, 2008)

<http://www.lowemissionstrategies.org/>

⁵⁰ On the Council's website: http://www.reading.gov.uk/media/6389/Air-Quality-Action-Plan/pdf/AQAP_Update_2016.pdf

where existing water resources, sewerage and wastewater treatment infrastructure are adequate to support the proposed development.

Proposals for development that are sensitive to the effects of noise or light pollution will only be permitted in areas where they will not be subject to high levels of such pollution, unless adequate mitigation measures are provided to minimise the impact of such pollution.

Development will only be permitted on land affected by contamination where it can be demonstrated that the contamination can be satisfactorily remediated so that it is suitable for the proposed end use and will not impact on the groundwater environment.

- 4.2.82 The effective protection of the environment is a key aspect of sustainable development, and reducing pollution is one of the core planning principles in the NPPF. This policy prevents harmful development, mitigates the impact of potentially polluting developments and ensures that developments that are sensitive to pollution are separated from sources of such pollution. The policy also ensures that water and wastewater infrastructure is sufficient to support the development.
- 4.2.83 Air quality is dealt with in Policy EN15, but there are other pollution issues in Reading, such as the fact that some ground and surface waters are experiencing a degree of pollution. It is therefore important to ensure that future development does not result in any further deterioration of water quality and where possible, results in an improvement in overall quality. In line with the predicted level of new development within Reading, it will be important to ensure that this does not place an undue burden on existing water resources or result in a deterioration in potential yield of surface and ground water resources. In order to improve the quality of life of those living and working within Reading, it is important to avoid any detrimental impact from development in the form of noise and light pollution.
- 4.2.84 There are a number of sites affected by contamination within the Borough as a result of previous land uses. In order to make the most effective use of previously developed land within Reading, it will be important to ensure that, where possible, such land is remediated through the development process so that it is suitable for redevelopment. Where sites are likely to be contaminated, the application should be supported by a preliminary risk assessment, including walkover survey. Early pre-application engagement with the Council and Environment Agency is strongly advised.
- 4.2.85 The Council has a Contaminated Land Strategy (2011)⁵¹ in place which sets out how it intends to identify contaminated land across the Borough and remove the potential for significant harm. Addressing contamination on proposed development sites is therefore only part of a wider approach to the issue.

⁵¹ <http://www.reading.gov.uk/media/1233/Contaminated-Land-Strategy/pdf/Contaminated-Land-Strategy.pdf>

Flooding and Sustainable Drainage Systems

EN17: FLOODING AND SUSTAINABLE DRAINAGE SYSTEMS

Planning permission will not be permitted for development in an area identified as being at high risk of flooding, where development would reduce the capacity of the flood plain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from flooding.

All major developments⁵² must incorporate sustainable drainage systems (SuDS) as appropriate and in line with the Government's Technical Standards⁵³. Smaller schemes are encouraged to incorporate SuDS, where possible. Runoff rates should aim to reflect greenfield conditions and, in any case, must be no greater than the existing conditions of the site. Schemes should ensure that the movement of water does not worsen contamination effects. Wherever possible, SuDS provision should link into the existing Green Network and incorporate tree planting. All new developments in areas of flood risk should give priority to SuDS.

- 4.2.86 A significant area of land within Reading is at risk of flooding, and this is expected to worsen with the effects of climate change. A Strategic Flood Risk Assessment (SFRA) has been undertaken for the Borough⁵⁴. This describes and analyses how the Borough is affected by flood risk and the nature of that risk. The flood plain plays an important role in protecting the built up area of Reading as it accommodates floodwater and reduces the risks of water levels rising and affecting properties in a wider area. This capacity should not be reduced by development or the raising of land levels. The movement of water across the flood plain is also important, and obstructions to this will place a greater burden on other parts of the flood plain. Even away from the flood plain, inappropriate drainage schemes can exacerbate local flooding problems and increase the amount of water entering watercourses. This results in litter and contamination.
- 4.2.87 The National Planning Policy Framework directs development away from areas that are liable to flood, and states that proposals for development in areas of a medium and high risk of flooding need to be assessed against a sequential test and, if appropriate, an exceptions test. Development should therefore comply with the requirements of the NPPF alongside this policy. Development proposals on sites greater than 1 hectare or that are in Flood Risk Zones 2 or 3 will need to be supported by:
- A flood risk assessment which demonstrates that the most appropriate layout of development on site in terms of flood risk has been applied;
 - Demonstration that a sequential approach has been taken within the site, directing the most vulnerable uses to the areas of lowest flood risk;

⁵² 10 or more dwellings or equivalent non-residential or mixed developments

⁵³ Sustainable drainage systems non-statutory technical standards
<https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

⁵⁴ See www.reading.gov.uk/readingldf

- c) Demonstration that resilient and resistant construction methods for managing residual risk and delivering an overall reduction in flood risk have been assessed;
- d) The provision of space for flood water storage through the use of open space or areas above ground (where appropriate);
- e) Demonstration that flood risk is not increased elsewhere and where possible reduced; and
- f) Demonstration that all forms of flooding are taken into account including groundwater and surface water flooding.

4.2.88 The nature of Reading means that there are a significant number of sites in need of regeneration within areas of medium or high flood risk. Where the redevelopment of previously developed land at risk of flooding provides significant regeneration benefits, this will need to be considered in the context of the sequential and, if applicable, exceptions test.

4.2.89 Due to recent changes to the planning system, Reading Borough Council serves as a Lead Local Flood Authority and is responsible for approving SuDS schemes for new development. SuDS may be eligible for adoption by the Council, provided they are within public open space or serve more than one property and have been designed in accordance with the CIRIA SuDS manual⁵⁵.

4.2.90 Flood risk and other environmental damage can be mitigated by minimising changes in the volume and rate of surface runoff. Sustainable drainage systems can often be achieved at little to no additional cost and may actually decrease landscape maintenance expenses throughout the lifetime of a development. Virtually any new development should be able to deliver SuDS due to the wide variety of techniques available. SuDS can be very effective on brownfield sites, but care must be taken to reduce environmental damage from contaminated land. It is also possible to 'retrofit' SuDS for existing developments. SuDS provide opportunities to:

- Reduce the causes and impacts of flooding;
- Guard against the effects of climate change;
- Enhance biodiversity;
- Improve water quality by removing pollutants from runoff; and
- Achieve green space, amenity, recreation and wildlife benefits through water management.

4.2.91 Sustainable drainage systems aim to replicate natural drainage as closely as possible and minimise the impacts of development. In the first instance, schemes should consider the provision of SuDS through landscaping, with reference to Part D of the CIRIA SuDS manual, and in any case should consider the following:

- Integration with existing landscape;
- Tree planting provision fed by groundwater runoff that functions effectively in place of attenuation tanks;
- Additional capacity to cater for future development; and
- Techniques including, but not limited to, permeable pavements, swales, basins, rain gardens, green roofs, rainwater re-use, infiltration trenches, ponds and wetlands.

⁵⁵ Construction Industry Research and Information Association, SuDS Manual http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

- 4.2.92 Schemes for SuDS need to be careful to avoid resulting in contamination of watercourses and groundwater. Soakways in contaminated land will not be appropriate. Infiltration SuDS techniques should only dispose of clean roof water into clean, uncontaminated ground, should not be used for foul discharges or trade effluent, and may not be suitable within Source Protection Zone 1.
- 4.3.93 The SuDS elements of the policy apply to major development. Small-scale housing developments will be encouraged to adopt elements of SuDS wherever practicable.

DRAFT

4.3 Employment

- 4.3.1 Reading is the largest population and employment centre in Berkshire, which is one of the economic powerhouses of the UK. The economic output of Berkshire as a whole, in terms of Gross Value Added (GVA) equates to around £30bn⁵⁶. The components of continued strong economic growth, such as access to Heathrow airport, strong transport links to London and the west, a highly skilled workforce and a high standard of living, are likely to continue to be in place across the plan period. Continued economic buoyancy is therefore likely, but this will also mean addressing the challenges that limit growth, such as lack of affordable housing, a stretched transport infrastructure and the need for suitable business space.
- 4.3.2 Reading is the main office market in Berkshire, albeit that the Reading office market is also seen as including business parks such as Thames Valley Park, Green Park, Winnersh Triangle and Arlington Business Park, which fall wholly or partly within adjoining areas. As well as the business parks, there is a good stock of modern town centre floorspace, with more developments with planning permission. Reading's offices are home to a strong representation of knowledge-based and ICT businesses, business services and pharmaceuticals, with a range of other multinationals present. Alongside these offices, there is also a substantial amount of industrial and warehouse space. In contrast to offices, this space is primarily within the Borough boundary. There are large older industrial areas around the south and west of the Borough, containing a range of space, much of which is at cheaper rents. Increasingly, there is also a good offer of modern, large distribution space in the south of Reading, and Reading is increasingly being seen as a good location for logistics operators.
- 4.3.3 Within Berkshire, evidence⁵⁷ has pointed to the existence of a Central Berkshire Functional Economic Market Area (FEMA), comprising the Boroughs of Reading, Wokingham, Bracknell Forest and Windsor and Maidenhead. Those parts of the Reading urban area (including nearby business parks) that fall within West Berkshire are also strongly related to this FEMA, but for practical purposes West Berkshire has been defined as a separate FEMA in its own right. This is therefore the main grouping of authorities that Reading must co-operate with in considering employment needs, and therefore a Central Berkshire Economic Development Needs Assessment (EDNA) was produced in 2016 covering this area.

Provision of Employment

EM1: PROVISION OF EMPLOYMENT DEVELOPMENT

Provision will be made for an additional 53,000-119,000 sq m of office floorspace and 148,000 sq m of industrial and/or warehouse space in Reading Borough for the period 2016 to 2036.

⁵⁶ Thames Valley Berkshire LEP: Strategic Economic Plan:

<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Strategy.pdf>

⁵⁷ [http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/re/14793%20Berkshire%20FEMA%20Final%20Report%2029.02.16.PDF](http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/14793%20Berkshire%20FEMA%20Final%20Report%2029.02.16.PDF)

Development that would exceed the levels of employment development set out in this policy, after existing permissions and allocations are accounted for, will need to either: (a) demonstrate that it will not result in additional need for local housing; or (b) mitigate its impacts on the need for local housing, either through the provision of additional residential or through contributions to affordable housing.

- 4.3.4 An Economic Development Needs Assessment (EDNA) for Central Berkshire⁵⁸ was carried out in 2016, which identified the level of need for additional office and industrial or warehouse space between 2013 and 2036. The results of the EDNA are summarised in the box below, but in summary it is considered that the figures that Reading needs to plan for between 2013 and 2036 are:
- 52,775 of office floorspace; and
 - 148,440 sq m of industrial and warehouse floorspace.
- Figures are rounded in Policy EM1, as such an assessment can never be entirely precise.
- 4.3.5 The Council has used its Housing and Economic Land Availability Assessment process to examine whether this level of need can be accommodated, and it has identified that there is scope to accommodate the full level of need within Reading Borough. There is scope to accommodate substantially more offices (up to 119,000 sq m in total), much of which result from existing permissions. This relies upon development of offices in Central and South Reading, and a significant development of industrial and warehousing space around Island Road. There is not therefore expected to be any unmet need to be provided elsewhere. Reading is also therefore likely to meet a greater proportion of Central Berkshire's need for offices than anticipated in the EDNA, and the overprovision of 66,000 sq m can be seen as a contribution to the wider needs of the functional economic market area which may have implications for other Local Plans within the Central Berkshire area.
- 4.3.6 There is currently a reasonable balance between the levels of employment planned for in Policy EM1 and the levels of housing set out in H1, as the relationship between employment and housing levels formed part of the evidence that supports these policies. That means that planning for levels of employment development over and above the upper amounts set out in this policy (when considered across the wider area) is likely to lead to an imbalance, and a greater need for housing within the area, as well as increasing the need to travel as workers commute from further afield.
- 4.3.7 Therefore, where a development is proposed that would increase the level of employment development over the upper levels currently planned for, taking account of developments with planning permission and with outstanding allocations in this plan for employment use, the concerns about impacts on local housing need to be allayed. This will need to be achieved either by convincing justification as to why there will be no effects, or by adequately mitigating any effects. The Annual Monitoring Report will inform whether these thresholds have been reached.

⁵⁸<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/14793%20Central%20Berkshire%20EDNA%20Final%20Report%2028.10.16.pdf>

Calculating Employment Need Figures

The Central Berkshire EDNA used three scenarios for assessing need for new floorspace for economic development:

- Scenario 1: Labour Demand - this was based directly on the employment projections from Cambridge Econometrics
- Scenario 2: Past Completion Rates - this projects forward past completion rates for the ten years between 2005/6 to 2014/15
- Scenario 3: Labour Supply - this takes into account the residential growth outlined in the SHMA

Net employment space requirements for Reading Borough were derived for these scenarios as follows:

	Scenario 1	Scenario 2	Scenario 3
Offices	19,460	-252,310	44,605
Industrial/warehouse	112,600	1,840	133,910
Total	132,060	-250,470	178,510

There is clearly a very significant range in these figures, with Scenario 2 at particular odds with the other scenarios. The advice in the EDNA, with which the Council agrees, is that Scenario 2 represents a less robust base for future planning. It is merely the reflection of the previous ten years' change and therefore factors in constraint and policy issues, which cannot represent objectively assessed need. This plan therefore discounts Scenario 2. In addition, Scenario 1 does not fully take account of the changes as a result of the need for housing. Scenario 3, which fully links to housing need, and which presents the highest figures, represents the most robust basis on which to plan.

The EDNA then adds a 'safety margin' for flexibility, which represents one year's average gross completions, which for Reading is 8,170 sq m for offices and 14,530 sq m for industrial and warehousing.

Finally, the EDNA suggests building in an allowance for future losses. Due to the significance of the floorspace losses that have occurred over the last ten years, this has the effect of more than doubling the overall requirement. However, it is not appropriate to incorporate this within the policy for two reasons. Firstly, as for housing, the Local Plan requirement should be based on net change. Many of the allocations in this plan will result in either a loss or gain of employment floorspace, and should be considered in net terms. Secondly, it is within the power of the LPA to prevent much (although not all) of this floorspace loss if it is appropriate to do so.

For this reason, the figures that should be planned for are the net requirements plus the safety margin. This means planning for the following:

	Scenario 3	Plus safety margin	Identified need
Offices	44,605	8,170	52,775
Industrial/warehouse	133,910	14,530	148,440
Total	178,510	22,700	201,215

It is worth bearing in mind that there have already been three years of completed developments. For offices, there has been a loss of 77,816 sq m, whilst there has been a loss of industrial and warehouse space of 12,123 sq m. This has the effect of meaning that an even greater net increase needs to be delivered for the remainder of the plan period.

Location of Employment Development

EM2: LOCATION OF NEW EMPLOYMENT DEVELOPMENT

Major office development will take place in the centre of Reading and along the A33 corridor. Office development will also take place in the other centres in the network set out in Policy RL1, but should be of an appropriate scale to those centres.

Other major employment uses, including industrial and storage and distribution will be located in the A33 corridor or in the Core Employment Areas.

The Core Employment Areas are shown on the Proposals Map and set out below:

- *EM2a: Green Park*
- *EM2b: North of the M4*
- *EM2c: South of Basingstoke Road*
- *EM2d: Bennet Road*
- *EM2e: North of Basingstoke Road*
- *EM2f: Elgar Road*
- *EM2g: Richfield Avenue*
- *EM2h: Portman Road*
- *EM2i: Wigmore Lane*
- *EM2j: Bridgewater Close*
- *EM2k: Sterling Way*
- *EM2l: Marcus Close*
- *EM2m: Paddock Road*

- 4.3.8 Employment development which attracts significant numbers of trips should be in highly accessible locations which are or will be well served by a choice of means of transport. Major office development (over 2,500 sq m) will therefore be directed to the centre of Reading and along a high-accessibility corridor focused on the A33, a new station at Green Park and forthcoming mass rapid transit links to the south. This A33 corridor is shown on the map for South Reading, figure 6.1 in Section 6. Some more limited office development will also be appropriate in district and local centres, in line with the levels of scale for retail and leisure development set out in the policy on the hierarchy of centres (RL2). These locations will be the first locations to consider for the respective scale of development when operating the sequential test under paragraph 24 of the NPPF.
- 4.3.9 Major development for industrial, storage and distribution or similar uses (over 2,500 sq m) will be directed primarily to the Core Employment Areas, or to areas along the high-accessibility A33 corridor to the south. These areas are currently relatively successful industrial and warehousing areas which are likely to continue to be needed in employment use. Smaller-scale industrial and warehouse uses may be appropriate in other areas, but this will be dependent on other considerations such as amenity of residents and the suitability of transport connections, and in practice will not therefore usually be acceptable in residential areas.
- 4.3.10 The Core Employment Areas are the main areas of employment uses (excluding the town centre) within Reading. They are shown on the Proposals Map, and have been defined through an examination of the contribution that they make to the employment role of Reading.

Loss of Employment Land

EM3: LOSS OF EMPLOYMENT LAND

Within the Core Employment Areas, the overall level of employment land should be maintained. Proposals that would result in a loss of such land will not be permitted.

Where, in exceptional circumstances, it can be demonstrated that a site in a Core Employment Area has no long-term (i.e. over five years) prospect of employment use, a related alternative commercial use may be considered that would employ a similar number of people.

In other areas, the following criteria will be considered when assessing proposals which would result in a loss of employment land: -

- (i) Is access by a choice of means of transport, including access to the strategic road network, poor, and likely to remain poor?*
- (ii) Is the continued use of the site for employment, including the potential for redevelopment for employment uses, viable?*
- (iii) Is there a surplus of a similar size and type of accommodation in Reading?*
- (iv) Would continued employment use of the site detrimentally affect the amenity and character of a residential area?*
- (v) Is the need for alternative uses stronger than the need for the retention of employment land?*
- (vi) Would the proposal result in a piecemeal loss of employment land where there is potential for a more comprehensive scheme?*

4.3.11 There is a need for a certain degree of flexibility with existing employment land to allow an appropriate balance of uses to develop in the right locations. For this reason, it is not appropriate to simply apply a blanket protection to all existing employment areas. However, the Core Employment Areas have been identified as those areas of greatest economic significance, providing space that is required to ensure that the Reading economy is balanced and that those activities which support higher value businesses are in close proximity. As a result, an overall loss of employment land in these core areas would risk undermining the local economy, and should not be permitted. It is worth emphasising that this policy does not primarily aim to protect a specific number of jobs (which could be replaced in a non-employment use), but is rather about balance of the economy.

4.3.12 Elsewhere, a loss of employment land for other uses may be acceptable, depending on whether the land is still needed for employment purposes. Each application will need to be assessed on its merits, and the criteria to be considered are set out in (i) to (vi) which should inform a balanced decision, not be used as a checklist where every criterion is fulfilled. Proposals should demonstrate how these factors justify the release of employment land.

4.3.13 Factors which may be taken into account in assessing these criteria include:

- (i): proximity to the strategic road network, particularly for storage and distribution, access by public transport, foot and cycle, future transport infrastructure provision;
- (ii): ownership constraints, prevailing market conditions including vacancy levels, response to marketing of site for employment use, physical constraints of site such as topography, other constraints such as utilities provision;
- (iii): balancing supply and long-term demand, allowing for a degree of vacancy necessary in a healthy market;
- (iv): effects on neighbouring uses of noise, pollution and air quality, intensity of activity;
- (v): need for additional housing, community facilities and other uses; and
- (vi): likelihood of development resulting in 'islands' of other uses in employment areas, whether a better environment would be created through a more comprehensive development.

4.3.14 'Employment land' in the context of this policy is land which is primarily in B1, B2 or B8 use, or is a use not in the above use classes for which an employment area is the only realistic location. This is a judgement that will need to be made on a case-by-case basis, but relevant considerations will include the effects of noise and disturbance, odours etc, HGV movements and whether the use requires a building that would detract from the character of other areas, e.g. with high, blank frontages and very large building footprints.

Maintaining a Variety of Premises

EM4: MAINTAINING A VARIETY OF PREMISES

A range of types and sizes of units should be present in the Borough, and proposals should maintain or enhance this range. In particular, the overall level of start-up and grow-on space should be maintained and, where possible, increased, and any loss of small units should be offset by new provision. Proposals should maintain the overall level of storage and distribution uses in the South of Basingstoke Road (EM2c).

Subject to these considerations, proposals for redevelopment of older industrial units for more flexible employment premises will be acceptable.

4.3.15 In order to ensure a healthy and balanced local economy, we need to make sure that a variety of sizes and types of employment premises are available. This variety of premises should be widened, including seeking more modern and flexible employment space in the designated industrial areas.

Development should not therefore reduce the range of sites and space available. In particular, the South of Basingstoke Road, as defined in policy EM2, is an important location for storage and distribution uses, with good access to the major road network, and is a major contributor to the local economy. There should not be a net loss of B8 use in this location.

4.3.16 Adequate space for small-and medium-sized enterprises should be maintained, in order to ensure the future prosperity of Reading's economy. There is a need for the continued development of start-up/ incubator and grow-on space in the Borough, and opportunities to provide this will be

sought. Whether units are suitable for start-up businesses will depend partly on management arrangements and lease terms. However, planning can ensure that enough small units are available to be capable of acting as start-up space. In terms of implementation of this policy, small units are industrial or warehousing units of up to 150 sq m (gross external area). Where proposals anywhere in the Borough would lead to a reduction in this type of space, this will need to be offset by new premises elsewhere. Move-on accommodation is more difficult to define, particularly in terms of space, but a reduction in the range of units of 150 - 500 sq m (g.e.a.) should only occur where it is demonstrated that there is a surplus of such space.

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4.4 Housing

Provision of Housing

H1: PROVISION OF HOUSING

Provision will be made for at least an additional 15,134 homes (averaging 658 homes per annum) in Reading Borough for the period 2013 to 2036.

- 4.4.1 There is a pressing need for additional housing in Reading and the surrounding area. The six Berkshire authorities (Reading Borough Council, Bracknell Forest Borough Council, Slough Borough Council, West Berkshire Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council) together with the Thames Valley Berkshire Local Enterprise Partnership co-operated on the production of a Berkshire (with South Bucks) Strategic Housing Market Assessment, which reported in February 2016⁵⁹. This study identified the Housing Market Areas within which the Berkshire authorities should work, and set out levels of housing need between 2013 and 2036.
- 4.4.2 The SHMA identifies Reading as being part of a Western Berkshire Housing Market Area, together with West Berkshire, Wokingham and Bracknell Forest. Within this area, an 'objectively assessed need' is identified for a total of 2,855 new homes every year up to 2036. Reading's share of this need is 699 homes per year, or a total of 16,077 between 2013 and 2036. The expectation in the NPPF is that local planning authorities should meet their need unless they can demonstrate that doing so is not possible.
- 4.4.3 However, Reading is a very tightly defined urban area, and sites for new development are limited. The undeveloped land that does exist is mainly either in the functional floodplain or is important public open space. Provision of new housing therefore involves a heavy reliance on previously developed land, and the supply of such sites constrains the amount of housing that can be delivered in the Borough. The Council therefore needs to set targets for housing provision that are capable of being met.
- 4.4.4 It is considered that of the 16,077 homes needed, 15,134 can be delivered in Reading Borough, which equates to 658 dwellings per annum. A Housing and Economic Land Availability Assessment⁶⁰ has demonstrated that this is the level of housing development that Reading can realistically accommodate in the plan period.
- 4.4.5 Delivering the level of housing set out in policy H1 will mean that there is a shortfall of 943 dwellings when considered against Reading's need. This will need to be accommodated elsewhere within the Western Berkshire Housing Market Area. The other three authorities within the HMA recognise that there will be issues with Reading's ability to accommodate its need within its own boundaries, and this issue is set out within the West of Berkshire

⁵⁹ http://www.reading.gov.uk/media/2959/Housing-Market-Assessment/pdf/Berkshire_Strategic_Housing_Market_Assessment_Feb_2016.pdf

⁶⁰ Available at <http://www.reading.gov.uk/readingldf>

Spatial Planning Framework to which the four authorities have signed up⁶¹. There will be continuing dialogue on this matter between the affected authorities which will inform the Pre-Submission Draft of the Local Plan. Where agreement is reached, it will be for individual authorities' Local Plans to specify where development will be located.

Density and Mix

H2: DENSITY AND MIX

The appropriate density of residential development will be informed by:

- *the character and mix of uses of the area in which it is located, including consideration of any nearby heritage assets or important landscape areas;*
- *its current and future level of accessibility by walking, cycling and public transport;*
- *the need to achieve high quality design;*
- *the need to maximise the efficiency of land use; and*
- *the need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers.*

Indicative densities for different types of area are set out in figure 4.5, but the criteria above may indicate that a different density is appropriate. Net densities of below 30 dwellings per hectare will not be acceptable.

Wherever possible, residential development should contribute towards meeting the needs for the mix of housing set out in figure 4.6, in particular for family homes of three or more bedrooms. As a minimum, on new developments for 10 or more dwellings outside the central area and defined district and local centres, over 50% of dwellings will be of 3 bedrooms or more, having regard to all other material considerations.

Residential proposals for ten houses or more (excluding houses that are to be provided as affordable homes) will be expected to include at least 10% of plots as self-build.

4.4.6 With the significant need for housing in Reading and surrounding areas, it is important that efficient use is made of the land that is available to boost the delivery of new homes. However, there are other considerations that need to be weighed against this, in particular the character of the surrounding areas and any other particular sensitivities. Each site has its own particular characteristics, and it is not appropriate to set down exact densities in this policy.

4.4.7 Nevertheless, some guidance on appropriate densities in different areas can be helpful as an indication, and figure 4.5 therefore sets out some ranges within suburban, urban and town centre sites. It is important to note that

⁶¹ http://www.reading.gov.uk/media/2959/Housing-Market-Assessment/pdf/Berkshire_Strategic_Housing_Market_Assessment_Feb_2016.pdf

these will not be applied as hard-and-fast rules, and the particular characteristics of a site when judged against the criteria in the policy may well mean that a density outside these ranges is appropriate. This will particularly be the case where existing buildings are to be converted.

Figure 4.5: Indicative density ranges (dwellings per hectare)

Town Centre	Urban	Suburban
Above 100	60-120	30-60

4.4.8 In terms of the appropriate mix, the Berkshire SHMA considered this issue when assessing the level of housing need. The overall percentages needed are set out in figure 4.6. For market housing, it identified a particular need within both Reading and the Western Berkshire HMA for family housing of three bedrooms or more. For affordable housing, the focus of need was more likely to be on smaller accommodation, although this will vary across the housing market area, and it should be noted that Reading’s provision of all housing in recent years has had a very strong element of small accommodation meaning that there may be a localised need for larger affordable homes. In addition, there should clearly be an emphasis on providing homes for families in need. In overall terms, there is clearly a need for over half of new dwellings to be of three or more bedrooms.

Figure 4.6: Estimated size of accommodation type required in Reading
(Source: SHMA 2016)

	1 bedroom	2 bedroom	3 bedroom	4+ bedroom
Market	10.3%	29.6%	41.5%	18.5%
Affordable	43.4%	32.9%	21.6%	2.1%
Overall	18.6%	30.5%	36.5%	14.4%

4.4.9 In terms of a policy requirement, it is not possible to introduce a blanket requirement across the whole Borough. A very substantial amount of Reading’s housing need will need to be met in the town centre due to the availability of sites, and delivery of a substantial amount of family housing on these sites will not be achievable. This places a particular onus on those sites outside centres to help to meet the needs for family homes. As such, a minimum requirement for family homes should be applied to major schemes as a baseline, but, on sites where a greater contribution is possible, the presumption will be that the percentage of family homes should increase.

4.4.10 Within the centre of Reading, the considerations will be somewhat different, and Policy CR6 in the Central Reading section sets out specific requirements. Within smaller centres, it is desirable to provide housing above shops for a variety of reasons, and this aim would be difficult to fulfil with a blanket mix requirement.

4.4.11 In applying this policy, any room designated as a bedroom should comply with the criteria from the national space standards, set out in the supporting text to policy H4.

4.4.12 Inevitably, even with this policy requirement in place, Reading is likely to provide a significantly greater proportion of smaller dwellings than its neighbours in the Western Berkshire HMA. This may mean that some

rebalancing across the HMA is appropriate, with other authorities potentially providing a greater proportion of larger family accommodation.

4.4.13 National policy in the NPPF places a strong emphasis on supporting self-build housing through planning. In line with statutory requirements, the Council has a register of those wishing to build their own homes, and in the first 'base period' (i.e. up to 30th October 2016), there were 41 entries⁶². It is likely that there will be further entries in the future as the existence of the register becomes more well-known. The Council has a statutory duty to grant suitable development permission in respect of enough serviced plots of land to meet the demand for self-build and custom housebuilding in the authority's area arising in each base period. There is therefore a clear need to make provision for self-build as an important part of the new housing provision.

Affordable Housing

H3: AFFORDABLE HOUSING

Residential development will make appropriate contribution towards affordable housing to meet the needs of Reading

- *on sites of 10 or more dwellings, 30% of the total dwellings will be in the form of affordable housing;*
- *on sites of 5 - 9 dwellings, 20% provision of the total dwellings will be in the form of affordable housing; and*
- *on sites of 1 - 4 dwellings, a financial contribution will be made that will enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough.*

For sites of more than 4 dwellings, provision should be made on site in the first instance with a financial contribution being negotiated to make up the full requirement as appropriate.

In all cases where proposals fall short of the policy target as a result of viability considerations, an open-book approach will be taken and the onus will be on the developer/landowner to clearly demonstrate the circumstances justifying a lower affordable housing contribution.

In determining residential applications the Council will assess the site size, suitability and type of units to be delivered in relation to the current evidence of identified needs. The Council will seek an appropriate tenure mix of affordable housing to include social rented, affordable rent, intermediate rent and shared ownership affordable units. The affordable units provided should be integrated into the development.

Priority needs are currently for family sized housing, specialist accommodation for vulnerable people and extra care housing. The

⁶² The base periods are defined in the Housing and Planning Act 2016. The first base period is the time between establishment of the self-build register and 30th October 2016 (the day before the commencement of the statutory duty to grant suitable permissions), and the subsequent 12 months is the next base period.

Council will regularly monitor and review the need for, and delivery of, affordable housing.

The following types of residential development will be exempt from the requirement to provide affordable housing:

- *Replacement of a single dwelling with another single dwelling; and*
- *Conversion of a dwelling to self-contained flats where there is no new floorspace.*

- 4.4.14 Affordable housing is subsidised housing that enables the asking price or rent to be substantially lower than the prevailing market prices or rents in the locality, and is subject to mechanisms that will ensure that the housing remains affordable for those who cannot afford market housing. It is defined in the National Planning Policy Framework (NPPF) as, "Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market."
- 4.4.15 The National Planning Policy Framework indicates that in order to boost significantly the supply of housing, local authorities should ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. It goes on to indicate that local planning authorities need to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 4.4.16 The Berkshire (with South Bucks) Strategic Housing Market Assessment (SHMA, 2016) has once again emphasised the critical need for affordable housing within Reading as well as the remainder of Berkshire. The SHMA identified a need for 406 new affordable homes per year in Reading, which represents the majority of the overall housing required. The consequences of not providing much-needed affordable homes would be severe, and would include homelessness, households in temporary or unsuitable accommodation, overcrowding and younger people having to remain living with parents for increasing periods. Insufficient affordable housing will also act as an impediment to economic growth, as firms will face increasing problems with accommodation for their workforce. Meeting even a substantial proportion of the identified housing need presents significant challenges, and it is therefore critical that new residential development of all sizes makes whatever contribution it can.
- 4.4.17 A Ministerial Statement in November 2014 sought to remove sites of ten or less dwellings from the need to provide affordable housing. Although subsequent challenges in the courts⁶³ have upheld this statement, they have also clarified that the statement does not have the effect of overriding local policies where there is evidence of exceptional need for affordable housing. Such a need clearly exists in Reading, and it is therefore appropriate that sites of ten or less dwellings contribute to meeting this need. However, on a practical level, it is more difficult to make such provision from residential conversions and from one-for-one replacement, which means that such developments will be exempted from the provisions of policy H3.

⁶³ <http://www.bailii.org/ew/cases/EWCA/Civ/2016/441.html>

- 4.4.18 Affordable housing contributions will be sought from residential-only developments and mixed-use developments. On-site provision (serviced land or completed units) of affordable housing will always be sought in the first instance. Where there are exceptional reasons, the provision of surrogate sites (serviced land or completed units) or commuted sums that will enable the provision of a commensurate number and mix of affordable units, will be considered. Examples of exceptional circumstances may include sites where there are existing concentrations of particular types of affordable housing, where there are demonstrable benefits to be gained by providing the new units elsewhere (e.g. to create more socially-balanced communities), or where there is an opportunity to provide a particular type of much needed housing elsewhere (e.g. family housing). In the case of commuted sums, the Council will choose the registered provider to which to direct the funding. Under this policy it is accepted that affordable housing provision can take place off site or through contributions in the case of sites of less than 5 dwellings.
- 4.4.19 Affordable housing contributions must be secured in perpetuity and thus be available to successive generations of households in recognised housing need. The most effective way of doing this is through the involvement of a registered provider (RP).
- 4.4.20 The target set in the policy has been determined as the result of an assessment of the viability of development of sites of various sizes in the Borough in accordance with the requirements of the NPPF. This will be the expected level of affordable housing provision.
- 4.4.21 However, the Council will be sensitive to exceptional costs of bringing a site to market such as for reasons of expensive reclamation, or infrastructure costs, or high existing use values. Where applicants can demonstrate, to the satisfaction of the Council, exceptional difficulties in bringing a site to market, the Council will be prepared to consider detailed information on the viability of a particular scheme and, where justified through an open book approach, to reduce the affordable housing requirement. As development costs are usually reflected in the residual land value, the purchase price of a particular site will not, on its own, be a reason for reducing the affordable housing requirement. The Council will generally secure provision of affordable housing through a Section 106 agreement.
- 4.4.22 The tenure, size and type of affordable housing provided as part of any scheme should respond to the identified need for affordable housing taking account of the most up-to-date information, including information in an Affordable Housing Supplementary Planning Document⁶⁴ or other Supplementary Planning Document. The 2016 SHMA indicated that, for the Western Berkshire HMA, there was a fairly equal need for one, two and three-bedroom dwellings (around 30% each). However, this was not specific to Reading, and the identified family sized housing is a priority, alongside specialist accommodation for vulnerable people and extra care housing for the elderly. New development should therefore include a range and mix of

⁶⁴ The most up-to-date Affordable Housing SPD at the time of drafting is that adopted in July 2013: <http://www.reading.gov.uk/media/1063/Affordable-Housing-Supplementary-Planning-Document-Adopted-July-2013/pdf/Affordable-Housing-Supplementary-Planning-DocumentJul13.pdf>

tenures, sizes and types (e.g. house types, flats) of affordable housing (as appropriate depending on site size) to reflect local needs and to reflect the range and mix of house types in the scheme as a whole (i.e. the mix of dwelling sizes in the provision of affordable housing should reflect the mix proposed for the private housing).

Standards for New Housing

H4: STANDARDS FOR NEW HOUSING

New build housing should be built to the following standards:

- a. All new build housing outside the Central Area as defined on the Proposals Map will comply with the nationally-described space standard.*
- b. All new build housing will be built to the higher water efficiency standard under Regulation 36(3) of the Building Regulations⁶⁵.*
- c. All new build housing will achieve at a minimum a 19% improvement in the dwelling emission rate over the target emission rate, as defined in The Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition)*
- d. All major new-build residential development should be designed to achieve zero carbon homes;*
- e. All new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations where it is viable, unless it is built in line with M4(3) (see below).*
- f. On developments of 20 or more new build dwellings, at least 5% of dwellings will be wheelchair user dwellings in line with M4(3) of the Building Regulations.*

4.4.23 The Government has sought to consolidate the wide range of standards required for new housing across the country. The approach has been to rely on minimum requirements in the Building Regulations for most matters, but to set a small number of 'optional' national standards over and above the Building Regulations minima, which local planning authorities can choose to apply in their areas. These 'optional' standards cover internal space, water efficiency and accessibility. Local planning authorities cannot seek any additional, or higher, standards for new housing.

4.4.24 These 'optional' standards can only apply where a policy is included in a Local Plan. This policy therefore applies those standards in Reading Borough. It should be noted that the standards are only 'optional' for the local planning authority to apply in their areas, but that once applied, compliance in line with the policy is compulsory. Conditions will be applied to relevant planning permissions to ensure compliance with the policy. For water efficiency and accessibility, the standards will be applied through the

⁶⁵ References are to the 2015 Building Regulations

Building Regulations. Planning conditions may be required to secure compliance.

4.4.25 As recommended in Planning Practice Guidance, it is appropriate to avoid immediate application of new standards to allow time for any associated costs to be factored into developments, including land deals, as they emerge. It is considered that the date of adoption of the plan is appropriate, as the draft policy has been public since April 2017.

4.4.26 Housing standards serve an important role in ensuring resident health and well-being. Providing the appropriate types of housing at affordable levels can reduce overcrowding, unhealthy living conditions, injuries in the home and social isolation⁶⁶. Deprived residents are more likely to experience poor health outcomes as a result of substandard housing⁶⁷.

Internal space

4.4.27 Ensuring sufficient levels of internal space is essential to the quality of life of residents of the Borough, which is a key element of the vision for the Borough. The Council is concerned that a great deal of development has now taken place under permitted development rights that provides inadequate internal space. This cannot be controlled, but, where it is possible to do so, it is important to ensure that there is as much housing with adequate internal space as possible. However, it is considered that there is a distinction between what counts as adequate internal space within the centre of Reading and elsewhere. The expectations of those choosing to live in the centre of Reading, in terms of both internal and external space, as well as issues such as noise, tend to be different to those in other parts of the Borough. In addition, in central Reading, applying the space standard could have the effect of reducing the ability of the area to make its expected portion of the housing need, as many existing developments, including some that are well-regarded, would not have gone ahead in their current form were the space standard in force.

4.4.28 However, even where it does not apply, the nationally prescribed space standard offers a useful point of reference and a good basis for design of new developments. The standard as at March 2015 is set out below, and requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Figure 4.7 below;
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom;
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sq m and is at least 2.15m wide;
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sq m;

⁶⁶ NHS Healthy Urban Development Checklist <http://www.healthyurbandevlopment.nhs.uk/wp-content/uploads/2014/04/Healthy-Urban-Planning-Checklist-March-2014.pdf>

⁶⁷ Shelter, The Impact of Bad Housing on Physical Health http://england.shelter.org.uk/campaigns/_why_we_campaign/housing_facts_and_figures/subsection?section=the_impact_of_bad_housing

- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1 sq m within the Gross Internal Area);
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72 sq m in a double bedroom and 0.36 sq m in a single bedroom counts towards the built-in storage requirement;
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Figure 4.7: Minimum gross internal floor areas and storage (sq m)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

4.4.29 The full standard can be viewed on the gov.uk website⁶⁸.

Water efficiency

4.4.30 In terms of water efficiency, there is a clear need to ensure that the highest possible standards are in place, particularly given the likely effects of climate change. The Thames Water area is classed as a 'water-stressed area' by the Environment Agency, and the Thames River Basin Management Plan stresses the importance of demand management in the area.

Emissions

4.4.31 Reading's Climate Change Strategy (Reading Means Business on Climate Change 2013-2020) sets challenging targets for tackling the Borough's

⁶⁸https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf

contribution to climate change, and aims to reduce Reading's carbon footprint by 34% by 2020 in comparison to 2005 levels. One of the Strategy's strategic principles is that buildings in Reading should be built to high standards of energy efficiency incorporating on-site renewable energy where possible. Given the scale of residential development in Reading up to 2036, achieving the aims of the Climate Change Strategy will not be possible without that development having a minimal impact on carbon emissions. For that reason, the requirement will be that major new housing is built to zero carbon homes standard, whilst all other housing is built to a level equivalent to the emissions requirement of former Code for Sustainable Homes Level 4, which is a 19% improvement in the dwelling emission rate over the target emission rate, as defined in The Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Zero carbon homes is an achievable standard that, until recently, was intended to be a national requirement in the Building Regulations.

- 4.4.32 Where the reduction in carbon dioxide emissions cannot be achieved in site, an offset may be possible through planning contributions. Further guidance on such an off-set will follow the Local Plan.

Accessibility

- 4.4.33 There are two levels of 'optional' standards for accessibility. M4(2) of the Building Regulations is for accessible and adaptable dwellings, and relates to relatively straightforward design measures that can allow homes to be adaptable as the needs of the occupier change. In that sense, it is broadly in the same vein as Lifetime Homes, although not identical. M4(3) relates more specifically to wheelchair user housing. The specific requirements can be seen in the Part M approved document.⁶⁹
- 4.4.34 The requirements for wheelchair housing have been set at a level that would allow Reading to meet its expected requirement. The need for wheelchair user housing is expected to grow with an ageing population, and this has been factored into the requirements. In terms of accessible and adaptable homes, it is more difficult to identify a specific requirement. This standard is about more than addressing specific needs, rather it is a changing approach, which enables those who may not have specific needs now to remain in their homes as their circumstances change. Since it involves relatively simple design features, it is considered that 100% of new dwellings can be built to this standard without it being an overly onerous requirement.
- 4.4.35 In terms of applying the 5% requirement, where it would result in a fraction of a wheelchair user dwelling, provision should be to the nearest whole dwelling. For instance, 5% of a development of 35 homes would be 1.75, which should result in provision of two homes.

⁶⁹ <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>

Accommodation for Vulnerable People

H5: ACCOMMODATION FOR VULNERABLE PEOPLE

- (i) *Provision will be made for at least an additional 253 residential care bedspaces for elderly people between 2013 and 2036, in addition to the overall housing need. Other specialist accommodation for vulnerable people will address the identified needs, which are primarily for accommodation that enables occupants to live as independently as possible, particularly for older people and people with physical disabilities.*
- (ii) *Development for specialist accommodation for vulnerable people will fulfil the following criteria:*
- Developments will, where possible, locate accommodation close to, or incorporate, relevant community facilities, such as healthcare services, or day care for elderly people;*
 - Where development would result in a loss of general housing, it must meet identified needs in the most up-to-date Housing Strategy and be able to accommodate at least an equivalent number of people;*
 - Larger developments will include adequate provision for ambulance access;*
 - Development will incorporate areas of green space, which are particularly important for many groups of vulnerable people;*
 - Developments within residential areas will be designed to respect the residential character of their surroundings; and*
 - Where a development requires a new physical link between buildings and where the gaps between buildings form part of the character of a street, the need for a linkage must be clearly demonstrated, and must avoid negative impacts on the character of the street.*
- (iii) *Development catering for people with limited mobility will fulfil the following criteria:*
- Developments should be located within 400 metres of an identified district or local centre and a bus stop on a strategic bus route; and*
 - Development should include secure storage for mobility scooters.*
- (iv) *Affordable specialist housing for vulnerable people that meets the needs of the most up to date Housing Strategy may count towards affordable housing provision in line with policy H3.*

4.4.36 Reading is facing a range of housing needs over the coming years, and it is vital to recognise some of the more complex needs that should be taken account of specifically in future provision. Whilst some of these derive from an ageing population (for instance, the amount of people in Reading aged over 65 is expected to increase by more than 60% to 2036⁷⁰), they also emerge from the fact that many people with existing needs are in poor or unsuitable accommodation. Groups covered by this section include elderly

⁷⁰ Berkshire Strategic Housing Market Assessment, February 2016

people, people with learning or physical disabilities, people with mental health problems, young people at risk, children, people with a drug or alcohol problem, ex-offenders, homeless people, asylum seekers and people fleeing domestic violence.

- 4.4.37 The Berkshire (with South Bucks) Strategic Housing Market Assessment (SHMA) assessed the likely level of need for residential care bedspaces for older people (within use class C2), based on projections of how many people are likely to suffer from issues such as reduced mobility and dementia. The SHMA identified a need for 2,226 additional residential care bedspaces in the Western Berkshire Housing Market Area to 2036, of which Reading's need is 253.
- 4.4.38 For many groups, accommodation that supports more independent living is required, rather than large new nursing homes. This may include extra-care housing, supported living and sheltered housing. Depending on factors including the level of care provided, this may fall into either the C2 or C3 use classes. The SHMA also assessed the need for specialist accommodation for older people, for example, and identified a need for 1,189 homes to 2036, although these homes would be included within the overall housing need identified in Policy H1. More detailed information on short term requirements (up to 2020) is set out in the Accommodation with Care Commissioning Strategy, where the immediate needs are for supported living, extra care and enhanced sheltered housing.
- 4.4.39 Certain types of development will have specific requirements in terms of determining planning applications, which are set out in (iii) above. However, it is also important to state that these are essentially residential facilities, appropriate for residential areas, to which policies on matters such as residential amenity, outdoor space, flooding and pollution also apply.
- 4.4.40 Some types of facilities, including extra care, will require on-site facilities such as a restaurant, laundry, and staff offices. Where the use of these facilities is dedicated to residents and staff, they are ancillary to the existing use and do not need to fulfil the location tests in national planning policy and elsewhere.
- 4.4.41 In terms of the application of the criterion regarding physical links, possible techniques for avoiding impacts include setting back from the building line, reducing height and using appropriate materials.

Protecting the Existing Housing Stock

H6: PROTECTING THE EXISTING HOUSING STOCK

Planning permission will not be granted for any loss of residential accommodation or land unless there are exceptional circumstances. Planning permission will not be granted for a net loss in the number of residential units or gross floor area.

- 4.4.42 As demonstrated in this plan, there are substantial needs for additional housing in Reading, and every effort should be made to meet those needs in line with the NPPF. Therefore, net loss of existing housing would only serve

to exacerbate this problem. There may be exceptional circumstances where a loss of a limited amount of general residential would help to meet other key identified needs, for instance for a specific identified need for accommodation for vulnerable groups (see policy H5), and this should be clearly demonstrated as part of any planning application.

Residential Conversions

H7: RESIDENTIAL CONVERSIONS

Proposals to convert buildings into self-contained flats or for multiple occupation will be assessed against the impact on the amenity and character of the surrounding area, particularly in terms of intensification of activity, loss of privacy, loss of external amenity space, the provision and location of adequate on-site car parking and the treatment of bin storage areas and other related servicing.

Proposals to convert properties into self-contained flats or for multiple occupation will only be acceptable where:

- The proposal respects the physical character of the area and additionally would not, either individually or cumulatively, unduly dilute or harm an existing mixed and sustainable community through the significant loss of single family housing;*
- There are no unacceptable adverse impacts to residents of the scheme or surrounding properties arising from noise and disturbance in terms of the number and layout of units proposed and the proximity to other properties;*
- There is no inappropriate stacking and location of rooms between units;*
- Bin and cycle storage is of an appropriate size and standard for the units proposed and should be located at ground floor level with easy access; and*
- The resulting property or properties would provide adequate internal floorspace and headroom for residents.*

Additionally, in the case of conversions of houses to self-contained flats:

- The property to be converted measures more than 120 square metres gross ;*
- At least 25% of the units formed and, where there are 4 or fewer units at least one unit of accommodation, should be suitable for family occupation with a minimum of two bedrooms.*

Additionally, in the case of sui generis houses in multiple occupation (HMOs):

- The property to be converted measures more than 120 square metres gross;*
- There is sufficient communal space.*

Additionally, in areas covered by an Article 4 direction that restricts changes of use from Class C3 to Class C4:

- Planning permission will not normally be granted where the proportion of HMOs (either C4 or sui generis) will result in HMOs*

representing 25% or more of the residential properties within a circle of 50m radius measured from the application site.

- 4.4.43 Residential conversions have an important role to play in housing land supply in Reading. The subdivision of large houses has often enabled renovation and affordable maintenance of properties. Conversion to flats has also added a valuable supply of reasonably low cost private rented accommodation, meeting a need in the market. Generally, conversions provide for a market need for small, flexibly let accommodation reflecting household formation trends in the population and the more transient nature of parts of the labour market.
- 4.4.44 Council Tax data indicates that 27.4% of the dwellings in Reading are currently rented privately, compared to a national rate of only 11.9%. Work on the private rented sector by the Council in developing its Housing Strategy, using data such as Private Sector Stock Condition Survey, shows significant problems and issues associated with private rented sector property in Reading. Whilst the strategy wishes to continue to develop a healthy private rented sector, this must be undertaken in a manner that minimises the potential adverse impacts that high concentrations of conversions and intensification of use can bring to areas of the Borough.
- 4.4.45 There are potential adverse effects from such conversions, particularly where there are concentrations. The significant loss of family housing can erode the character of an area through insensitive individual conversions and the cumulative impacts of physical changes to properties as a result of such use. Such streets are suffering from impacts such as significant car parking problems; clutter and untidiness; unsightly accumulation of satellite dishes; poor building maintenance; increased activity, noise and nuisance, etc. The quality of conversions, particularly where unregulated, can also be poor, with poor standards of accommodation and health and safety concerns.
- 4.4.46 Conversions, either individually or cumulatively, can also have a harmful impact on the character of the area through unduly diluting mixed and sustainable communities. In certain parts of the Borough, there are high concentrations of flat conversions and houses in multiple occupation, in part reflecting the very high student population which is especially prevalent around the University. Given that students are predominantly present during term time only, it can leave some roads and areas feeling quite dormant at other times, failing to achieve a mixed and sustainable community. In locations with already high numbers of flats or houses in multiple occupation, conversions to single family housing could help create a more mixed and sustainable community.
- 4.4.47 This policy relates to both small and large Houses in Multiple Occupation (HMOs) in addition to conversions to flats. A small HMO (those occupied by 3-6 unrelated individuals sharing one or more basic amenity/ies) falling within a C4 use class has permitted development rights to change between the C4 and C3 (general residential) use classes without the need for a planning application, unless it is subject to an Article 4 direction (see below).

- 4.4.48 If there are more than six unrelated occupants sharing one or more basic amenities, the property is likely to be classed as a 'large HMO' (sui generis) which will be outside use class C4. Planning permission will always be required for a change to a large HMO.
- 4.4.49 In areas where there is considered to be a need to control the spread of HMOs, the Council can introduce an 'Article 4 direction', which removes the automatic right to convert a dwellinghouse to a small HMO, and means that planning permission is required. Two such directions have so far been introduced - in a large area covering much of Katesgrove, Park and Redlands wards close to the University, and in a smaller area covering Jesse Terrace in west Reading. Details of these areas can be found on the Council's website. If any new directions are introduced after publication of this Plan, those details will also be on the website.
- 4.4.50 In ensuring that any change of use to a HMO within the area covered by the Article 4 Direction, either individually or cumulatively, does not unduly dilute or harm an existing mixed and sustainable community through the significant loss of single family housing in line with the policy, the following guidance will be used to determine a planning application for change of use from C3 (dwellinghouse) to a HMO.
- 4.4.51 Planning permission will not normally be granted where the proportion of HMOs (either C4 or sui generis) will result in HMOs representing 25% or more of the residential properties within a circle of 50m radius measured from the application site.
- 4.4.52 The centre of the radius will be the front door of the property. A 50m radius will be drawn from this point and any properties or any part of a building falling within the radius will be taken into account in the assessment. If a part of a building falls within the circle and partly without, then the property will form a part of the assessment.
- 4.4.53 Where the radius includes properties that lie outside Reading Borough's administrative boundaries (for example they fall within Wokingham Borough boundary), they will not be taken into account in the assessment and only those properties in Reading Borough will contribute to the assessment.
- 4.4.54 Where the radius includes entire buildings falling within an A, B, C1 or C2, D or sui generis use class (apart from a sui generis HMO) they will be discounted from the total number of buildings in the radius. Similarly, purpose-built flats will be discounted from the total number of buildings in the radius. Any existing flat conversions will be included in the number of C3 dwellings and will not be included in the number of HMOs for the purposes of the threshold calculation.
- 4.4.55 The Council will use information available to it to identify which properties are within an HMO use (either C4 or sui generis). It is anticipated that the information to calculate the percentage will initially be based primarily on Environmental Health and Council Tax information, given data protection and other regulations preventing the use of certain information. Where there is significant doubt as to whether a property is an HMO, it will not be counted towards the threshold. For the avoidance of doubt, the application

property will be taken into account in calculating this percentage of properties.

- 4.4.56 The applicant should also undertake their own estimate of the number of HMOs to accompany the planning application and provide all of their supporting data. It is advised that pre-application advice is sought prior to submitting any planning application.
- 4.4.57 Planning permission will be required to change the use of a small HMO to a large HMO, or to intensify the use of a lawful large HMO (without any physical extension or external alteration to the property) by increasing the number of occupiers. In this instance the threshold limit will not be triggered as the HMO has already been established in the street and, therefore, have no further effect on the concentration of HMOs and balance and mix of households in the local community.
- 4.4.58 It is important to read this policy in conjunction with Policy CC8 on safeguarding amenity, as many of the planning issues associated with house conversions relate to impacts on neighbours. The Supplementary Planning Document (SPD) on Residential Conversions provides further guidance on these points. The method for calculating nearby HMOs using a 50m radius reflects current practice, but this may be amended by any future changes to the SPD.

House Extensions and Ancillary Accommodation

H8: HOUSE EXTENSIONS AND ANCILLARY ACCOMMODATION

An extension to a house or other householder development will be acceptable where it:

- *Respects the character of the house in terms of scale, location, materials and design;*
- *Respects the character and pattern of neighbouring properties and the street as a whole in terms of scale, location, materials and design, and any important existing building line; and*
- *Does not present a large blank façade to public areas.*

In addition to the above, ancillary accommodation, such as granny annexes, will be acceptable where it would not be capable of operating as a separate dwelling which could be let or sold separately.

- 4.4.59 It is important to read this policy in conjunction with Policy CC8 on safeguarding amenity, as most of the planning issues associated with house extensions relate to impacts on neighbours. Policies on private outdoor space (H9), loss of trees (EN14) and the Council's SPG on House Extensions are also relevant. The policy relates to all types of extension and ancillary accommodation, such as porches, dormer windows and ancillary buildings (e.g. garages and sheds).

- 4.4.60 Reading is a dense urban area, and there is limited land for new housing development. When household needs change, particularly through growing families, the ability to extend a house can give an alternative to moving to a larger property, often in a less accessible location, or out of the Borough. Such a movement of families can act against creating mixed communities. Therefore, it is important to ensure that, where a household wishes to stay in an existing house, there is as much flexibility as possible to do so. However, extensions can cause undesirable planning issues, and these must be addressed in policy.
- 4.4.61 Extensions to the side and front of houses are particularly visible. In these cases, it is important to reflect the character of the street and ensure that an extension is not visually dominant in a way that detracts from its surroundings. Extensions should reflect the building line, or, preferably, be set back from the building line. They should also ensure that, where gaps between dwellings are a key part of the character of the street, they are retained. Some types of additions, for example box-shaped dormer windows facing the highway, are unlikely to be acceptable under the terms of this policy.
- 4.4.62 A number of demographic trends are also at work in Reading, including an ageing population, as well as less traditional household arrangements. The provision of ancillary accommodation, such as granny annexes, can be one housing solution to some of these trends. However, this ancillary accommodation should not be a way of introducing new dwellings by stealth. Therefore, planning conditions and, where necessary, obligations will ensure that extra accommodation remains ancillary to the main dwelling. Ancillary accommodation could be considered a separate dwelling where it:
- Is self-sufficient in terms of facilities e.g. kitchens and bathrooms;
 - Has its own front door without internal links to the main house; and/or
 - Has its own external facilities, e.g. access, drive, garden; or has scope for these external facilities to be easily created.
- 4.4.63 There is a substantial amount of changes that a householder can now make to their property without needing planning permission. Whilst this policy cannot be applied to developments that do not need permission, it nevertheless serves as a useful guide on how to minimise effects of the development.
- 4.4.64 Some rear extensions, within certain size parameters, do not require planning permission, but rather need to apply for prior approval. If an adjoining neighbour objects to the application, the Council may determine the application on amenity grounds only. In these cases, the principal policy that will be used is CC8 (Safeguarding Amenity).

Private and Communal Outdoor Space

H9: PRIVATE AND COMMUNAL OUTDOOR SPACE

Dwellings will be provided with functional private or communal open space, including green space wherever possible, that allows for suitable

sitting-out areas, children's play areas, home food production, green waste composting, refuse storage, general outdoor storage and drying space. Houses will be provided with private outdoor space whereas flats may be provided with communal outdoor space, balconies and/or roof gardens.

The design of outdoor areas will respect the size and character of other similar spaces in the vicinity, clearly identify whether they are private or communal spaces, ensure that they are appropriately related to main entrances, enhance safety and the perception of safety for future residents and the general public, and not be compromised by the relationship of other buildings which may be detrimental in terms of overlooking, overbearing or overshadowing.

- 4.4.65 Access to private or communal outdoor space can make a vital contribution to a high quality of life. In addition to providing opportunities for outdoor living and enjoyment, amenity space serves functional requirements, such as refuse storage and clothes drying. Outdoor amenity space includes private spaces such as gardens or courtyards (front, back and side), shared communal spaces, balconies and roof gardens.
- 4.4.66 Reading is a comparatively dense urban area, and recent high-density developments have accentuated this pattern. Against this background, the need to ensure that dwellings have sufficient private or communal outdoor space becomes vital to ensure that a high quality of life can be achieved. The need to require provision of private outdoor space was identified by a study of residential developments in Reading⁷¹ as a key aspect of design quality, as has the need to make sure that it is clear which areas are private, which are communal, and which are public.
- 4.4.67 This policy also fits with other areas of the strategy. For instance, there is an identified requirement for housing which will be suitable for families, and good levels of outdoor space are a necessary element of such housing. In complying with policies on design, developments will have to respect spacing and openness where this forms part of the character of an area. Inevitably that may well dictate requirements for private and communal space. In addition, requirements for privacy, and other amenity considerations may dictate distances between properties that will result in spaces to provide for private and communal space.
- 4.4.68 Flats in central Reading will not require the same amount of outdoor space as houses in other parts of Reading, and the sites are usually more constrained in any case. This is because often the needs of residents within central Reading can be different to those of the rest of the Borough. Flats in central Reading⁷² are less likely to attract families, and the ability to walk to public open space nearby reduces the need for private open space.
- 4.4.69 The policy does not just relate to development of new dwellings. Other types of development, such as the conversion of a house into flats, and house extensions that would result in a loss of outdoor space, will also be judged against the policy. Whilst conversions usually only have an existing

⁷¹ Residential Design and Quality of Life in Reading, Roger Evans Associates and the Survey Shop, 2007

⁷² Central Reading refers to the area shown on the Proposals Map

level of space to work with, they will not be acceptable where they cannot comply with the policy.

- 4.4.70 It is important to read this policy in conjunction with Policy CC8 on safeguarding amenity and Policy H7 on residential conversions, as many of the planning issues associated with the provision of private or communal garden areas have implications in terms of potential impacts on neighbours and in respect of dwelling conversions. It should be noted that requirements in this policy are in addition to requirements for public open space under policy EN9.
- 4.4.71 In determining the appropriate level of private and communal open space for the new development, the constraints of the site and the extent of deprivation of public open space within the proposed scheme will be taken into consideration. Where communal open space provision may not be considered a necessary requirement for flats within Central Reading, suitable balconies and roof gardens should be provided.
- 4.4.72 In the past, the Council has sought the following minimum provisions for private or communal outdoor space for each type of accommodation, and they provide a useful guide for proposals:
- (a) Houses: Useable private outdoor space should be no less than the gross floor area of the dwelling to which it relates (measured externally and including garage space).
 - (b) Flats outside central Reading:
 - 1 and 2-bedroom: 25 sq m per flat
 - 3 or more bedrooms: 40 sq m per flat
 - Sheltered units: 20 sq m per unit
 - (c) Development in central Reading will not always be expected to comply with the standards set above. Open space is nonetheless required, unless exceptional circumstances prevail, to accommodate modest sitting out areas and clothes drying facilities.

Development of Private Residential Gardens

H10: DEVELOPMENT OF PRIVATE RESIDENTIAL GARDENS

Proposals for new residential development that includes land within the curtilage or the former curtilage of private residential gardens will be acceptable where:

- 1) *The proposal makes a positive contribution to the character of the area in terms of:*
 - *The relationship of the existing built form and spaces around buildings within the surrounding area;*
 - *A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages, parking areas, and existing pattern of openings and boundary treatments on the site frontage;*

- *Providing appropriate hard and soft landscaping, particularly at site boundaries. This includes features such as the variety of trees, hardstanding/lawns and hedges, etc;*
 - *Compatibility with the general building height within the surrounding area;*
 - *The materials and elevational detail. These should be high quality, and where appropriate distinctive and/ or complementary;*
 - *The arrangement of doors, windows and other principal architectural features and their rhythm between buildings.*
- 2) *The application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking;*
 - 3) *The proposal includes access, which meets appropriate highway standards;*
 - 4) *The proposal does not lead to unacceptable tandem⁷³ development;*
 - 5) *The design and layout minimises exposure of existing private boundaries to public areas, and avoids the need for additional physical security measures;*
 - 6) *The proposal does not cause a significant detrimental impact to the amenity of adjacent and nearby occupants;*
 - 7) *The emphasis is on the provision of family-sized housing;*
 - 8) *The development provides biodiversity net gain wherever possible, and would not have an adverse impact on biodiversity in terms of the fragmentation of blocks of gardens, which as a unit or in association with adjacent open space are deemed to make an important contribution to biodiversity and contribute to the green network; and*
 - 9) *The proposal does not prejudice the satisfactory development of a wider area.*

4.4.73 This policy deals with new residential development on garden land. Residential development in this policy is defined as excluding 1) House extensions and outbuildings; 2) Subdivision of original dwelling with additional units on the same or similar footprint; 3) Redevelopment of flats for higher intensity development or conversion of a house/s for flats where the original private residential garden land is retained for private communal garden use; 4) Development of garage sites adjacent and/or to the rear of existing private residential gardens.

4.4.74 Residential development of garden land is a component of the overall housing land supply in the Borough, and this will continue to be the case

⁷³ Tandem development' is used to describe a dwelling built behind another, the rear building having no frontage and being accessed by a private roadway or track alongside the front building.

through the plan period. However, such developments can give rise to particular tensions, and, if not designed sensitively, can fundamentally change the character of a local area and worsen the quality of life of local residents. It is therefore important to have a policy to ensure that developments can make a positive contribution to the character of an area. This accords with the NPPF, which states that it is important to plan positively for the achievement of high quality and inclusive design for all development, and that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

4.4.75 Private⁷⁴ residential garden land is defined as:

- Land within the curtilage⁷⁵ of a residential building(s); and/or
- Land where the previous lawful use was for private residential garden.

4.4.76 The NPPF identifies that design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Policy H10 includes a number of criteria which provide further detail regarding the matters which will be considered when assessing whether a proposal for residential development in garden land makes a positive contribution to the character of an area. These criteria include that a proposal should have a layout which integrates with the surrounding area with regard to the built up coverage of each plot. This particular aspect could include the consideration of the plot widths and lengths of existing properties.

4.4.77 Policy H10 includes reference to high quality materials and elevational details, which where appropriate should be distinctive and/or complementary; there may be instances where the existing prevailing vernacular is poor and a contrasting contemporary style would be an improvement. There will be instances, therefore, where a modern innovative design that complements the surrounding area will be acceptable.

4.4.78 Reference within the policy to principal architectural features includes chimneys, bays etc. All external hard surface areas should be of permeable materials.

4.4.79 With regard to physical security measures, this refers to items such as gates, cameras, security railings etc. In particular, gated communities will not be acceptable, because of the impact they have on increasing the fear of crime and reducing community cohesion.

4.4.80 There is recognition that private residential gardens can be of significant biodiversity value. When considered in isolation, a single garden may be

⁷⁴ This includes communal gardens for flats for example, where the use of the garden is for residents only as opposed to general public use.

⁷⁵ Domestic curtilage is generally understood as usually a garden, but can include parking areas, access roads, vegetable plots, children's play equipment, and stables (where the horses are kept for pleasure rather than agricultural use). The domestic curtilage is not necessarily marked off or enclosed, but it should be clearly attached to the house or serve the house in some useful and intimate way.

assessed as being of limited wildlife value, and would not necessarily warrant protection. However groups of gardens often contain a mosaic of habitats supporting a diversity of species and often provide important links or stepping stones for species moving through an urban area, which can contribute to the Green Network. It is accepted that not all gardens are of importance for wildlife, particularly where there is uniformity of habitats, such as driveways or manicured lawn, or where the garden does not form part of a larger block. It is the fragmentation of blocks of gardens which can have an adverse impact on wildlife.

- 4.4.81 Where a Design and Access Statement is required (i.e. for developments of ten or more dwellings, or less than ten in a conservation area), each proposal should include relevant detail within the Statement which addresses the matters included within this policy. It is advisable for applicants to seek pre-application advice in all cases because of the often sensitive nature of garden land developments.

Student Accommodation

H11: STUDENT ACCOMMODATION

New student accommodation will be provided on or adjacent to existing further or higher education campuses, or as an extension or reconfiguration of existing student accommodation.

There will be a presumption against proposals for new student accommodation on other sites unless it can be clearly demonstrated how the proposal meets a need that cannot be met on the above sites.

- 4.4.82 Reading has a strong student population, drawn by the University of Reading and also by Reading College. This population brings many benefits to the area, in terms of supporting services and facilities, and means a strong supply of well-qualified people, many of whom remain in the Borough after graduation and make a major contribution to its economic success. It is important that sufficient accommodation is provided to enable students to live close to where they study.
- 4.4.83 The SHMA (2016) looked at the issue of need for additional student housing. It anticipates a growth in student numbers at the University of Reading from 13,135 in 2015 to 16,095 in 2018. However, the SHMA notes that, as this is in line with historic high student numbers, that it should not result in the need for significant new accommodation. More recent evidence from the University indicates that this growth will indeed generate a need for new accommodation. It is considered that this need should mainly be met on campus or through reconfiguration and redevelopment of existing halls of residence. Additional accommodation beyond this will need to demonstrate why it cannot be met on those sites.
- 4.4.84 However, the need for student accommodation is highly dependent on any expansion of the University. Whilst the University's plans for the next five years are clear, the intentions up to 2036 are less so, and there is therefore potential for change in later parts of the plan period. The need for future expansion of accommodation will therefore need to be kept under review.

- 4.4.85 The provision of new student accommodation needs to be balanced against other types of housing. Whilst it is likely that purpose built student housing can free up some existing homes to meet more general needs, there are many sites where development for students prevents a potential housing site being used to help to meet the more pressing needs for general housing, including affordable housing. Development for students should therefore be limited to established student locations, unless a specific need for a development in a certain location can be clearly demonstrated.

Provision for Gypsies and Travellers

H12: PROVISION FOR GYPSIES AND TRAVELLERS

Proposals for new sites or extensions to existing sites for gypsies, travellers and travelling showpeople will be judged against the following criteria:

Proposals should

- i. Meet an identified need for gypsy, traveller or travelling showpeople accommodation within Reading;*
- ii. Have safe and convenient access onto the highway network;*
- iii. Have good access to a range of facilities including education and healthcare by a choice of means of travel, including walking;*
- iv. Not have an unacceptable impact on the physical and visual character and quality of the area;*
- v. Not have an unacceptable impact on the amenity of existing residents in surrounding areas, or on future residents of the proposal; and*
- vi. Not result in the loss of important trees or wildlife.*

- 4.4.86 National planning policy requires that the local authority assess the need for accommodation for gypsies, travellers and travelling showpeople in its area. As it stands, the only existing site is a site for travelling showpeople at Scours Lane. The Council is currently undertaking a Gypsy and Traveller Accommodation Assessment (GTAA) that assesses the need for accommodation for these groups, which is expected to be published shortly. It is anticipated that it will identify a need for pitches arising from the high recent numbers of unauthorised encampments.
- 4.4.87 The expectation in national policy is that, where a need is identified, a local authority should plan to meet that need unless there are exceptional reasons why it should not. As the GTAA is now being finalised, the Council has not had an opportunity to identify whether a site can be found within Reading Borough, and if so, where that site should be. If a site cannot be found within Reading, the Council will seek to resolve this issue with neighbouring authorities through the duty to co-operate. This issue will need to be resolved by the time of the Pre-Submission Draft of the Local Plan, later in 2017. The Council therefore remains open to suggestions for a site to meet this need.
- 4.4.88 In addition to an identified site, there is also a need to include a general policy to judge any applications for sites for gypsies, travellers and travelling showpeople. The requirements do not differ markedly from the requirements for housing for any other groups, but the need to have good

access by foot to education and healthcare (ideally within 400m, but 800m at the furthest) is particularly vital, as is the need for good access to the highway network.

Suburban Renewal and Regeneration

H13: SUBURBAN RENEWAL AND REGENERATION

There is scope for some of Reading's suburban residential areas to undergo renewal and regeneration that would achieve the following aims:

- *Improve the local built environment;*
- *Improve and modernise the housing stock; and*
- *Deliver additional homes.*

Where development would fulfil the above aims, it would generally be supported, provided that:

- *Any loss of undeveloped land would be outweighed by a qualitative improvement in open and green space and by the benefits of development to the community as a whole;*
- *Buildings and features that make a positive contribution to the area's character are retained;*
- *There would be adequate community facilities to serve the resulting community; and*
- *There would not be an unacceptable impact on the highway network as a result of loss of parking areas or garages.*

4.4.89 Reading has a number of older housing estates, many of which are still primarily in Council ownership. With such a substantial need for new homes in Reading, it is logical to look to existing areas to see whether there is scope for these areas to accommodate new housing.

4.4.90 The regeneration of Dee Park (see policy WR1) provides an example of a significant area regeneration that can address existing problems within an area at the same time as delivering new homes. The full development when complete will result in a net gain of almost 350 homes through demolition of ageing housing and a more efficient layout including development on underused areas. However, Dee Park was a unique opportunity for renewal within the Borough, in terms of its scale, scope for reconfiguration and the large number of vacant and low density sites. The combination of these factors is not replicated to this extent elsewhere. For this reason, there are not likely to be opportunities on a similar scale in other areas in the plan period.

4.4.91 Nevertheless, there may still be opportunities for smaller scale regeneration, renewal and reconfiguration of some of Reading's suburban areas. The principle of this is generally to be welcomed, and the policy aims to provide support to such proposals where they do not result in unacceptable impacts on the existing area.

4.5 Transport

Achieving the Transport Strategy

TR1: ACHIEVING THE TRANSPORT STRATEGY

Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.

4.5.1 The Council's objectives for transport set out in the Local Transport Plan (2011-2026)⁷⁶ are: -

- To facilitate more physically active travel for journeys in a healthy environment;
- To improve personal safety on the transport network;
- To provide affordable, accessible and inclusive travel options for everyone;
- To ensure that the transport network operates safely and efficiently to meet the needs of all users;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
- To improve journey times, journey time reliability and the availability of information; and
- To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.

4.5.2 New development has a vital role to play in helping to achieve those objectives. The scale of development envisaged in Reading up to 2036 would have significant impacts on the transport system, in addition to the

⁷⁶ http://www.reading.gov.uk/media/2421/Local-Transport-Plan-2011-26/pdf/Local_Transport_Plan_2011-26.pdf

general forecast growth in trips arising from the existing population. The predicted growth in trips can only be accommodated through major investment in transport, particularly sustainable modes. New development should make appropriate provision for works that contribute to the programmes developed as part of the strategy, either directly or through making appropriate contributions.

- 4.5.3 Major developments (over 10 dwellings or 1,000 sq m of non-residential floorspace) can make a particular contribution to achieving the strategy. In these cases, it is important that users of, and visitors to the development can make sustainable travel choices using non-car modes of transport. This should include provision that enables and supports walking, cycling and the use of public transport including from the development. For developments that are likely to have significant transport implications, Travel Plans will be sought. These will involve undertakings from developers and occupiers, to implement measures for promoting and supporting the use of sustainable transport, in accordance with best practice. Measures will vary from scheme to scheme, and innovative solutions will be encouraged. Travel Plans should include robust measures to ensure that the proposals in them are implemented, monitored and reviewed as necessary. Major residential proposals should also examine and include proposals to enable the promotion and support of safe routes to schools, as well as sustainable travel to local services and facilities, including access to and provision of public transport.
- 4.5.4 All developments will be assessed for their impact upon the transport network, including the local and trunk road and motorway networks and, where relevant, the rail network. Development should provide mitigation measures in line with their impacts on these networks. It will be a condition of planning permission that appropriate measures are in place to secure any remedial transport measures required. Where necessary, a transport assessment of the scheme will be required. This will measure the impacts both of the development proposal and of any remedial measures proposed by the developer to address those impacts. Once a satisfactory package of remedial measures has been negotiated, contributions may be sought from developers to secure their delivery.
- 4.5.5 Contributions to a general package of transport improvements in Reading will continue to be made through the Community Infrastructure Levy, but contributions in Section 106 agreements will also have a role to play where there are site-specific issues that need to be addressed, e.g junction improvements, new pedestrian crossings, new public transport infrastructure, or inclusion of land for a transport scheme.
- 4.5.6 The current Local Transport Plan covers the period 2011-2026, but this policy applies to any subsequent plans that may be published.

Major Transport Projects

TR2: MAJOR TRANSPORT PROJECTS

Priority will be given to the implementation of the major transport projects identified in the Local Transport Plan (or any successor

document) and other identified major transport projects. Land required for these projects will be safeguarded. These will include:

- *Mass Rapid Transit*
- *Park and Ride sites*
- *Green Park station and interchange*
- *Reading West station upgrade*
- *Cow Lane bridges*
- *Crossing of the River Thames*
- *National Cycle Network Route 422*
- *Development of high-quality bus services*

Land to be safeguarded for the following projects is shown on the Proposals Map: southern Mass Rapid Transit route (TR2a)⁷⁷, Green Park Station and Interchange (TR2b), Reading West Station (TR2c), Cow Lane Bridges (TR2d) and National Cycle Network Phases 1 and 2 (TR2e).

4.5.7 There has been considerable success in delivering major transport improvements for Reading in recent years, not least the recent upgrade to Reading station, which, as well as increasing capacity and alleviating a key bottleneck on the rail network, has also provided a stimulus for development on surrounding sites, as well as offering the opportunity to make improvements to the transport network elsewhere, including at Cow Lane. However, with the continued growth of the Borough, more investment is needed to ensure that transport infrastructure needs are met.

4.5.8 Those transport projects that are highlighted in the Local Transport Plan 2011-2026 that are likely to have the most significant needs in terms of land use are mass rapid transit, park and ride and Green Park station and interchange.

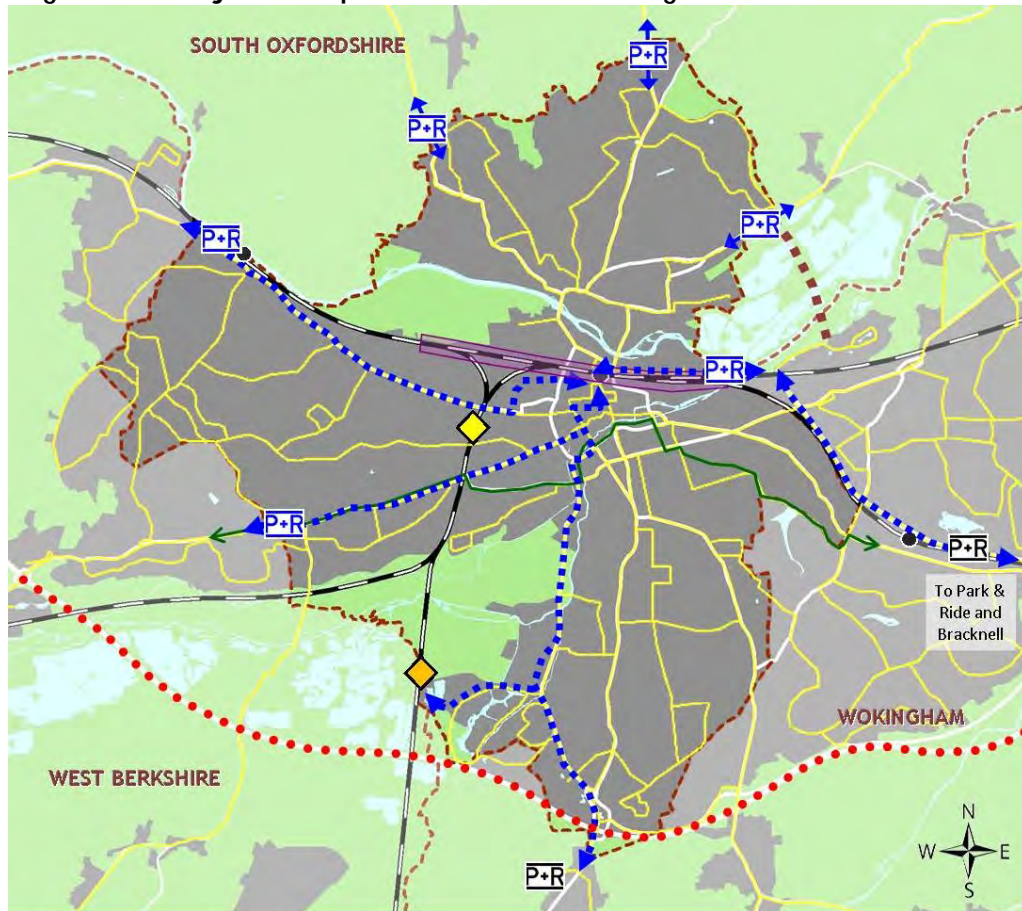
- **Mass Rapid Transit:** This is a scheme to provide high quality public transport connections between park and ride sites and major travel generators. Wherever possible, this is likely to involve a dedicated route, although it may also use some existing road space in places. The project involves a number of corridors across the Borough (see figure 4.8), but the routes to the south and east are at the most advanced stage, and can therefore be safeguarded on the Proposals Map. Much of the land shown on the route to the South has been secured by Section 106 agreement on major development schemes, and this will continue to be sought on key sites where they come forward.
- **Park and Ride:** Despite recent new park and ride provision at Mere oak and Winnersh (both in Wokingham Borough), there is a continued need for new provision. Opportunities for new sites will therefore be sought, particularly on the corridors identified on figure 4.8. The constraints of the Borough mean that the sites are most likely to be in adjoining authorities, and the Council will continue to work with its neighbours to bring new facilities forward. These park and ride sites can complement existing bus services, including inter-urban buses, by supporting their use.

⁷⁷ Not shown on the version of the Proposals Map accompanying this Draft, will be shown on the Pre-Submission Draft

- **Green Park Station and Interchange:** A new railway station at Green Park has been planned for some time, and the development of the station has planning permission, both in Reading and West Berkshire, as it straddles the boundary. The development of a new area of more than 700 homes with supporting facilities at Green Park is now underway, meaning that the delivery of the station and interchange is now vital. The required land is shown on the Proposals Map.
- **Reading West Station Upgrade:** There is a proposal to upgrade the existing Reading West Station with improved passenger facilities. The Council is working with Network Rail and First Great Western on progressing this project.
- **Cow Lane Bridges:** Cow Lane Bridges have long been identified as a major constraint on the local transport network. Improvements to Cow Lane Bridges, associated with the new station works, have been subject to some delays but are due to be completed early in the plan period.
- **Crossing of the River Thames:** The River Thames is a major barrier to movement, meaning that the existing bridges in the immediate Reading area (Reading, Caversham and Sonning Bridges) are under pressure at peak times. Reading is currently working with Wokingham Borough Council, Oxfordshire County Council, South Oxfordshire District Council and the two Local Enterprise Partnerships to identify measures to improve the situation. This may involve an additional crossing. The most likely route for such a crossing would be within Wokingham and South Oxfordshire, but if the work identifies a need for use of land within Reading, this should be taken into account.
- **National Cycle Network Route 422:** NCN 422 is a new national cycle route between Newbury and Windsor, including a section within Reading. The scheme is being developed by Reading Borough Council, Wokingham Borough Council, West Berkshire Council, Bracknell Forest Council and the Royal Borough of Windsor and Maidenhead.
- **High-quality bus services:** Reading has developed a comprehensive high quality bus network to enable effective public transport services to operate, resulting in one of the highest uses of buses in the country. The scale of developments forecast will require that this network is expanded and developed. There are also important inter-urban bus services linking Reading with other towns and cities. The Council will seek support for enhanced bus facilities such as bus lanes and bus stops to both safeguard the existing network from the effects of developments and to enhance the services offered to serve new developments.

4.5.9 The constrained geography of the Borough means that major transport investment virtually always requires significant cross-boundary working. The Council will continue to work with its partners, including neighbouring authorities and the Thames Valley Berkshire Local Enterprise Partnership, to ensure that these vital schemes are delivered. More detail on the delivery of these schemes, where it is known, is set out in the Infrastructure Delivery Plan, which is in chapter 10 of this plan.

Figure 4.8: Major Transport Schemes in Reading



KEY					
	Green Park Station and Interchange		National Cycle Network 422 scheme		Local authority boundary
	Reading West Station upgrade		M4 Smart Motorway scheme		Railway and station
	Future park and ride corridor		Existing bus network		Water
	Existing park and ride		Potential additional Thames crossing		Undeveloped land
	Proposed Mass Rapid Transit route		Safeguarded for Crossrail		Built up area and road

Crossrail and other rail schemes

4.5.10 The Secretary of State for Transport issued a Safeguarding Direction on 29 April 2009, identifying land which should be safeguarded for an extension of the Crossrail scheme from Maidenhead to Reading. This land is identified on the Proposals Map, although there is no need to repeat this safeguarding through policy in this document. The Council will consult with Crossrail Limited on planning applications that fall within the identified land. Crossrail services are expected to reach Reading in 2019.

4.5.11 The Council supports the proposed East-West Rail Link between Oxford, Cambridge, Milton Keynes and Norwich which would provide greater connectivity to these destinations for rail services from Reading. It is not currently expected that this will require additional land in Reading.

M4 Smart Motorway

- 4.5.12 Development consent was granted by the Secretary of State in September 2016 for the M4 Smart Motorway project between junctions 3 and 12 of the M4. The scheme uses technology to manage traffic flow, providing better information to drivers and converting the hard shoulder to a traffic lane. Works are expected to take place between 2017 and 2022⁷⁸. Within Reading Borough, works are expected to largely be within the envelope of the existing motorway and junction, as shown on the Proposals Map.

Access, Traffic and Highway-Related Matters

TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.

- 4.5.13 Reading is a dense urban Borough, containing a broad variety of uses. It has a thriving economy and is a net importer of labour. These factors mean that Reading's transport network is often under significant pressure, and the impacts of new developments therefore require careful management, particularly in terms of new accesses and the effects of additional traffic generation.

⁷⁸ For more information, see <http://roads.highways.gov.uk/projects/m4-junctions-3-12-smart-motorway/#project>

- 4.5.14 It is important to ensure that proposals will not interfere with the free flow of traffic on the highway and that there would be no risk to the safety of people using that road including vulnerable groups such as pedestrians (including mobility-impaired users), cyclists and motorcyclists. The proximity of other accesses is also significant. In particular, creating new access points onto the Classified Highway Network, or changing the nature of an existing access or the type of traffic using the access, is likely to bring about risks to the safety of road users and increase traffic volumes. Where an existing area of the network already exceeds its operational capacity, proposals involving a new site access and/or additional trips likely to worsen the existing situation will not normally be permitted, unless the proposals provide improvements to the transport infrastructure which significantly reduce the effects of potential private car borne trips on the network.
- 4.5.15 The Council has produced a policy on accesses, which deals particularly with residential accesses onto classified roads, and commercial accesses onto all adopted roads⁷⁹. The policy, adopted in 2011, endorses the Department for Transport's Manual for Streets (for lightly trafficked roads within urban areas) and the Design Manual for Roads and Bridges (for access and junction improvements to classified roads from residential developments and to the entire road network for commercial developments). It is too detailed to reproduce here, but compliance with it, or any replacement, is essential. It follows national guidance that avoids access onto main roads wherever possible.
- 4.5.16 The Classified Highway Network is defined by the highways authority, and includes a number of main roads not classified as A or B roads. The Network at the time of this plan is shown on the Proposals Map, but it may change within the plan period, so the Council's website should be checked for the latest position.

Cycle Routes and Facilities

TR4: CYCLE ROUTES AND FACILITIES

Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

⁷⁹ Geometric Design Guidance for Residential Accesses onto Classified Roads and Commercial Accesses onto Adopted Roads (Version 2), approved July 2011.

- 4.5.17 Cycling is one of the most sustainable forms of transport, and forms an important part of Reading's transport strategy. Opportunities to continue to promote cycling, and enhance important routes, should be seized.
- 4.5.18 The Local Transport Plan 2011-2026 is supported by a full Cycling Strategy, published in 2014. This seeks to enhance cycling in Reading through:
- "new and improved cycle infrastructure that will aim to bridge gaps between existing barriers, including the railway and River Thames
 - cycle hire will give people that do not currently have access to a bicycle the opportunity to cycle to key destinations
 - increased cycle parking facilities to enable to people to park closer to more key destinations
 - positively promoting the benefits of cycling in a compact urban area such as Reading."⁸⁰
- 4.5.19 The Cycling Strategy 2014 continues and builds upon the cycle routes developed as part of the 2008 strategy by identifying detailed policies for delivering infrastructure and route improvements for cyclists on the public highway to enhance the routes. The relevant routes are shown on the Proposals Map, and the Policy therefore applies to these routes. If an updated Cycling Strategy or supporting cycle map shows a different network of cycle routes, these will become the routes to which this policy applies.
- 4.5.20 The measures which the strategy identifies in different areas include minor improvements, new links, maintenance, branding and signing. The Cycling Strategy and the development of a Local Cycling and Walking Infrastructure Plan will be useful to help identify which improvements are required.
- 4.5.21 In addition, a cycle hire scheme was initially introduced in central, north, south and east Reading in 2014. There is the potential for this scheme to be expanded to key destinations in west Reading during the plan period, and this should be supported, subject to compliance with other policies in this Plan.
- 4.5.22 Reading is working with the Thames Valley Berkshire LEP and neighbouring authorities to provide additional strategic cycle routes as part of the NCN (National Cycle Network) and to provide enhanced linkages between the NCN and local cycle routes within the borough.

Car and Cycle Parking

TR5: CAR AND CYCLE PARKING

Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

- 4.5.23 Ensuring the appropriate level of car parking in new developments involves striking a careful balance. On the one hand, it is important that enough parking is provided so that there is not a knock-on effect on the safety and

⁸⁰ Page 4 of the Cycling Strategy 2014: http://www.reading.gov.uk/media/2420/Cycling-Strategy-2014/pdf/Cycling_Strategy_2014.pdf

function of the highway and public transport network through on-street parking. On the other hand, an over-provision of car parking, particularly at places of work, can lead to less sustainable travel choices.

- 4.5.24 The Council has produced a Parking Standards and Design Supplementary Planning Document (SPD)⁸¹, which includes different standards in four different zones according to the accessibility of those zones. The SPD also sets out requirements for cycle parking. The document is available on the Council's website. It will continue to apply, until such time as it is superseded by any more up-to-date version.

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⁸¹ <http://www.reading.gov.uk/media/1065/Revised-Parking-Standards-and-Design-Supplementary-Planning-Document-Adopted-October-2011/pdf/Revised-Parking-Standards-And-Design-Supplementary-Planning-DocumentOct11.pdf>

4.6 Retail, Leisure and Culture

Network and Hierarchy of Centres

RL1: NETWORK AND HIERARCHY OF CENTRES

The following network of centres are identified and defined on the Proposals Map:

<i>Regional Centre:</i>	<i>Reading</i>
<i>District Centres:</i>	<i>Caversham, Cemetery Junction, Emmer Green, Meadway, Oxford Road West, Shinfield Road, Tilehurst Triangle, Whitley</i>
<i>Major Local Centres:</i>	<i>Whitley Street, Wokingham Road</i>
<i>Local Centres:</i>	<i>Basingstoke Road North, Christchurch Road, Coronation Square, Erleigh Road, Dee Park, Northumberland Avenue North, Wensley Road, Whitley Wood</i>

The vitality and viability of these centres should be maintained and enhanced. Some centres are based around a small area of green, and where this is an important part of the layout and function of the centre, it will be retained and where possible enhanced. The following improvements will be acceptable in all centres:

- Accessibility and transport improvements;*
- Broadening range of facilities;*
- Residential use of upper floors; and*
- Environmental enhancements.*

Central Reading will see the greatest levels of development and change. Development and change, including intensification of town centre uses, will also take place within smaller centres in line with the role of the centre in the network. The smaller centres which are expected to be the main focus for intensification, change and additional community facilities will be The Meadway and Whitley District Centres.

- 4.6.1 Reading has a very strong town centre, along with a network of much smaller but important centres which, although overshadowed by the strength of central Reading, have a vital role in providing easy access to shops, services and facilities, particularly in areas of deprivation. It is important that this network and hierarchy of centres is identified in the plan to ensure that shops and services are as accessible as possible.
- 4.6.2 Reading is clearly by far the dominant centre within the Borough and for much of the surrounding area. It is the centre where the vast majority of town centre development will occur. The Central Reading section of this Plan provides further information.
- 4.6.3 The next level in the hierarchy present in Reading is district centres. It is considered that, whilst only three or four centres may currently qualify as district centres according to the NPPF definition, it is appropriate to designate more district centres in order to encourage an increase in the

range of facilities. This will mean that centres capable of acting as alternatives to the centre of Reading for some uses will be accessible to a greater number of people. This approach in the existing plan has seen a recent expansion of facilities in Whitley, for example.

- 4.6.4 There are a number of smaller concentrations of shops and services across Reading. These are designated as local centres, which fulfil the next tier in the hierarchy from district centres. Whitley Street and Wokingham Road are larger centres than other centres in this list, and they are therefore designated as major local centres, where a greater scale of development will be appropriate.
- 4.6.5 Of the centres other than Central Reading, those which have the greatest physical capacity for development are The Meadway and Whitley. Whitley centre is located within one of the concentrations of greatest deprivation in Reading, and within which substantial development will take place over the plan period. There has been recent development of new town centre uses within this centre, and there is scope for additional development, which is dealt with within the South Reading chapter. The Meadway is an ageing shopping precinct which would benefit from substantial physical improvement (or, potentially, complete redevelopment) to allow it to continue its district centre role. This site is covered by an allocation in policy WR3, and by a Planning Brief.
- 4.6.6 The boundaries of all centres on the Proposals Map have been deliberately drawn to include a wider area than simply the shopping parades, incorporating facilities such as schools and community centres where possible. Such an approach ties in with the definitions of centres in previous national guidance, which emphasise the importance of a diverse range of facilities. The boundaries also incorporate known development opportunities where they exist. This will ensure that, where the sequential approach is being applied, smaller centres include sites which could actually be developed.
- 4.6.7 When applying the sequential approach as set out in the NPPF, the town centre boundaries are the centre boundaries set out on the Proposals Map, with the exception of Central Reading, where the boundary will depend on the uses proposed (see Policy CR1).

Scale and Location of Retail, Leisure and Culture Development

RL2: SCALE AND LOCATION OF RETAIL, LEISURE AND CULTURE DEVELOPMENT

Provision will be made for up to 44,600 sq m of retail and related facilities in Reading to 2036, together with new leisure facilities.

Retail and main town centre leisure and culture development, where it would mean a net gain of over 2,500 sq m, will take place in, or as an extension to, the centre of Reading, unless it is on a site allocated for such development. Where a need for additional development has been identified, and no sites are available in or adjoining the centre of Reading, a sequential approach should be adopted to identifying alternative sites.

All development will comply with the relevant tests for retail, leisure and culture development set out in national policy.

- 4.6.8 The most suitable location for retail, leisure and culture development is in existing centres. These centres already have a range of facilities, and are generally accessible by a choice of means of transport. Development in these centres should maintain and enhance the centres' vitality and viability. The centre of Reading is the most accessible location in the Borough, and is among the most accessible locations in the South East, and therefore represents the best location for major development of this type.
- 4.6.9 The Council worked jointly with Bracknell Forest Borough Council, Wokingham Borough Council and West Berkshire Council to commission consultants to identify the need for additional retail and leisure development in the Western Berkshire Housing Market Area to 2036. The final Retail and Leisure Study reported in April 2017. It found a positive need for comparison goods floorspace of 64,000 sq m by 2036, much of which is required in the second half of the plan period after 2026. In terms of convenience goods, an overprovision was identified of 19,000 sq m by 2036. Our approach is to consider this as a whole, as no planning permission is generally required to change between convenience and comparison goods, unless it is controlled by planning condition. The Council's approach is also to treat this as very much a maximum, as there is considerable uncertainty about the retail landscape after 2026, when most of the need arises.
- 4.6.11 In terms of leisure provision, the Retail and Leisure Study also identified a need for entertainment uses including bowling and ice skating, and, potentially, additional cinema provision. The need for replacement swimming facilities in Reading is also clear.
- 4.6.12 The identified retail and leisure need is therefore directed primarily to the centre of Reading. The sites and locations that will accommodate the bulk of this need are set out in the site allocations policies, and are mainly contained within the major opportunity areas (CR11, CR12 and CR13). Sites to accommodate approximately 5,500 sq m of retail, leisure and culture floorspace in sites in or adjoining smaller centres have also been identified. The relevant policies are WR3 and ER1. The need for swimming facilities is expected to be met at Rivermead, close to the edge of the town centre policy WR3), with additional provision at Palmer Park (ER1).
- 4.6.13 Retail, leisure and culture development outside designated centres will only be allowed in those exceptional circumstances where the provisions of national policy are met. In these cases, proposals will need to demonstrate that a sequential approach has been adopted to site selection, and that there will be no adverse impact on existing centres in Reading Borough or elsewhere.

Vitality and Viability of Smaller Centres

RL3: VITALITY AND VIABILITY OF SMALLER CENTRES

a) *Within the Key Frontages (identified on the Proposals Map), development involving a net loss of A1 retail or A2 financial and professional to other 'centre uses' will only be permitted where:*

- *There would be no more than 3 consecutive units which are not in A1 or A2 retail use; and*
- *The proportion of the total length of the Key Frontage within the centre that is in A1 or A2 use would exceed the relevant proportion below:*

<i>Caversham, Cemetery Junction, Tilehurst Triangle and Whitley District Centres;</i>	<i>60%</i>
<i>Christchurch Road, Coronation Square, Wensley Road and Whitley Wood Local Centres</i>	
<i>Emmer Green, The Meadway, Oxford Road West and Shinfield Road District Centres;</i>	
<i>Wokingham Road Major Local Centre;</i>	<i>50%</i>
<i>Basingstoke Road North, Dee Park, Erleigh Road and Northumberland Avenue North Local Centres</i>	
<i>Whitley Street Major Local Centre</i>	<i>40%</i>

b) *Within district, major local and local centres, development will be permitted provided that:*

- *There would be no more than 2 consecutive A5 takeaways, and no more than 30% of the length of the Key Frontage would be in takeaway use; and*
- *There would be no net loss of 'centre uses' for 'non-centre uses' at the ground floor (apart from entrances to upper floors) except in exceptional circumstances. On upper floors, other uses including residential ('living over the shops') will be acceptable.*

c) *Within and adjacent to district, major local and local centres, all new development should provide some 'centre uses' at the ground floor, unless it can be clearly demonstrated that this would not be possible or appropriate.*

4.6.14 One of the key elements of the spatial strategy for Reading is the protection and enhancement of the identified network of district and local centres in the Borough. These ensure that services are provided close to people's homes and provide a heart to Reading's various communities. It also reduces the need to travel to the centre of Reading or elsewhere, particularly in areas of deprivation where levels of car ownership are low. It is vital to ensure that a diverse range of services are available within each centre, but that a strong retail element is maintained.

4.6.15 There are now a wide range of changes of use that can take place under permitted development rights⁸², without needing planning permission, which has meant a need to adapt our policy on smaller centres from

⁸² The Town and Country Planning (General Permitted Development) (England) Order 2015

previous versions. One of those changes is that there is now no need to apply for planning permission to change between A1 and A2. This means that, for the purposes of the policy, A1 and A2 should be treated as a single category, even though it is the retention of A1 retail that is the greatest concern.

4.6.16 Some other changes can take place under permitted development, with prior approval being needed to determine whether the Council's approval will be needed. These criteria include whether it is undesirable for such a change of use because of the impact:

- “(i) on adequate provision of services of the sort that may be provided by a building falling within Class A1 (shops) or, as the case may be, Class A2 (financial and professional services) of that Schedule, but only where there is a reasonable prospect of the building being used to provide such services, or*
- (ii) where the building is located in a key shopping area, on the sustainability of that shopping area”*

Where a change of use under permitted development rights would fail to comply with the terms of the policy, this should be treated as a strong indication that criteria (i) and/or (ii) above have been triggered.

4.6.17 The policy makes reference to the distinction between 'centre uses' and 'non-centre uses', although it should be noted that it does not relate to upper floors, where a wide mix of uses will be appropriate. These are defined as follows:

'Centre uses'

- Retail (A1 uses)
- Financial and professional (A2 uses)
- Cafes and restaurants (A3 uses)
- Drinking establishments (A4 uses)
- Takeaways (A5 uses)
- Hotels (C1 uses)
- Non-residential institutions such as healthcare, schools, nurseries and churches (D1 uses)
- Assembly and leisure (D2 uses)
- Certain uses falling within the 'sui generis' category typically found in centres, including launderettes, theatres, tattooists, beauty parlours, amusement arcades, betting shops and pay day loan shops⁸³

'Non-centre uses'

- General business uses (B1)
- Industry and storage and distribution (B2 and B8)
- Residential institutions (C2)
- Residential (C3)
- Other uses falling within the 'sui generis' category

4.6.18 Criterion (a) of the policy sets out to retain a strong element of retail in the core of each centre, since retail is the primary contributor to vitality and viability. The different retail proportion for each centre reflects the fact that each centre has a unique role and catchment, and is based on the current proportions, albeit with some flexibility built in for other uses to

⁸³ Policy for betting shops and pay day loan shops is set out in RL4

enable greater diversity. Although the 'key frontage' may not be contiguous on the Proposals Map, it counts as a single key frontage for each centre. Vacant units will count towards the proportion in A1/A2 use in terms of this policy if A1 or A2 is the permitted use.

- 4.6.19 Criterion (b) has two purposes. Firstly, concentrations of takeaways can have a negative effect on the amenity of residents, and can also change the character of the street. Its other purpose is to prevent inappropriate uses, particularly housing, from encroaching on centres at the ground floor and permanently removing shop units or other facilities. Elsewhere in the country, whole centres have been lost in this way. However, it is important that uses such as housing and offices are integrated into centres at upper floors to ensure diversity and good access to jobs and housing. Exceptional circumstances are those where it can be clearly demonstrated that the only alternative to loss of the unit to any 'centre use' is long-term vacancy (e.g. for longer than 5 years).
- 4.6.20 Finally, criterion (c) recognises the fact that opportunities for expansion of these centres are relatively rare, and therefore, where they do occur, they should be seized, in order to enhance the role of centres in serving their local communities.
- 4.6.21 Where the policy includes the term 'consecutive' under (a) and (b), this includes where units are separated by the entrance to a side-street or footpath, or any other small gap between buildings.
- 4.6.22 References to 'key frontage' in this policy, e.g. for proportion of A1/A2 use, will not be capable of being applied where there is a comprehensive development of a centre that significantly alters the frontages. In such a case, developments need to be judged against other policies, notably RL1.
- 4.6.23 This policy does not apply to the town centre of Reading. A different approach is required there, which is dealt with in Policy CR7.

Betting Shops and Payday Loan Companies

RL4: BETTING SHOPS AND PAYDAY LOAN COMPANIES

Proposals for new betting shops or payday loan shops will not be permitted where it would result in three or more betting shops and/or payday loan shops within a 150 metre radius of the application property.

- 4.6.24 Betting shops and payday loan shops were formerly classed as being within the A2 financial and professional use class. However, in April 2015, these uses were taken out of the A2 class to form a new use class in their own right, as sui generis uses. This means that planning permission is now required for a new betting shop or payday loan shop.
- 4.6.25 In changing the use class status of these premises, the Government was responding to concerns about a perceived proliferation in such uses in recent years. An individual premises does not necessarily cause issues on its own, and can make a valuable contribution to the range of facilities in a

centre, particularly a smaller centre. However, where the uses start to cluster together, the presence of these premises can exacerbate existing economic problems in local areas, as well as having a detrimental effect on the appearance and character of the area, particularly where the shopfronts are obscured.

- 4.6.26 The policy therefore seeks to prevent the clustering of betting and payday loan shops in order to prevent the adverse effects above. The radius should be measured from the closest part of a shopfront, i.e. where the closest part of two or more existing shopfronts are within a 150m radius of the shopfront of the application premises, permission would generally be refused.

Impact of Main Town Centre Uses

RL5: IMPACT OF MAIN TOWN CENTRE USES

Proposals that include more than 1,000 sq m (gross) of new or additional floorspace for main town centre uses in an edge-of-centre or out-of-centre location should demonstrate that there will be no significant adverse impact on existing centres. Ensuring that centres within areas of deprivation are not adversely affected is of particular local importance.

- 4.6.27 'Main town centre uses', including retail, leisure and offices, should generally be located in centres in the first instance. However, where development does take place elsewhere, it is important that it does not undermine the identified network of centres.
- 4.6.28 The National Planning Policy Framework sets a threshold of 2,500 sq m, above which all proposals for main town centre uses should be accompanied by an assessment of impact on existing centres. However, the NPPF gives local planning authorities the scope to set their own local thresholds if necessary. In Reading, 1,000 sq m (gross) is considered to be the appropriate threshold, as this is the level above which a significant adverse impact on the smallest centres is a strong possibility. The retail floorspace in many of Reading's local centres is below 1,000 sq m, so a larger development could well cause adverse effects.
- 4.6.29 An impact assessment will be included with every relevant application above this threshold. Matters to be considered in an assessment are set out in national guidance, but the following impacts are particularly significant for Reading:
- Impacts on trade levels;
 - Impacts on the prospect of investment in existing centres;
 - Impacts on centres in areas of deprivation; and
 - Cumulative impacts with other developments and proposals within the preceding five years.

Protection of Leisure Facilities and Public Houses

RL6: PROTECTION OF LEISURE FACILITIES AND PUBLIC HOUSES

Existing leisure facilities or public houses outside the Central Area will generally be retained, and there is a strong presumption in favour of retaining leisure facilities or public houses where they are the only facility of their type in a district, major local or local centre. Developments that would result in the loss of a leisure facility or a public house outside the Central Area will not be permitted unless it can be clearly demonstrated that:

- a. There is no need for this type of facility in this area; or*
- b. The function of the facility can be adequately fulfilled by an existing facility, or a facility proposed as part of the development, where that facility would be at least as accessible to the same catchment; or*
- c. The impacts on amenity of residents of retaining the facility could not be dealt with through other measures, and would be so severe as to outweigh the benefits to the wider community of retaining the facility.*

4.6.30 Facilities that provide opportunities for leisure, recreation, sport and tourism are vital to our physical and mental health, and are a key element of overall quality of life, as well as contributing to the Borough's economic success. Whilst Reading contains a range of facilities, there are areas in which there is substantial room for improvement. Such facilities need to be close to where people live, to reduce the need to travel and, often, to serve a role at the heart of the community (a role often filled by uses such as pubs).

4.6.31 Therefore a policy is required that resists the loss of such facilities. This is of particular importance in the smaller centres, where a leisure facility or pub can be an important anchor use. Therefore, within smaller centres, it generally resists loss of a facility where it is a use unique within the centre, even if it would be replaced by a different 'leisure' use. A number of such facilities are listed as 'assets of community value', which are of significance to the local community and therefore fulfil an important role, and if a facility is listed as such an asset, this may form a consideration in determining an application. The current list of assets of community value can be viewed on the Council's website⁸⁴.

4.6.32 This policy deals with built leisure facilities. This includes cinemas; theatres and concert halls; bowling alleys; galleries and museums; bingo halls; snooker and pool halls; pubs, bars and nightclubs; leisure centres, sports facilities and gyms; stadia; tourist attractions; and ice rinks. It does not include open space, playing fields and more informal recreational facilities, which are covered by separate policies, or visitor accommodation, as this does not generally serve a local community need. Loss of community

⁸⁴ <http://www.reading.gov.uk/article/6211/List-of-Assets-of-Community-Value>

facilities is dealt with in Policy OU1. This policy does not apply in the Central Area, as leisure facilities are covered in policies CR4 and CR5.

- 4.6.33 Evidence to show that there is no need for the facility (a), will need to be based on clear, long-term issues and trends rather than short-term economic circumstances or lack of viability due to poor management. Retention of a facility where there is no need for it can result in long-term vacancy detracting from the centre's vitality and viability or the quality of the local area. Any alternative facilities identified to comply with (b) must have sufficient capacity to adequately serve the existing catchment, and must be at least as accessible by public transport, foot and cycle to the majority of the catchment as the facility to be lost. The purpose of (c) is to ensure that facilities are not lost where there are alternative measures under powers such as licensing and environmental health that could resolve amenity issues whilst retaining the use, and that amenity impacts are intrinsic to the use rather than how the use has been managed - this is particularly relevant to public houses.
- 4.6.34 The policy will involve some consideration of how planning overlaps with other Council powers, such as licensing and environmental health to ensure that the loss of a facility is a last resort.

4.7 Other Uses

New and Existing Community Facilities

OU1: NEW AND EXISTING COMMUNITY FACILITIES

Proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site. Proposals for on-site intensification of important facilities, such as schools and healthcare uses, will be supported, subject to other policies in the plan. Proposals for additional development for further and higher education will only be acceptable where it can be demonstrated that additional students can be housed in existing or planned student accommodation.

On-site intensification of some facilities, particularly schools, may result in some loss of open areas. This may be acceptable where the impact on open areas is minimised, and the area has no specific use, or where that use can satisfactorily be accommodated elsewhere on the site, subject to other policies in the plan.

New community facilities should be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible.

Proposals involving the redevelopment of existing community facilities for non-community uses will not be permitted, unless it can be clearly demonstrated that there is no longer a need to retain that facility.

- 4.7.1 Quality of life for the residents of Reading is one of the key elements of the vision for the Borough. A good quality of life is not only desirable in itself, but also ensures that Reading remains attractive to investment. The provision of sufficient good quality community facilities is crucial to ensuring that Reading is a place in which people want to live and continue living.
- 4.7.2 Community facilities mean different things to different people. The term could encompass health facilities, education and training facilities (at all levels), youth and community centres and meeting places, libraries, places of worship, civic and administrative facilities and recycling facilities and civic amenity sites. Other uses such as open spaces, sport and recreational facilities, leisure facilities or pubs are often centrepieces of a community, although these are dealt with in other sections of the Local Plan.
- 4.7.3 The range and quality of facilities serving Reading's communities should be improved. Retaining important facilities will be essential. Some community facilities appear on a list of assets of community value (under the Localism Act 2011), available on the Council's website⁸⁵, and this may indicate the importance of a facility. The provision of a mix of compatible community services on a single site will also be encouraged.

⁸⁵ <http://www.reading.gov.uk/article/6211/List-of-Assets-of-Community-Value>

- 4.7.4 Given the dense, built up nature of Reading and the lack of appropriate new sites, it is inevitable that some of the Borough's community facility needs will have to be met through intensification of the use of existing sites. This has particularly been the case on school sites in recent years, and this is likely to continue to be an important aspect of new provision. In some cases, this may mean some development on open areas within the site. This can be acceptable in some cases, but needs to be balanced against the provision of adequate sports and play space, and other issues such as impact on biodiversity.
- 4.7.5 These facilities should be located in areas that are well serviced by a choice of means of transport, including public transport, walking and cycling. In the case of healthcare facilities, this should include the car. The most appropriate location for community facilities will be in or on the edge of existing centres identified in the network in policy RL1, which will maximise access for the greatest number of people. This will be particularly important for developments that seek to provide a range of different community uses. However, there may be circumstances in which an existing centre is not the most appropriate location, such as where there is a need to provide for an area that does not contain a defined centre. In these cases, community facilities should be located in areas of high accessibility, such as public transport corridors or within close proximity of public transport nodes.
- 4.7.6 There are some types of community facilities that are essentially residential in character, such as nursing homes. These are dealt with in policy H5.
- 4.7.7 There are some significant sites in Reading where continued development to help fulfil the site's role in providing for the community is likely to be needed, for instance Reading College. This will be acceptable, subject to other policies in the plan. Development at the University of Reading Whiteknights Campus is dealt with in policy ER2 and at the Royal Berkshire Hospital in policy ER3.
- 4.7.8 However, it must be recognised that further and higher education expansion can put pressure on the housing market, through students being housed in existing dwellings, or through new student accommodation on sites that could otherwise be used to address the general housing need. Given the scale of the need for new homes in Reading, this must be carefully managed. Therefore, applications for academic development that would bring additional students to live in Reading must be paired with a corresponding increase in dedicated accommodation. This should be on existing campuses or existing student accommodation sites, in line with policy H11.

Hazardous Installations

OU2: HAZARDOUS INSTALLATIONS

Proposals for hazardous substances consent, or development in the vicinity of hazardous sites or pipelines, will not be permitted unless it has been satisfactorily demonstrated that the amount, type and location of hazardous substances would not pose adverse health and

safety risks to the surrounding population and environment; and that any necessary special precautions to limit other potential societal risks to acceptable degrees would be put in place prior to the development commencing.

- 4.7.9 Substantial levels of development will take place in Reading up to 2036, and the urban nature of the Borough means that developments have the potential to come into conflict with one another. This is especially the case where proposals for housing and hazardous sites, or pipelines, would be in close proximity.
- 4.7.10 The following Control of Major Accident Hazard (COMAH) sites were located within Reading at the time of publication (2017):
- Gillette UK Ltd. factory - 452 Basingstoke Road
 - Oxkem - 117 Loverock Road
- 4.7.11 Whilst all of these types of sites are often subject to stringent controls under other existing Health and Safety legislation, it is necessary to control proposals for hazardous substances consent and the kinds of development permitted in the vicinity of existing hazardous sites installations through the planning process.
- 4.7.12 In addition, Reading's population has a relatively high multi-ethnicity that would result in additional communication requirements when considering a potential emergency evacuation situation. The 2011 Census (ref KS204EW) established that 23.7% of Reading's population was born outside of the UK/Ireland, compared to 11.4% for the South East as a whole. For this reason, there is an added onus on prevention of such situations.
- 4.7.13 The Health and Safety Executive (HSE) and the Environment Agency (EA), who together form the statutory body of the COMAH (Control of Major Accident Hazards) Competent Authority, provide specialist advice to the Borough on matters relating to hazardous sites. Therefore, both planning applications for development within specified distances of hazardous sites, or pipelines, and/or proposals for new hazardous installations will be referred to the HSE and/or EA. The principal aim of the COMAH Competent Authority is to reduce the risks of potential major accidents that are associated with the handling of hazardous substances.

Atomic Weapons Establishment, Burghfield

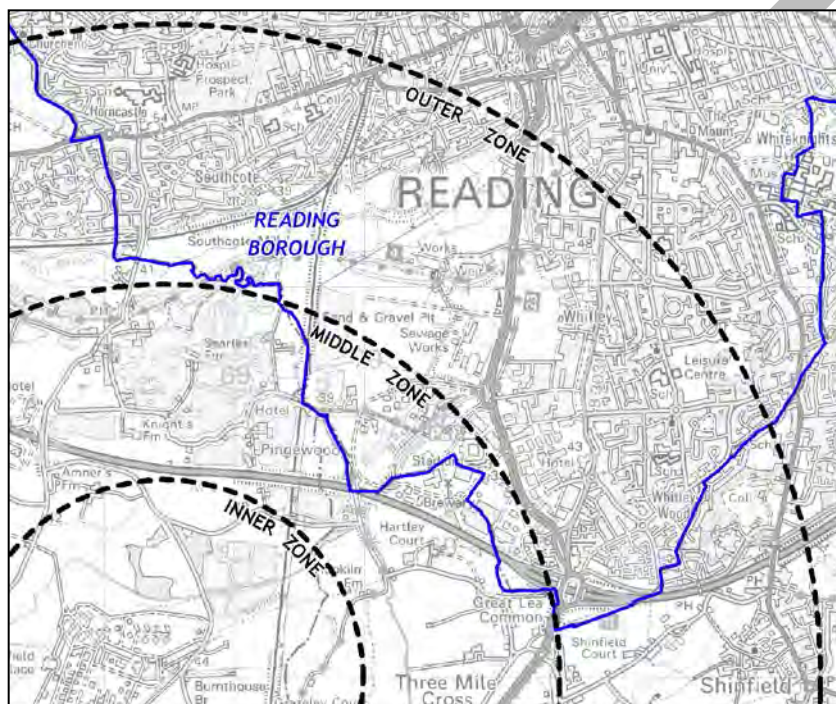
- 4.7.14 The Atomic Weapons Establishment site at Burghfield is located in West Berkshire District, just over 1.5 km from the Reading Borough boundary. The activities within the site include final assembly, maintenance and decommissioning of warheads. There is a requirement for consultation with the Office for Nuclear Regulation (ONR) for the following types of development in the zones shown in Figure 4.9, having regard to the scale of development proposed, its location, population distribution of the area and impact on public safety:
- Inner Zone (does not affect Reading): Any development leading to an increase in residential accommodation, or likely to cause an influx of non-residential population;

- Middle Zone: Development providing residential accommodation, permanent or temporary, for more than 50 people or likely to cause an influx of non-residential population exceeding 50 people;
- Outer Zone: Development likely to lead to an increase of 500 people in the population at any place.

4.7.15 The Council will continue to work with neighbouring authorities (Basingstoke and Deane Borough Council, West Berkshire Council, Wokingham Borough Council) and the ONR to monitor development proposals and activity, to assess whether or not proposed development can be safely accommodated in areas around the installation.

Figure 4.9: AWE Burghfield Consultation Zones at 2016

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Telecommunications Development

OU3: TELECOMMUNICATIONS DEVELOPMENT

Proposals for telecommunications development will be permitted provided that:

- *They do not have an adverse impact on the visual amenity of the surrounding area;*
- *The apparatus will be sited and designed so as to minimise its visual impact by the use of innovative design solutions such as lamp column 'swap-outs' or concealment/camouflage options; and*
- *Alternative sites and site-sharing options have been fully investigated and it has been demonstrated that no preferable alternative sites are potentially available which would result in a development that would be less visually intrusive.*

- 4.7.16 Reading is currently relatively well provided for in respect of mobile phone coverage. However, the anticipated continued expansion of the telecommunications network is likely to require additional 'infill' coverage, much of which is likely to be within established residential areas.
- 4.7.17 Given continuing advances in third and fourth-generation mobile phone technology and increasing trends to send larger amounts of information via mobile phones, additional telecommunication infrastructure will be required to facilitate this demand. This will most notably be in the form of new telecommunications 'base stations' or antennae.
- 4.7.18 In 2003, the Council adopted the approach that the Local Highways Authority would grant licences to mobile network operators under the Highways Act (1980), for lamp column 'swap-outs' once planning permission had been secured or the works had been deemed by the Local Planning Authority to be permitted development under the Prior Approval process⁸⁶.
- 4.7.19 Since 2003, a number of lamp column 'swap-outs' have been implemented within Reading by various operators. These developments have negated the need for freestanding telecommunications structures in those locations, thereby significantly reducing the clutter of street furniture and maintaining the visual amenity of those areas.
- 4.7.20 This policy highlights an 'in-principle' support for lamp column 'swap-outs' that is specific to Reading and in line with national planning guidance and the Code of Best Practice on Mobile Phone Network Development published by the ODPM (2002). 'Swap-outs' will be acceptable where they can genuinely be described as mimicking surrounding lampposts.
- 4.7.21 Applicants will also need to ensure that proposals are supported by an acceptable ICNIRP (International Commission for Non-Ionising Radiation Protection) declaration which demonstrates that the apparatus would meet the EU Council's recommendation of 12 July 1999 on the limitation of exposure of the general public to electromagnetic fields (0Hz to 300GHz). Where relevant, ICNIRP declarations should be based on the cumulative effects of electromagnetic fields emitted by other nearby base stations and antennae as well as the proposed development.
- 4.7.22 As detailed above, Operators will be required to enter into legal agreements⁸⁷ with the Local Highways Authority for the construction of lamp column 'swap-outs' on highways land prior to commencement of development. This will ensure that maintenance details and health and safety processes associated with the installation and upkeep of 'swap-outs' would be acceptable to the Local Highways Authority and their contractors.

⁸⁶ Under Part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

⁸⁷ Under the New Roads and Streetworks Act (1991) and the Telecommunications Act (1984).

Advertisements

OU4: ADVERTISEMENTS

Advertisements will respect the building or structure on which they are located and/or their surroundings and setting in terms of size, location, design, materials, colour, noise, lettering, amount and type of text, illumination and luminance, and will not have a detrimental effect on public safety. The cumulative impact of adverts will be taken into account, and a proliferation of advertisements that detrimentally affects visual or aural amenity or public safety will not be acceptable. All adverts shall comply with the following criteria:

- a) Advertisements will not obstruct windows any other sign already located on the building, or cut across significant architectural features such as historic fascias, windows, pilasters, cornices or scrolls;*
- b) Where a shop or business occupies more than one adjacent unit, the advertisement will not run between the shopfronts;*
- c) Advertisements on listed buildings or in Conservation Areas will respect or enhance the building or area, and will respect the key features of the special historic interest;*
- d) Advertisements will not reduce visibility for users of the highway or accesses onto the highway;*
- e) Illumination should not detract from the amenity of the area or pose a safety hazard to users of the highway; and*
- f) Advertisements should not obscure the sight lines of cameras installed for public safety.*

4.7.23 National planning policy requires amenity and public safety to be considered for all applications for advertisement consent, but there is scope for authorities to highlight important amenity and safety considerations at the local level.

4.7.24 Reading is characterised by a busy centre, smaller district and local centres, and dense areas of industrial and warehouse development and community uses. These different activities require advertisements and signs to convey their purpose to visitors and passers by, but, given the density of the Borough, this gives rise to potential tensions. It is important that an advertisement policy takes the needs of advertisers into consideration while also protecting visual and aural amenity and ensuring safety to pedestrians and motorists.

4.7.25 Despite the fact that the policy does not deal specifically with types of advertisements, some types are unlikely to be considered appropriate in terms of how visual amenity and safety is defined in the policy. Freestanding advert panels in urban streets, for instance, can have a significant detrimental effect on views of the streetscene. Projecting box-type signs, bulky folded box fascia signs, uplighters and downlighters are also likely to detract from the character of an area. Whole fascia internal illumination should be avoided. Face or halo illumination of individual letters is more appropriate and discreet slim-line LED downlighters may be acceptable. Advertisements above ground floor level are also likely to have detrimental effects on visual amenity.

4.7.26 In areas such as the town centre where there are many advertisements side by side, it is important that the advertisements do not create visual clutter, which can be particularly relevant to projecting signs. It is also important to maintain the pattern of the street. Therefore, if a shop or business occupies more than one shop front, the fascia and advertisements must not extend unbroken across the multiple shop fronts. In all cases, the cumulative effect of advertisements must be considered, particularly in areas of dense commercial activity.

4.7.27 This policy will be applied in conjunction with national guidance, e.g. in the NPPF and Planning Practice Guidance. Conditions relating to matters such as hours of illumination or length of display will be applied where necessary. When an advertisement can be seen from the Strategic Road Network, the Council may be required to consult with Highways England, in accordance with the Town and Country Planning (Control of Advertisement) (England) Regulations 2007.

4.7.28 In considering illumination levels, the levels of illumination set out by the Institute of Lighting Engineers will be applied as maxima for public safety reasons. Lower levels may be sought on a case-by-case basis to protect visual amenity. The most recent report (2001) sets the following levels:

Illuminated Area (m ²)	Zone E1 (candelas/m ²)	Zone E2 (candelas/m ²)	Zone E3 (candelas/m ²)	Zone E4 (candelas/m ²)
Up to 10.00	100	600	800	1000
Over 10.00	N/A	300	600	600

(Source: Technical Report Number 5: Brightness of Illuminated Advertisements, Institute of Lighting Engineers, 2001).

4.7.29 The zones are described as:

- Zone E1: Intrinsically dark areas.
- Zone E2: Low district brightness areas (e.g. rural-urban fringe).
- Zone E3: Medium district brightness areas (e.g. district and local centres and urban areas).
- Zone E4: High district brightness areas (e.g. the core of the centre).

In some circumstances, particularly where listed buildings and conservation areas are concerned, illumination levels may need to be reduced, although this will be determined on a case-by-case basis. The general preference in most cases is for advertisements to be illuminated externally, e.g. through spotlight, rather than internally.

4.7.30 There is an overlap between this policy and OU5 on shopfronts, and, in some cases, both policies will apply.

Shopfronts and Cash Machines

OU5: SHOPFRONTS AND CASH MACHINES

Shopfronts, individual features of shopfronts and cash machines will respect the character of the building on which they are located and their surroundings, as well as the wider street, in terms of design, colours, materials, lighting, and location. Features that positively

contribute to the character of the building and street will be retained and, where possible, restored. Safety and security will be maintained and enhanced.

For shopfronts, the following criteria will be fulfilled:

- a) Where a shop occupies multiple units, shopfronts will not run in a continuous horizontal line across the different unit façades. The fascia and the shop windows should be broken up to ensure the features of each unit are not lost;*
- b) Fascia boards should be lower than any first floor windows, and reflect the predominant height of historic fascia boards on surrounding buildings;*
- c) Canopies and blinds over windows and entrances should be for the shading of the shop and should be retractable; and*
- d) Shopfronts should present an active frontage to the street at all times. Where security is essential, security features will be internal, such as internal open mesh grilles. Opaque coverings on shop windows, such as paint and films, will be minimised and will not obscure the window.*

4.7.31 Reading has many good examples of shopfronts, both traditional and modern. To ensure that the heritage character and amenity of the Borough is maintained, the design of shopfronts is vital. The character of a shopping street is often defined by its shopfronts. Given the success of Reading as a shopping destination, many visitors experience Reading mainly as shoppers, and it is therefore important that shopfronts do not detract from this experience.

4.7.32 The overall composition of multiple shopfronts is often of greatest importance, and features such as stallrisers, pilasters and fascia boards can contribute to the character of the building as well as to the streetscape, and should be retained where they already exist. Such features should be included in new shopfronts where they are part of the character of the street. Fixed canopies can obscure such features and are usually inappropriate. Merging of shopfronts can negatively affect the pattern of the street, and, where shop units are combined, the pattern can be maintained by having a gap in the fascia boards and a strong separation between the exterior of the two units by a pilaster or a column.

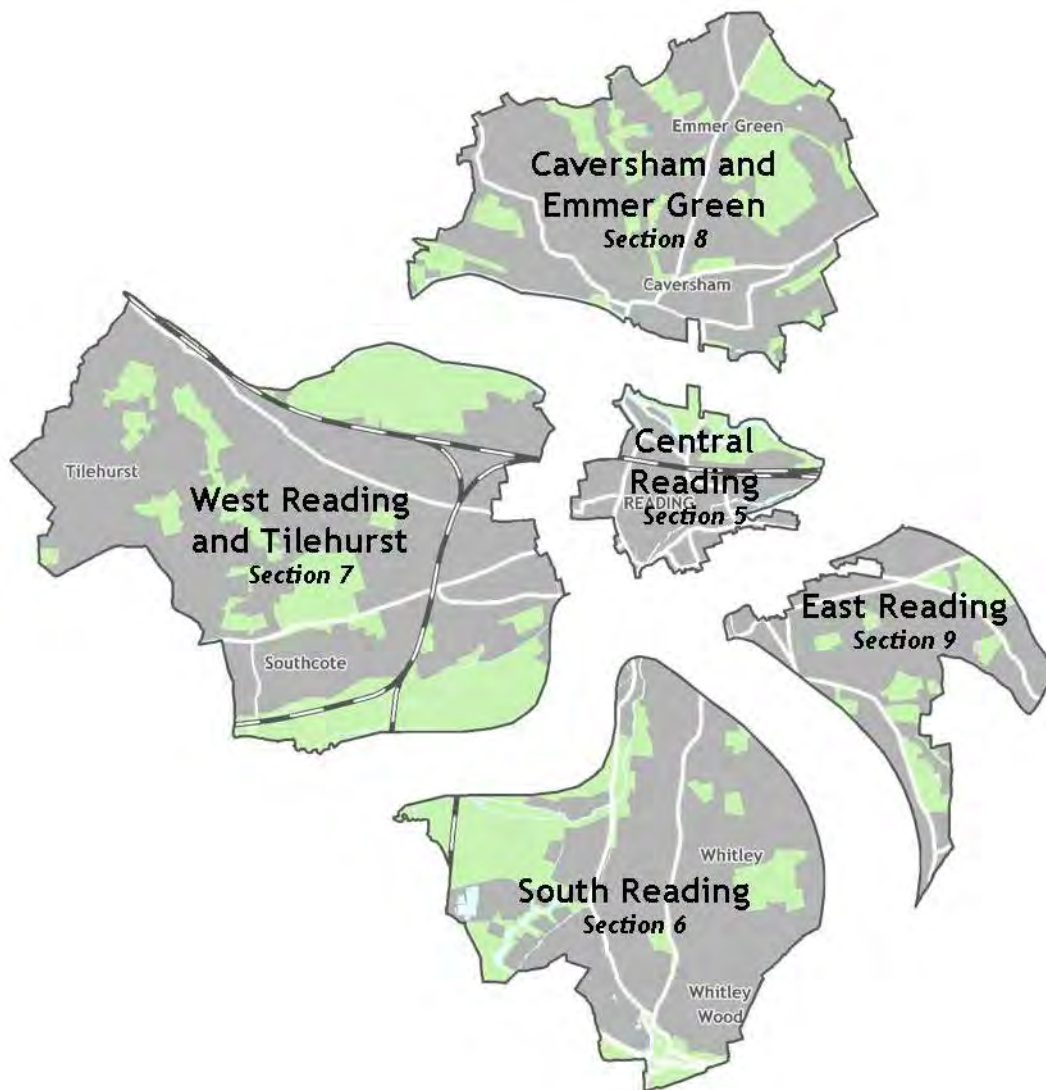
4.7.33 Security is an important consideration and the Council does not seek to hinder the ability of businesses to protect their property. However, in recent years, many shopfronts have been secured by external, solid roller doors. These are often a cheap and easy solution for security, but have detrimental effects on the shopfront and streetscape, presenting a blank wall to pedestrians and reducing natural surveillance. Other methods of security, such as lattice grilles and internal shutters are more appropriate as they still provide the necessary security but also create a more open frontage and allow light spillage after dark. In recent years, there have also been a number of cases where shop windows have been obscured by opaque material, which can have a negative effect on the vitality of the whole street and is not appropriate. Shopfronts should remain active during both the day and night.

4.7.34 Safety and security will be a prime consideration in the location of cash

machines, which should be located in well-lit, busy areas, away from dark corners or recesses.

DRAFT

AREA-SPECIFIC SECTIONS



5 CENTRAL READING

5.1 Area Context

- 5.1.1 The centre of Reading is one of the most accessible locations in the South East, and contains one of the most successful shopping centres in the UK. It is a location for a number of businesses of national and international importance, and is home to a growing residential community. It has a significant concentration of important heritage assets, some of which are increasingly being better revealed through new investment.
- 5.1.2 The character of the town centre is strongly linked to the history of the town. There is some evidence of Roman settlement, and the name of Reading has Saxon origins, with the original Saxon settlement in the vicinity of St Mary's church. The development of Reading Abbey, founded in 1121, was a major economic stimulus for the town. The historic core of the centre dates from medieval times, around the three medieval churches of St Laurence's, St Giles' and St Mary's. Reading was mostly contained within its medieval boundaries until the end of the 18th century, when the town began to expand as a result of improved transport links (including transformation of the River Kennet into a canal, linking Reading with other areas), and industrialisation. Reading's emergence as an industrial centre is largely attributable to the arrival of the Great Western railway in the mid 19th Century.
- 5.1.3 The opening of the Inner Distribution Road (IDR) in 1960 transformed the town centre, with changes to the physical appearance of Reading, including alterations to the historic street pattern, the loss of historic buildings, and dissection of the town centre. Parts of Reading's historic core were demolished during the mid-20th Century, to make way for more modern developments. However, much of historical merit remains.
- 5.1.4 More recently, there has been substantial new development within the centre. The opening of the Oracle centre in 1999 helped to establish Reading as one of the leading shopping locations in the UK. More recently, Reading station has been transformed, increasing passenger capacity and removing a significant bottleneck on the rail network. New public spaces north and south of the station provide a focus for new development. New tall buildings have been developed in the centre, and, with further tall buildings already permitted, the skyline of Central Reading is set to transform.
- 5.1.5 The centre has a wide mix of facilities. Large amounts of comparison retail are present in the centre, and there is a wide selection of leisure, cultural and entertainment facilities. The evening economy is particularly strong, and draws many visitors from outside Reading to the centre's pubs and clubs. The edge of the centre holds large areas of open space, particularly on both sides of the Thames. However, there is much less open space within the core of the centre and to the south.
- 5.1.6 The centre is among the most important employment areas in the Borough. There is a substantial amount of office floorspace in the centre, including a number of freestanding headquarters-type buildings. However, over the last two decades, there has been a trend for older office buildings to be

converted into flats, which has accelerated since 2013 due to new permitted development rights. This growing housing role in the centre has been one of the most obvious recent trends in central Reading, and Central Reading as defined here (which is largely the commercial core) had a population of 8,800 at the 2011 Census, but will have expanded even since that date, and will continue to do so in future. Residents are often young, single, childless and working in managerial and professional occupations, with a low level of car ownership, reflecting the fact that the vast majority of homes in the area are flats.

- 5.1.7 Given the history of the centre, it is unsurprising to find that the most significant cluster of heritage assets are in the area. Around 40% of Reading's listed buildings are in the centre (and many of the remainder are on its fringes), including five of Reading's six Grade I listed buildings, and more than half of the Grade II* listed buildings. Four conservation areas are within or partially within the centre, as are both of Reading's scheduled ancient monuments.

5.2 Strategy for Central Reading

5.2.1 The following represent some key principles for the area:

- a. The centre will contain a broad range of different but complementary uses within an area easily accessed by foot.
- b. The centre will appeal to all sectors of Reading's population as a place to live in, work in, study in and visit.
- c. New development will exhibit an excellent, safe and sustainable quality of design that contributes to the attraction of the centre.
- d. The centre will make the most of its waterside areas as a destination for leisure and recreation, and protect and enhance wildlife habitats.
- e. Areas of designated open space within the centre will be protected and new opportunities will be sought.
- f. Access to the centre by foot, cycle and public transport will be improved.
- g. Access within the centre by foot and cycle will be improved and barriers to this improved access will be overcome, particularly in a north-south direction through the core.
- h. Development in the centre will benefit from and contribute towards forthcoming major transport improvements.
- i. Areas and features that positively contribute to the unique and historic character of central Reading will be protected and, where appropriate, enhanced.

5.2.2 The challenge will be to provide an appropriate scale and mix of uses that make a major contribution to meeting Reading's needs, are viable, well connected to the core, particularly the station and the transport

interchange, and that help to achieve a modern 21st century town centre while protecting and enhancing the historic interest and other special qualities of Reading.

Movement and transport

- 5.2.3 Ten years ago, the picture of the centre was one of fragmentation, with barriers such as the IDR, the railway and the River Thames blocking pedestrian movement in many parts, together with uninviting linkages between other parts of the centre. These issues have begun to be addressed in recent years, with a new underpass under the station, a new pedestrian and cycle crossing of the Thames and improvements to the public realm along streets such as Station Road. However, barriers such as the IDR still exist, and the spatial strategy will continue to seek to overcome these barriers, particularly through expansion of the centre northwards beyond the centre. Emphasising a north-south link through the centre will help to link the centre to the Thames and its adjacent parks, to Caversham and to the rest of Reading.
- 5.2.4 Very significant transport investment has taken place in Central Reading in recent years, with the major improvements to Reading station together with new public transport interchanges and resulting changes to routes and services. Improvements are expected to continue with the delivery of a Mass Rapid Transit system, linking Central Reading to the wider Reading urban area and park and ride sites. It may require dedicated space on some of the streets in the centre. However, care must be taken to ensure that this system does not end up creating barriers to movement within the centre and cancelling out the benefits of breaking down barriers elsewhere. The preferred route for MRT in Central Reading is shown on Figure 5.1. Details on implementation are set out in section 10.

Land uses

- 5.2.5 A key theme that underpins the strategy and the context in which it should be read is of a mix of uses across the central area, both vertically and horizontally, although the emphasis will differ in different areas. Where specific uses should be within certain areas (e.g. office and retail), this is provided by policy CR1. If an area is shown for certain uses on the illustrative maps, it does not mean that all areas within that definition are appropriate for redevelopment, it is merely a broad guide to distribution of uses.
- 5.2.6 Housing development on suitable sites will continue to be promoted across the centre, although it will often be part of a wider mix of uses, particularly in the commercial core. It will need to be sensitive to potential environmental problems, noise, nuisance and pollution that occur in certain parts of the centre. Getting an appropriate mix of types, sizes and tenures across the area will be of great importance, as will providing the essential uses and services to allow the centre to be seen as somewhere where people can live for the long-term. This housing growth is likely to mean increasing levels of community facilities in the centre to support residential development, as well as the continued role of the centre in providing community uses to serve the whole Borough.
- 5.2.7 In the rare event of a conflict developing between uses, certain uses will have priority, as the centre is the only suitable location. Major retail and

town centre leisure development, including evening economy uses, will take first precedence, followed by, to a more limited extent, offices. In contrast, housing uses, including supporting social and community facilities, can be located in many places across the Borough.

- 5.2.8 Further major commercial office development will largely be focused in an area centred on, and easily accessible from, the station, to ensure the greatest level of accessibility by means of travel other than the car.
- 5.2.9 In terms of retail, Broad Street, the Oracle and the Broad Street Mall are currently the hub of retail in Reading and have by some distance the highest levels of footfall. It is not expected that this will change significantly, although there is scope for this area to be expanded in places to help to meet the identified needs for additional retail development, particularly to the north of the current shopping core around the station. Some other edge of centre sites may also help to meet more specific retail need.
- 5.2.10 In the context of changes to retailing, in particular online shopping, the focus of town centres across the country is increasingly on leisure provision, and Reading town centre's leisure offer will need to expand to ensure that the centre can meet this changing role. This will include arts and cultural provision, sport and recreation facilities and additional restaurants and evening uses that appeal to a wide range of users and continue to provide an 18-hour welcome. The centre will continue to provide community facilities to serve the Borough as well as the centre's growing residential population. New development and redevelopment also provides scope for creation of new open spaces and public spaces that will provide settings for buildings and offer increased opportunities for informal recreation and leisure and community events in the centre.

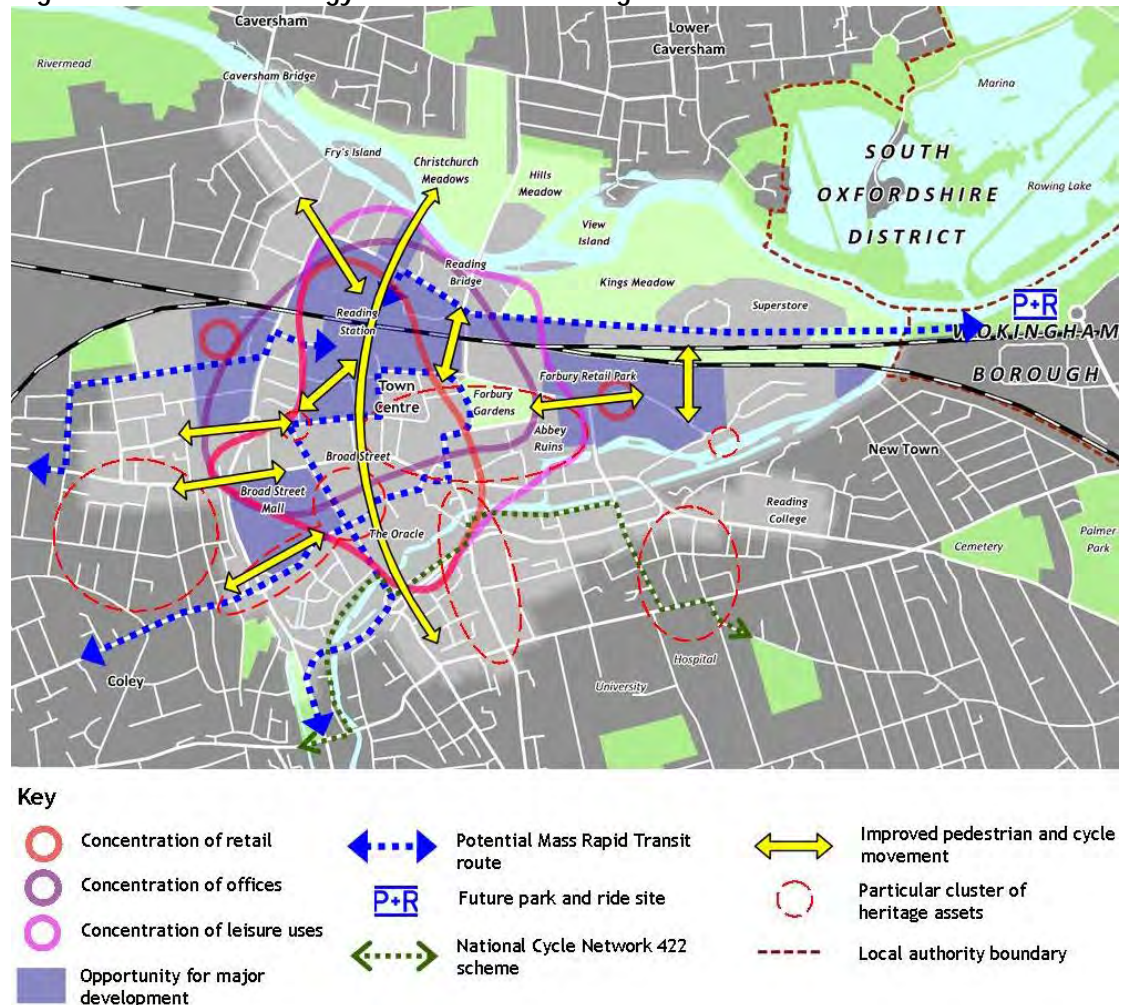
Urban design

- 5.2.11 The key to the design approach in the centre is achieving a high quality built environment and public realm. In some areas, for instance much of the existing historic core, this is already present, and in these cases this will be retained and enhanced, particularly in and adjacent to the existing central area conservation areas that cover parts of the centre. The Reading Abbey Quarter project will promote the former precinct of Reading Abbey and its surrounds, a significantly wider area than merely the remaining ruins, as a high quality visitor destination, well-linked into the rest of the centre.
- 5.2.12 However, in many parts of the central area, particularly the three identified major opportunity areas, there are low-quality and underused areas that would benefit from high quality, well-designed new development. Such new development should respect and enhance the character of the central area. It should build on the existing urban grid structure of streets and places in the centre, providing high levels of access and connectivity into the centre and to the public transport interchanges. It should contribute to creating a high quality public realm with the provision of new open and public spaces, high quality landscaping and public art as appropriate. It should provide continuity and enclosure with a high degree of active frontages.

5.2.13 Much of the development that takes place in the centre will be high density, to help meet the needs for new development as well as to provide a high-quality area that capitalises on its excellent accessibility by public transport. Accordingly, there will be scope for additional tall buildings in specific parts of the centre, in line with the tall buildings policy CR10, but it is important to bear in mind that achieving high densities does not necessitate tall buildings where they are not appropriate. In general, the tallest buildings will be in the most accessible location, around the station.

5.2.14 These principles are illustrated on Figure 5.1.

Figure 5.1: Area strategy for Central Reading



Summary

5.2.15 There is undoubted physical capacity within the centre to incorporate a significant level of new development, by efficient use of underused land through carefully developing at higher densities. This represents the most significant opportunity to accommodate new development within Reading. However, there are a variety of constraints in the centre. As well as the centre's significant heritage, and the importance of protecting the centre's limited open space, these include physical constraints to movement such as the IDR, the rivers and the railway. In addition, much of the centre,

including some of the more obvious redevelopment opportunities, lies within the flood plain.

- 5.2.16 It is expected that Central Reading will accommodate approximately:
- 7,700 homes to 2036 (around 51% of the total planned for);
 - 100,000 sq m of office floorspace (around 70% of the total planned for); and
 - Up to 40,000 sq m of retail floorspace (around 90% of the total planned for).

5.3 General Policies for Central Reading

Definition of Central Reading

CR1: DEFINITION OF CENTRAL READING

The Central Area boundary as shown on the Proposals Map will mark the edge of the town centre in most cases. However, for the purposes of application of the sequential test for main town centre uses, the following definitions as defined on the Proposals Map are used:

- *Retail development will take place in the Primary Shopping Area;*
- *Major office development of over 1,000 sq m will take place in the Office Core; and*
- *Other main town centre uses will take place in the Central Core.*

- 5.3.1 The policy identifies the boundaries of the town centre for the purposes of applying the sequential test, as set out in paragraph 24 of the NPPF. These boundaries are distinct from the boundary of 'Central Reading' as the area covered by section 5. Need has been identified for additional main town centre uses (see section 4.6) and the overall strategy is that the centre of Reading should be the main location for such main town centre uses. The spatial strategy for Central Reading (section 5.2) and the guidelines on Major Opportunity Areas (policies CR11-13) give guidance on the main locations for this floorspace. However, there is a need to define a Primary Shopping Area to set out the boundaries of what should be Reading's shopping core, and this will be set out on the Proposals Map.
- 5.3.2 The primary shopping area should be the focus for new retail investment. It will be the first location to be examined in applying the sequential approach to identifying sites for retail proposals, in line with the NPPF.
- 5.3.3 The sequential approach will also be applied to 'main town centre uses' other than retail, including leisure, cultural, visitor and arts facilities as well as offices. The general approach to these uses is set out in RL2, and involves concentration mainly on the centre. An office core and a central core will need to be defined to act as the focus for these uses in the centre and in order for the sequential approach to be applied. The office core will be slightly different from the central core for reasons set out in the spatial strategy.
- 5.3.4 It should be emphasised that the designation of, for example, a primary shopping area, does not mean that other types of development will not also be acceptable within this area. Mixing uses within the centre is at the

heart of the strategy. The policy is purely in place to allow the application of the sequential test.

Design in Central Reading

CR2: DESIGN IN CENTRAL READING

Applications for development within Central Reading should demonstrate the following attributes:

- a. Development will build on and respect the existing grid layout structure of the central area, providing continuity and enclosure through appropriate relationships between buildings and spaces, and frontages that engage with the street at lower levels, and contributing towards enhanced ease of movement through and around the central area;*
 - b. Development will provide appropriate, well designed public spaces and other public realm, including squares, open spaces, streetscape, utilising high quality and well-maintained hard and soft landscaped areas, and public art, that provide suitable functions and interest, sense of place and safe and convenient linkages to adjoining areas;*
 - c. Development should consider ways of providing green infrastructure within an otherwise very urban environment, for instance through roof gardens, green walls and green roofs.*
 - d. The architectural details and materials used in the central area should be high quality and respect the form and quality of the detailing and materials in areas local to the development site;*
 - e. Development and any associated public realm should contribute to the diversity of the central area, be capable of easy adaptation over time to meet changing circumstances, and be designed to enhance community safety.*
- 5.3.5 Part of the strategy for Central Reading is to achieve a distinctive high quality environment, by balancing protection of the historic core, special character and market town intimacy of Reading with modern, intensive, well designed, well connected, highly accessible urban development with first class open spaces and other public realm that will help to cement its role as a modern and exciting 21st Century centre.
- 5.3.6 The role of high-quality urban design in achieving the vision for the centre is therefore clear. This Local Plan includes general policies that will be applicable everywhere, including Central Reading, including on matters such as design and the historic environment. In addition, the issue of urban design has been integrated into the whole Central Reading section, as it is not a self-contained issue. However, there is a need for a policy to highlight those elements of the design issue specific to Central Reading.

- 5.3.7 A City Centre Framework was published in 2002 which set out an urban design framework for the central area. This was updated in 2008⁸⁸, and this work, along with the wide variety of documents produced for individual areas within the centre, has provided the basis for much of the Central Reading section of the Local Plan.
- 5.3.8 Policy CR2 picks up the elements that require more specific detail than is provided in other applicable design policies. For instance, the first criterion relates to one of the key themes, 'the urban grid', which was highlighted in the City Centre Framework. The existing grid structure has the advantages of catering flexibly for movement and positive urban place-making, and new development should build on and extend this pattern. Another example would be the need for flexible and adaptable buildings, which is particularly applicable to the centre, as the changing balance between the residential and office markets is particularly pronounced here, and buildings should be able to cope with those shifts. Using urban design principles to enhance community safety and design out crime may also be particularly important in the central area, and the Secured By Design principles will assist in this.

Sustainable Design and Construction

- 5.3.9 Ensuring that the design and construction of new developments is sustainable in nature is an essential element of the strategy for Reading, and the Local Plan provides for this through Policies CC2 and H4. This policy will apply to the central area as much as any other part of the Borough. However, there are certain elements of the sustainable design agenda that are particularly relevant to the type of development typical of the centre, and to which particular attention should be paid. For instance, mixed-use developments and larger buildings tend to lend themselves to Combined Heat and Power systems, and these developments are particularly prevalent in the central area. In addition, the use of green and brown roofs or green walls may enhance the biodiversity value of developments in the centre. Brown roofs in particular are of benefit to species such as black redstarts, one of the priority species in the Biodiversity Action Plan, which have been sighted in the central area.

Public Realm in Central Reading

CR3: PUBLIC REALM IN CENTRAL READING

Proposals for new development will need to make a positive contribution towards the quality of the public realm of the central area and will be assessed against the following criteria:

- i. All proposals on sites of more than 1 hectare within the central Reading boundary will need to provide new public open space or civic squares integrated with surrounding development. Smaller developments will contribute towards improvements to the public realm;***

⁸⁸ <http://www.reading.gov.uk/media/2857/City-Centre-Framework-2008/pdf/City-Centre-Framework-2008.pdf>

- ii. Imaginative uses of open space and the public realm, which contribute to the offer of the centre, will be encouraged, and new open spaces should be of a size and shape to be flexible enough to accommodate such uses. The provision of water features, trees (including street trees) and other planting, as well as hard landscaping, to create high-quality spaces, will be encouraged;*
- iii. Development proposals adjacent to or in close proximity to waterways will retain and not impede existing continuous public access to and along the waterways, and will provide legible continuous public access to and along the waterways where this does not currently exist;*
- iv. The design of developments adjacent to a waterway, including the refurbishment of existing buildings, will be required to enhance the appearance of the waterways and to provide active elevations facing the waterways. Development that turns its back on the waterways and results in blank or mundane elevations facing the waterways will not be permitted.*

Pedestrianisation, traffic management and/or environmental enhancements will continue to be implemented on appropriate streets.

5.3.10 Open space and well-designed areas of public realm are key contributors to the character of any area, and this applies particularly to large built-up areas such as Reading. Such areas provide opportunities for informal sports and recreation, community focal points and meeting places and space for events to take place.

5.3.11 Reading benefits from some substantial areas of open space close to the town centre along the Thames, and some high-quality but smaller areas such as Forbury Gardens. Increasingly, the town centre is seeing new and improved town squares and similar spaces, with the provision of squares at the north and south entrance to the new station, and recent improvements to Market Place and Town Hall Square. Additional open space or generous public realm such as town squares or wider streets that can have multiple functions would assist in creating a sense of place in the centre, and are encouraged. Indeed, these types of space are likely to present the main opportunities for additional spaces in the centre. These can act as locations for leisure activities and public gatherings and events. The provision of new public open space should be accessible and of a usable size and shape. It should be capable of use for a range of activities, across a range of age groups. Improvements to the public realm may include works such as the provision of open space, the improvement of pedestrian access to existing open space, the provision of planting, and wider streets that act as open space.

5.3.12 Reading's waterways are also major assets which need to be built into the strategy, and their distinct characters should be respected. The Kennet generally runs through more urban higher-density areas, whilst the Thames retains its sense of tranquillity. These distinct characters have informed the Local Plan. It is essential that public access along waterways is retained and expanded in the central area.

Leisure, Culture and Tourism in Central Reading

CR4: LEISURE, CULTURE AND TOURISM IN CENTRAL READING

The Central Core will be the prime focus for major leisure, cultural and tourism development⁸⁹. Leisure, cultural and tourism uses that would attract a wide range of people into the centre will be encouraged. Innovative solutions to leisure provision will be encouraged, particularly those that make best use of available (often limited) site area.

Existing leisure facilities that add to the range and offer in the centre will be retained, unless it is demonstrated that there is no need for the facility, or that an alternative, equally accessible, facility can meet the need. There should be no net loss of the Centre's overall leisure provision.

The River Thames is a prime location for new or improved non-regionally significant tourist attractions, and as such, this area is suitable for informal recreation and sporting uses and associated small-scale development, as well as improvements to management and access. Development or improvements in this area will be expected to add to or maintain the setting and character of the Thames.

- 5.3.13 This policy refers to those leisure, culture and tourism uses that are defined as 'main town centre uses' in the NPPF, excluding drinking uses, which are covered elsewhere. These facilities will assist in widening the variety of the offer of the centre, and would, in many cases, help to attract a greater range of people into the centre. For that reason, additional uses should be encouraged and development which would result in a loss of leisure facilities should be resisted. Policy RL2 directs major leisure, culture and tourism uses to Central Reading, and CR1 defines the Central Core as the most suitable part of the centre.
- 5.3.14 In order to diversify uses in the town centre and improve the Centre's leisure offer, it is important to accommodate leisure, cultural and tourism activities that appeal to a wide range of age and social groups. Leisure and entertainment uses that would contribute to the 18-hour economy will be encouraged, and existing uses maintained. This should include a range of different, yet complementary evening and night-time economy uses to cater for all sections of Reading's community, and offer alternative activities to drinking.
- 5.3.15 In all cases, new leisure development should be based on the principles of high quality and inclusive design, to assist in making the town centre more attractive and usable for local residents, shoppers, employees and leisure visitors. Blank and/ or uninteresting façades or shed-like structures will not be permitted. New development and/ or redevelopment in the Centre also provides opportunities for the creation of new spaces that may be used for formal or informal recreation and leisure.

⁸⁹ Leisure, cultural and tourism development are those uses within the 'main town centre uses' defined in the NPPF

- 5.3.16 In some cases, it may be appropriate to incorporate leisure and cultural uses within wider developments, to create effective mixed-use schemes. Where this is the case, the integration of these uses with existing developments will be encouraged, provided they do not give rise to adverse impacts on amenity.
- 5.3.17 Leisure, cultural and tourism development should not give rise to adverse impacts on the amenity of nearby residents and other town centre users, or to existing town centre spaces. Proposals will therefore be expected to mitigate any potential issues of noise disturbance (particularly night-time noise), traffic-related congestion, and anti-social behaviour and crime.

Drinking Establishments in Central Reading

CR5: DRINKING ESTABLISHMENTS IN CENTRAL READING

A range of complementary evening and night-time uses that appeal to all sections of Reading's society, and contribute to the 18-hour welcome, will be provided. Such uses should not give rise to adverse impacts on the amenity of nearby residents and other town centre users. Those uses that are likely to have an adverse impact on amenity or the character and/ or function of the Central area, will not be permitted.

Proposals for pubs, bars and clubs should be accessible to current and proposed night-time public transport services.

- 5.3.18 Reading has become an important centre for evening drinking uses over recent years, drawing people from surrounding areas as well as from the urban area of Reading. The evening economy is a key part of the overall economy, and drinking uses have therefore been a major factor in Reading's success. It is important to keep in mind that, despite some local issues, success as a centre for evening socialising has benefited Reading, and that Reading will continue to strive to maintain an 18-hour welcome for a range of users of the centre.
- 5.3.19 There is an identified need to ensure that the offer of the evening economy is diverse, in order to widen the range of people who are attracted to the centre in the evenings. Policy CR4 on leisure uses includes many uses which will widen the evening offer, and the policy on drinking establishments should be read in conjunction with that policy. The policy should encourage greater diversity in the offer of pubs, bars and nightclubs within the policy framework of strengthening leisure, culture and tourism in the centre.
- 5.3.20 Drinking establishments are included within 'main town centre uses', and will therefore proposals for new facilities will need to follow a sequential approach in line with the NPPF and policy CR1. The preference in this approach is for a location within the Central Core where there will be fewer detrimental impacts on residential areas, and where those externalities that do result can be better managed and contained.
- 5.3.21 Should a conflict arise between two or more uses in the Central Core, priority will be given to those uses that cannot be accommodated elsewhere, including drinking establishments. Evening uses will still be

expected to mitigate impacts on amenity, including anti-social behaviour and crime.

Living in Central Reading

CR6: LIVING IN CENTRAL READING

Proposals for residential development within the central area will be assessed against the following criteria:

- i. All proposals for residential development within the central area will be required to contribute towards a mix of different sized units within the development. This will be measured by the number of bedrooms provided within individual units. Ideally, a mixture of one, two and three bedroom units should be provided. As a guide, in developments of 15 dwellings or more, a maximum of 40% of units should be 1-bed/studios, and a minimum of 5% of units should be at least 3-bed, unless it can be clearly demonstrated that this would render a development unviable.*
- ii. Proposals for new residential development within the central area will be required to demonstrate how the issue of potential noise disturbance from neighbouring land uses and other sources, and air quality implications of residential development, have been considered and if necessary, mitigated. New residential development should not be located next to existing town centre uses where those uses would give rise to unacceptable levels of noise and disturbance to the occupiers of the new scheme, unless this can be mitigated.*
- iii. In meeting the requirement to provide affordable housing, in the central area an over-concentration of social renting for single persons will be avoided.*
- iv. Where proposals for serviced apartments and apart-hotels fall outside the C3 use class, they will be located within the Central Core. Such proposals will not be permitted unless the duration of occupation of residents is restricted, to ensure the units are used on a short stay basis and not as residential flats, and information monitoring the implementation of this restriction is regularly supplied.*

5.3.22 The centre of Reading is becoming ever more important as a residential location, and this applies not only to the inner areas surrounding the core, but increasingly the commercial and shopping core itself. This is to be welcomed, as it adds vitality to the centre at all hours and ensures that there is some feeling of ownership of the streets and spaces. Housing development in the centre will continue to occur over the plan period, with 7,700 new homes expected to 2036.

5.3.23 Town and city centres, unless they are the very largest centres, are never likely to be popular with large numbers of families. However, there will be families wishing to buck the trend, and other groups who would prefer larger accommodation in the centre. The policy therefore ensures that the

range of housing in the centre is not unnecessarily limited. Whilst flats are likely to make up the vast majority of new housing development in the centre, developments should not be dominated by one-bedroom units, and a minimum proportion of three or more bed-units will allow for a wider variety of people living in the centre. The Berkshire Strategic Housing Market Assessment (2016) highlighted the need for a range of dwelling sizes.

- 5.3.24 An increasing residential population in the centre raises the issue of conflict with alternative uses, particularly in the evening. Research suggests that, far from being conflicting uses, a busy evening economy is a major attractor of potential residents, who are often young and childless. Measures to maximise the mitigation of potential noise and disturbance should be built into the design of both the potential source, and of those developments, particularly housing developments, likely to be affected. However, where the evening economy is at its strongest, the potential for noise and disturbance may be such that it cannot be mitigated through design and will make for an unacceptable living environment. In these cases, residential development adjacent to these areas should not take place.
- 5.3.25 In some cases, in order for the internal noise levels to be reasonable and not adversely affect health it would be necessary to provide a system of ventilation that entirely removes the necessity to open windows, even in very hot weather. Similarly, in terms of air quality, mitigation of impacts on residential development may be required, including means of ventilation that remove the need to open windows, and draw in the lowest levels of pollution possible, for instance from roof sources. This should be secured through the design of the proposal, and planning condition if necessary. Such systems will require additional energy use, which will need to be offset in order to comply with policy CC2 or H4. Section 106 agreements may be an appropriate mechanism to improve air quality or offset the subsequent environmental impact of the proposed development in the AQMAs, where it is in compliance with the CIL Regulations.
- 5.3.26 In terms of overall provision for affordable housing, new development in the centre will be treated no differently from any other housing development, and will follow Policy H3 on affordable housing. However, the policy seeks a proportion of affordable housing as social rented accommodation. This type of accommodation, particularly where it is for single people, often caters for the most vulnerable in society, who may not be suited to the high-pressure living environment of the centre. While this issue will still need to be dealt with on a case-by-case basis, there is a need to avoid an over-concentration of one-bedroom social renting.
- 5.3.27 In recent years, Reading has seen a marked increase in proposals for serviced apartments, particularly in the centre. These uses fall halfway between hotels and housing, providing basic facilities for self-sufficient living but also the amenities of a hotel. They are attractive to people who will stay in the area for weeks or months at a time. However, these uses should not be seen as a way of introducing flats by the back door and therefore avoiding the need to contribute towards the provision of affordable housing. There will need to be restrictions applied through Section 106 agreements or conditions to ensure that development does not change its character to a residential development without planning permission, and a requirement to provide regular monitoring information on

length of occupancy.

Primary Frontages in Central Reading

CR7: PRIMARY FRONTAGES IN CENTRAL READING

Uses on the ground floor along the designated primary frontages as shown on the Proposals Map will be within one of the following use classes: A1, A2, A3, A4, A5, C1, D1, D2 or related sui generis uses, unless it would be an entrance to upper floors. New developments (or alterations to existing uses) that front onto any of the designated primary frontages will provide an active building frontage with a display window or glazed frontage at ground floor level, in order to contribute to the vibrancy of the town centre, and provide visual interest.

Frontages should be of a high visual quality. Any frontages that have the potential to hinder movement or cause unnecessary safety risk will not be permitted.

Proposals that would result in the loss of A1 or A2 use such that the proportion of the length of frontage within the street in A1 or A2 use falls below 50% will not be permitted, unless the proposal introduces a use that makes a positive contribution to the overall diversity of the centre. 50% of new primary frontages as shown on the Proposals Map should be in A1/A2 use.

- 5.3.28 Active frontages at ground floor level are key in creating the impression of a healthy centre, and in ensuring that locations are places that people want to visit and spend time in. On the key streets in the centre, it is vital that new development continues to reflect this, and that it offers visual interest on the frontage even if it is not an A1 retail unit. Ground floor uses on these frontages should be uses that create interest and activity, and typically complement town centre streets. Ensuring that uses contain frontage onto the street is essential in creating safe places and spaces, and making areas feel well-used.
- 5.3.29 Primary frontages (most of which are existing, but some will be created through new development) are illustrated on the Proposals Map. Whilst a wide range of uses, such as housing, are generally appropriate in the centre, the primary frontage should be occupied by those uses that make the greatest contribution to the vibrancy of the centre. These frontages will contain continuous glazed display windows. In the exceptional cases where this is not achievable, entrances and openings should be positioned at regular intervals along the ground floor, to assist in enlivening the street. New development should be designed to accord with existing building facades and lines, and avoid abnormal setbacks and gaps in the frontage. Frontages should remain uncluttered, so that they function effectively for all in society.
- 5.3.30 It is important that the overall retail character of the centre is maintained.

Therefore, the policy seeks to ensure that a loss of A1 or A2⁹⁰ use is not permitted where it would result in the overall proportion of the length of the frontage falling below 50%. For the purposes of applying this policy, existing frontages will be grouped together into the following streets: Broad Street (North and South); St Mary's Butts (East and West); Oxford Road (North and South); West Street (East and West); Friar Street (North and South); Chain Street (East and West); Union Street (East and West); Queen Victoria Street (East and West); Cross Street (East and West); Market Place, Butter Market and High Street; Duke Street (East and West), King Street and Kings Road (North and South); Station Road (East and West); Gun Street (South); and Oracle Riverside (North and South). The proportion will be calculated on the entire length of the frontage shown on the Proposals Map, even where that frontage does not include a use listed above.

Small Retail Units in Central Reading

CR8: SMALL SHOP UNITS IN CENTRAL READING

Small shop units make an important contribution to the diversity of the centre. Some areas of the centre are particularly characterised by small units, of less than 75 sq m. These include the arcades, Cross Street, Queen Victoria Street, Union Street, and any other areas designated in the future.

Within the areas characterised by small shop units, the amalgamation of individual shop fronts will not be permitted.

Major new retail development (more than 2,500 sq m) for multiple units in the Primary Shopping Area should include some provision for a range of small shop units.

- 5.3.31 In promoting town centres' vitality and viability, national policy in the NPPF focuses development in town centres and promotes "competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres" (paragraph 23). It also states that local planning authorities should actively plan for growth and manage the role and function of existing centres. This includes the range of sizes of shops, which can cater for different and varied retail offers.
- 5.3.32 Reading is known as being a major shopping destination with a wide offer of national multiple retailers. However, there is also an existing grouping of smaller retailers which adds diversity to the range of the centre, and planning can help to maintain this sector and allow it to grow. Although controlling the occupiers of buildings is not within the remit of planning, it can have an effect on the size of units. Part of the retail mix and character of Reading centre is the presence of a number of small shop units including within the arcades and some of the smaller side streets. In order to ensure that the vitality, diversity and retail offer of the centre of Reading is maintained and enhanced, this policy seeks to retain these small retail units, and the provision of additional small units within new retail development.

⁹⁰ A1 and A2 uses are grouped together, as no planning permission is required to change between those uses in either direction

Terraced Housing in Central Reading

CR9: TERRACED HOUSING IN CENTRAL READING

The character of the following areas of traditional town centre terraced housing will be respected:

- *CR9a: Blakes Cottages*
- *CR9b: Crane Wharf*
- *CR9c: Queen's Cottages*
- *CR9d: Sackville Street & Vachel Road*
- *CR9e: Stanshawe Road*

Development should not result in a loss, or have a detrimental effect on the character of, these areas.

5.3.33 The centre of Reading contains a number of small groupings of traditional terraced housing within the Inner Distribution Road. These areas make a unique contribution to the character of central Reading, and can be a pleasant surprise to first time visitors. These areas have merit in their own right: for instance, Sackville Street is a fine example of Reading patterned brickwork housing. In addition, Crane Wharf, Queen's Cottages and Blakes Cottages are old waterside housing areas abutting the towpath and displaying a distinct character and fabric worthy of retention and enhancement. However, there are a number of areas of distinct character in Reading, and it is the juxtaposition with the high-density, often modern, context in which these areas are found that marks them out and makes them most worthy of retention. The fact that it is the context of these areas that is the main reason for their significance makes a policy in the Local Plan a more appropriate mechanism than designation as conservation areas.

5.3.34 In addition, terraces provide opportunities for people who would not wish to live in a flat, to live in the centre. High land values mean that the development of many further houses with gardens in the core of the centre is unlikely, so these areas, where they are not already converted into flats, are important to preserve in terms of maintaining a mix and variety of housing in the centre.

Tall Buildings

CR10: TALL BUILDINGS

In Reading, tall buildings are defined as 10 storeys of commercial floorspace or 12 storeys of residential (equating to 36 metres tall) or above. Tall buildings will meet all the requirements below.

- i) Within Reading Borough, tall buildings will only be appropriate within the 'areas of potential for tall buildings' as defined on the Proposals Map. These areas are as follows:*

CR10a: Station Area Cluster

CR10b: Western Grouping

CR10c: Eastern Grouping

Figure 5.2 gives an 'at a glance' diagrammatic indication of the principles for each area set out in the following sections.

ii) CR10a, Station Area Cluster:

A new cluster of tall buildings with the station at its heart will signify the status of the station area as a major mixed-use destination and the main gateway to and most accessible part of Reading.

Tall buildings in this area should:

- Follow a pattern of the tallest buildings at the centre of the cluster, close to the station, and step down in height from that point towards the lower buildings at the fringes;*
- Contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high quality of public realm;*
- Ensure that adequate space is provided between the buildings to avoid the creation of an overly dense townscape and to allow buildings to be viewed as individual forms;*
- Be designed to fit within a wider planning framework or master plan for the area, which allows separate parcels of land to come forward at different times in a co-ordinated manner.*

iii) CR10b, Western Grouping:

A secondary cluster of tall buildings would be appropriate to create a distinctive grouping, focused along the line of the IDR, to mark the area as the civic heart of Reading and a gateway to the centre.

Tall buildings in this area should:

- Contribute to the development of a cluster of tall buildings that is clearly subservient to the Station Area Cluster;*
- Be generally lower in height than the tallest buildings appropriate for the Station Area Cluster;*
- Be linked to the physical regeneration of a wider area and should not be proposed in isolation;*
- Where buildings are to be integrated or front onto existing streets, include upper storeys of the taller structures that are set back from a base which is in line with the general surrounding building heights, particularly where the structure adjoins a conservation area;*
- Not intrude on the key view between Greyfriars Church and St Giles Church, and a view from the open space in the Hosier Street development to St Mary's Church.*

iv) CR10c, Eastern Grouping:

One or two landmark buildings situated at street corners or other gateway sites are appropriate to mark the extent of the business area.

Tall buildings in this area should:

- *Be of a smaller scale than the tallest buildings around the station;*
- *Be slim in nature and avoid dominant massing;*
- *Avoid setting back upper storeys on Kings Road in order to align strategic views into and out of the centre;*
- *Not intrude on the view from Blakes Bridge towards Blakes Cottages.*

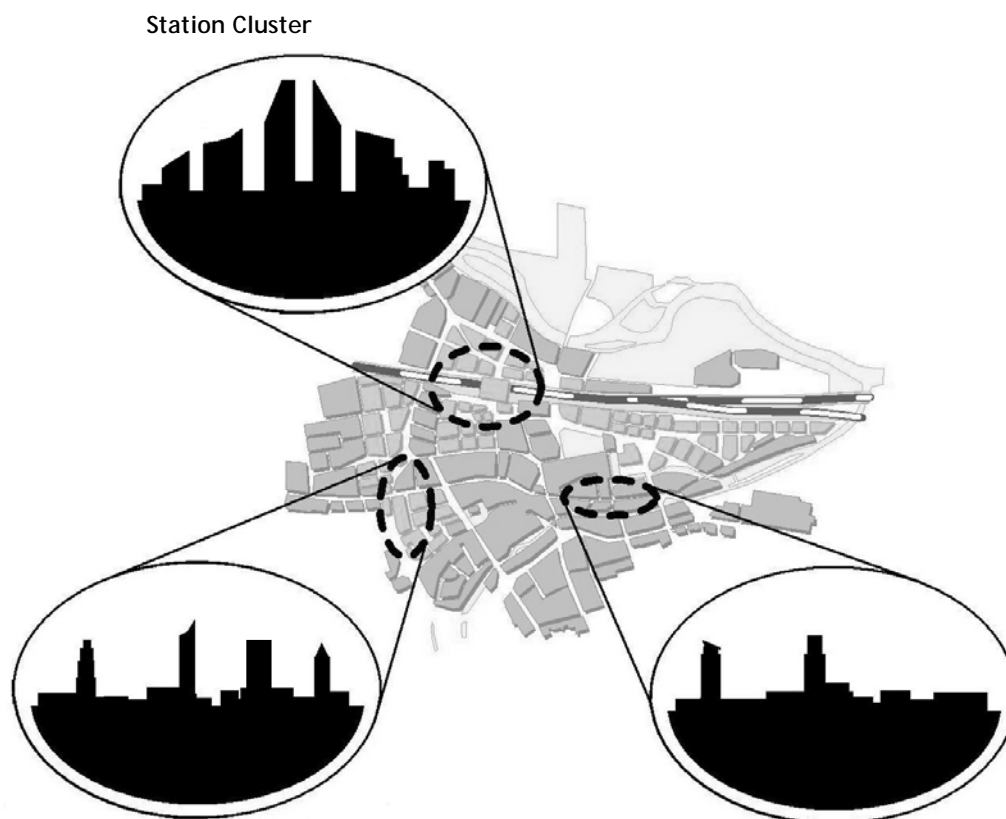
One tall building has recently been developed (The Blade), and if the permitted tall building at 120 Kings Road is constructed, there will no longer be scope for additional tall buildings in this area.

- v) *In addition to the area-specific requirements, all tall building proposals should be of excellent design and architectural quality, and should:*
- *Enhance Reading's skyline, through a distinctive profile and careful design of the upper and middle sections of the building;*
 - *Contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape;*
 - *Contribute to high-quality views from distance, views from middle-distance and local views;*
 - *Take account of the context within which they sit, including the existing urban grain, streetscape and built form and local architectural style;*
 - *Avoid bulky, over-dominant massing;*
 - *Preserve and, where appropriate, enhance the setting of conservation areas and listed buildings;*
 - *Use high quality materials and finishes;*
 - *Create safe, pleasant and attractive spaces around them, and avoid detrimental impacts on the existing public realm;*
 - *Consider innovative ways of providing green infrastructure, such as green walls, green roofs and roof gardens.*
 - *Locate any car parking or vehicular servicing within or below the development;*
 - *Maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings;*
 - *Mitigate any wind speed or turbulence or overshadowing effects through design and siting;*
 - *Ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development;*
 - *Avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting;*
 - *Provide managed public access to an upper floor observatory and to ground floors where appropriate, and ensure that arrangements for access within the building are incorporated in the design stage;*
 - *Incorporate appropriate maintenance arrangements at the design stage.*

- 5.3.35 The vision for Reading seeks to build on the status of central Reading as the dynamic and creative core of the capital of the Thames Valley. Tall buildings have an important part to play in achieving this. They have a symbolic role in marking the centre out as a regionally-significant hub of activity, and a practical role in accommodating the level of development that this status entails in a highly accessible location. Within this context, proposals for tall buildings have markedly increased in recent years.
- 5.3.36 It is therefore essential that there is a strong and clear policy on tall buildings, based on an analysis of the effects of, and opportunities for, such buildings. A Tall Buildings Strategy was produced in March 2008, and is available on the Council's website⁹¹.
- 5.3.37 It is vital that, given their prominence, new tall buildings are of the highest architectural quality. Tall buildings of mediocre architectural quality will not be acceptable. They need to make a positive contribution to the character of the centre of Reading and to views into the centre. They will be visible from a wide area and it is therefore essential that they are of the highest design quality.
- 5.3.38 The approach of three clusters of tall buildings with differing characteristics will help to provide variety and interest in visual terms, as well as creating a distinctive character for the business core of the centre. This approach has been subject to a thorough analysis of the suitability of the areas for tall buildings in terms of a number of factors, including townscape character, historic context, local and strategic views, market demand, topography, accessibility and other issues.
- 5.3.39 The heart of the business area, the station area, will be signified by the highest buildings and the densest cluster, due to its proximity to the station and public transport interchange. This will be the most extensive of the three clusters and will make a significant impact on the townscape around the station and on the town's skyline. It is important that a coherent, attractive and sustainable grouping of buildings is created within a high quality public realm. Tall buildings should be considered within the context of a masterplan or planning framework for the area that, within the context of this policy, will provide further guidance on the relative heights, massing and spacing of the buildings, and the function and quality of public realm around them, along with their relationship with the major transport interchange improvements delivered at Reading Station.
- 5.3.40 The western and eastern groupings are located at the extents of the business area, and each will be signified by a smaller grouping of tall buildings, with a more residential emphasis.
- 5.3.41 The area-specific guidelines set out in CR10 parts (ii), (iii) and (iv) are illustrated in Figure 5.2, which shows 'at a glance' and in diagrammatic format the differences between the areas in terms of massing, spacing between buildings and heights. It should not be taken as a prescriptive guideline for the appearance of the skyline, merely a diagrammatic representation of the policy principles.

⁹¹ www.reading.gov.uk/readingldf

Figure 5.2: Diagrammatic indicative representation of the differing approach to tall buildings in each area



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Skyline and views

- 5.3.42 Different aspects of a tall building's design are of significance when viewed from different distances, and this will be taken into account when designing and assessing proposals under part (v) of CR10. From longer distances, the overall massing and proportion is most important, and the relationship between the silhouette and the skyline should inform the design. In the case of mid-distance views, the overall composition and detail are perceived in balance, and the hierarchy and articulation of elevations are particularly important. Finally, for local views, the interrelationship of the building's base and the immediate setting will be particularly visible, and the quality of materials and the detailing will be critical.
- 5.3.43 The contribution that tall buildings can make to views in terms of their locations should also be taken into account. Aligning tall buildings to terminate or frame views can create a strong reference point, allowing greater urban legibility.
- 5.3.44 There are some key panoramic views of the central area that tall buildings should make a positive contribution to. These include the views of the central area from Balmore Park, Caversham Park, Kings Meadow, Reading Bridge, and from Oxford Road to the west of the centre, and Wokingham

Road to the east.

Street environment

5.3.45 Tall buildings need not prejudice the creation or retention of a human scale street environment, provided that they are carefully located, designed with a distinct top and bottom, and have regard to the effects on the microclimate. There are a number of design solutions that can be used to assist in creating a human scale street environment:

- Stepping down a large mass to its neighbours;
- Setting back the upper floors to create the impression of a continuous streetscape;
- Ensuring that the ground level is as active and interesting as possible;
- Ensuring that the public realm is naturally surveyed;
- Providing legible and accessible entrances;
- Providing a richness to the detailing and high quality materials;
- Articulating the lower floors to reflect the character of the street;
- Mitigating against the adverse impacts a tall building can often make on the microclimate;
- Providing a continuity of frontage, street line and definition and enclosure to the public realm.

Sustainable design and construction

5.3.46 Tall buildings are inherently energy intensive, so there will need to be particular efforts made to ensure that tall buildings meet the requirements of Core Strategy policy CC2 or H4. Tall buildings should exploit opportunities of efficient services distribution and building energy simulation tools to reduce energy usage. Narrow span floor plates improve the availability of daylight and hence reduce dependence on artificial light. Individual control and opening of windows is challenging in taller buildings, but advances in façade technology has made this possible and allows for internal environments to be naturally ventilated at appropriate times of the year.

Wind and solar effects of tall buildings

5.3.47 Tall buildings can adversely affect the environmental quality of surrounding areas, particularly through the diversion of high speed winds to ground level and through overshadowing of other areas. However, good design and siting can successfully mitigate these impacts. A building, or grouping of buildings, should be modelled and simulated within its surrounding context, to examine environmental performance at an early design stage to highlight any potential issues that need to be addressed.

5.3.48 In terms of wind effects, the use of architectural devices such as screens, terraces and awnings as well as façade set-backs can be used to minimise the effects of high wind speed at the base of a tall building.

5.3.49 Solar issues will influence the orientation of a building, and there are various aspects that need to be considered. These will include solar gains where passive heating is desired, shading from solar gains where they are not desired, the need to maximise daylighting, and renewable energy generation by photovoltaic cells. In terms of effects of developments, the

Building Research Establishment (BRE)⁹² has guidelines on assessing daylight and sunlight effects of development, which the Council will apply flexibly given the high density of the central area.

Other issues

- 5.3.50 Tall buildings that include residential will need to take account of noise and air quality issues in the same way as all additional residential development. All developments will need to comply with the Civil Aviation Authority's aerodrome safeguarding criteria, where buildings should be below 242 metres AOD.
- 5.3.51 Give their prominence and to signify Reading's emerging status as regional capital of the Thames Valley, it is essential that the buildings and new spaces are designed to be of the highest architectural quality. Therefore (and having taken into account CABE's and Historic England's guidance on tall buildings) the Council considers that outline planning applications for tall buildings are appropriate only in cases where the applicant is seeking to establish the principle of (a) tall building(s) as an important element within the context of a robust and credible master plan for the area to be developed over a long period of time. In such cases principles must be established within the design and access statement accompanying the application, which demonstrate that excellent urban design and architecture will result.

5.4 Central Reading Site-Specific Policies

Station/River Major Opportunity Area

VISION: The station/river area will be a flagship scheme, extending the centre and providing a mixed use destination in itself and centred on the new station and public transport interchange. It will integrate the transport links and areas northwards towards the River Thames and into the heart of the centre.

CR11: STATION/RIVER MAJOR OPPORTUNITY AREA

Development in the Station/River Major Opportunity Area will:

- i) Contribute towards providing a high-density mix of uses to create a destination in itself and capitalise on its role as one of the most accessible locations in the south east;*
- ii) Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station, including across the IDR, are of particular importance;*
- iii) Provide developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces;*

⁹² www.bre.co.uk

- iv) *Safeguard land which is needed for mass rapid transit routes and stops;*
- v) *Provide additional areas of open space where possible, including a direct landscaped link between the station and the River Thames;*
- vi) *Give careful consideration to the areas of transition to low and medium density residential and protect and, where appropriate, enhance the setting of listed buildings and conservation areas;*
- vii) *Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment;*
- viii) *Be laid out in a way that allows the area to come forward in parcels - for instance, single developments should not be solely inwards-facing, ignoring the links with other potential future development areas; and*
- ix) *Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Development of the station and interchange was completed in 2015. Development in surrounding areas will be in line with the following provisions for each sub-area:

CR11a, FRIAR STREET & STATION ROAD:

There will be active retail and leisure uses on the ground floor along Friar Street and Station Road, with a mix of uses on higher floors. Development should enhance linkages in a north-south direction to link to the Station Hill area. The setting of listed buildings in the area will be preserved, and opportunities to improve the environment of Merchants Place will be sought.

Site size: 1.36 ha Indicative potential: 150-270 dwellings, no significant net gain in offices or retail and leisure

CR11b, GREYFRIARS ROAD CORNER:

There will be active retail and leisure uses on the ground floor along Friar Street, with a mix of uses on higher floors and in the rest of the area. The edge of the site nearest to the areas of traditional terracing west of Greyfriars Road will require careful design treatment.

Site size: 0.37 ha Indicative potential: 90-140 dwellings, no significant net gain in offices or retail and leisure

CR11c, STATION HILL & FRIARS WALK:

This area will be developed for a mix of uses at a high density, including retail and leisure on the ground and lower floors and residential and offices on higher floors. There will be enhanced links through the site, including in a north-south direction at a single level into the Station Hill area and through to the station, and a network of streets and spaces. Frontages on key routes through the site should have active uses. The edge of the site nearest to the areas of traditional terracing west of Greyfriars Road will require careful design treatment.

Site size: 2.87 ha Indicative potential: 380-570 dwellings, 80,000-100,000 sq m

of offices, no significant net gain in retail and leisure

CR11d, BRUNEL ARCADE AND APEX PLAZA

This area will be developed for a mix of uses at high density, including residential and/or offices. Retail and/or leisure uses will activate the ground floor facing the southern station square. Development should seek to enhance the setting of nearby heritage assets, and views from within the conservation area and Forbury Gardens should be carefully considered.

Site size: 1.51 ha Indicative potential: 250-380 dwellings, 3,000-5,000 sq m net gain of offices, 1,000-2,000 sq m net gain of retail and leisure

CR11e, NORTH OF STATION:

There will be retail and leisure development on the ground floor activating the streets and spaces including the new northern station square, with other uses including residential and offices on upper floors. Public car parking will be provided. A high quality route incorporating a green link should be provided through to the Thames. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 6.71 ha Indicative potential: 640-960 dwellings, 50,000-80,000 sq m net gain of offices, 3,000-6,000 sq m net gain of retail and leisure, hotel.

CR11f: WEST OF CAVERSHAM ROAD:

This area will be developed for residential. Densities will be lower than elsewhere in the Station/River area to reflect the proximity to low-rise residential areas, and the edge of the site nearest to the areas of terracing will require careful design treatment. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 0.92 ha Indicative potential: 75-115 dwellings.

CR11g, RIVERSIDE:

Development should maintain and enhance public access along and to the Thames, and should be set back at least ten metres from the river. Development should continue the high quality route including a green link from the north of the station to the Christchurch Bridge, with potential for an area of open space at the riverside. The main use of the site should be residential, although some small-scale offices and leisure will also be appropriate.

Site size: 1.24 ha Indicative potential: 250-370 dwellings, 1,000-2,000 sq m of leisure, no significant net gain in offices.

CR11h, NAPIER ROAD JUNCTION:

A landmark building, containing residential and/or offices is appropriate for this site, which may contain an active commercial use on the ground floor. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 0.49 ha Indicative potential: 200-300 dwellings, 2,000-3,000 sq m of retail or commercial.

CR11i, NAPIER COURT:

This area will be developed for residential. The design must avoid detrimental effects on the adjacent Thames Valley Major Landscape Feature, and building heights should reduce from west to east across

the site. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 1.1 ha

Indicative potential: 180-260 dwellings.

- 5.4.1 The Station/River major opportunity area is currently a mix of densities, land uses and character. Large parts of the area are currently of low density, and although many of these are in active use, they represent an inefficient use of one of the most accessible locations in the South East. In other parts of the area there is higher density development, much of which has a detrimental effect on surrounding areas, contributes towards a generally poor environmental quality and is in some cases vacant. It is difficult to move about parts of the surrounding area on foot, particularly north of the station.
- 5.4.2 The area has recently been transformed with the completion of the Reading Station project in 2015, including the opening of the new station in 2014. As well as removing a bottleneck on the national rail network, it has significantly improved passenger capacity, vastly improved the local environment around the station and improved north-south linkages through opening of the underpass. The arrival of Crossrail at Reading, timetabled for 2019, will further enhance the accessibility of the area. This provides a strong impetus for development of the surrounding sites, and gives an opportunity to think about the wider station area, stretching up to the River Thames in the north and the shopping core in the south, as a whole. These guidelines should ensure that the area continues to develop in a comprehensive manner, and is brought into the core of the centre.
- 5.4.3 The development of the wider station area allows the significant improvement of north-south links through the centre, and offers the opportunity to expand the core of the centre northwards to help meet development needs.
- 5.4.4 In order for the station area to become a destination in its own right, it should contain a wide mix of uses across the area. This wide mix of uses will ensure that the station area becomes a vibrant central quarter, active at different times of the day. This will mean retail and leisure development, to help draw the station into the core of the centre and activate streets and spaces, new residential development, which will require substantial improvements to the physical environment, and offices. The station area will be the main focus for new office development in the centre, to capitalise on its high accessibility by rail and other public transport. There is also potential for future community uses within the area, including police facilities and health infrastructure.
- 5.4.5 Policy CR11 includes some figures for indicative development capacity. It should be noted that, to an even greater extent than other areas, development capacity can vary significantly on high density town centre sites, and these figures are therefore an indication only. Of greatest importance will be the creation of a high-quality, well-designed mixed use destination, and there is potential for development figures to vary in order to achieve this aim.

- 5.4.6 The successful development of this area hinges on improved accessibility by public transport, and improved permeability for pedestrians and cyclists. In terms of permeability, improving links for pedestrians and cyclists through the centre, particularly in a north-south direction, is one of the key principles for the spatial strategy of the centre, along with removing barriers to access within the centre. If visual links are also provided, this will help change the perception of the area north of the station as a separate entity. The opening of the underpass under the station and the provision of a new pedestrian and cycle bridge over the Thames have recently helped to achieve this vision, but further improvements can still be made. Ensuring active frontages along these routes will assist these to become attractive links, as will the provision of new areas of open space. This is particularly important on the route between the shopping core, the station and the Thames.
- 5.4.7 Improving public transport access to the centre, particularly the station and public transport interchange, is vital, and the provision of a mass rapid transit system linking the centre and station to park and ride sites is a key aspect of Reading's transport strategy. In this area this will mainly be on existing streets, but in some cases there may be requirements in terms of land, and it should be ensured that development does not prejudice the delivery of MRT or other major transport schemes. In addition, some new public car parking is likely to be required in the area, which, due to space constraints and changes in levels, may well in some cases take the form of undercroft car parking.
- 5.4.8 Parts of the area around the station are appropriate for well-designed tall buildings, in line with the policy on tall buildings (CR10), and the area will be developed at a higher density even where there are no tall buildings. However, schemes in these areas should take account of the fact that there are areas of low-rise housing fringing the area, and this should be reflected in the design of schemes, both in terms of the effect on character of the area and on the amenity of residents. In addition, there are a number of significant listed buildings in or adjoining the Major Opportunity Area, south of the railway tracks, including the historic station building (now the Three Guineas), as well as a conservation area and historic park close by. Development should respect the setting of these features and will need to be carefully designed to avoid detriment to them.
- 5.4.9 Figure 5.3 shows the broad strategy for the Station/River Major Opportunity Area, which indicates some of the elements that need to be taken into account in developing this area. The Proposals Map gives greater detail on some matters, such as boundaries of the Major Opportunity Area and Sub-Areas. A Station Area Development Framework was prepared for most of this area in 2010 to provide more detailed guidance, and a Station Hill South Planning and Urban Design Brief covering sites CR11a, b and c dates from 2007. These documents continue to apply, alongside any future Supplementary Planning Documents.
- 5.4.10 Parts of the area may face issues around noise and air quality that will need to be mitigated in relation to new residential development. More information on potential mitigation measures is contained in relation to policy CR6. There is also considered to be a high potential for archaeological finds within the area, including from prehistoric, Saxon,

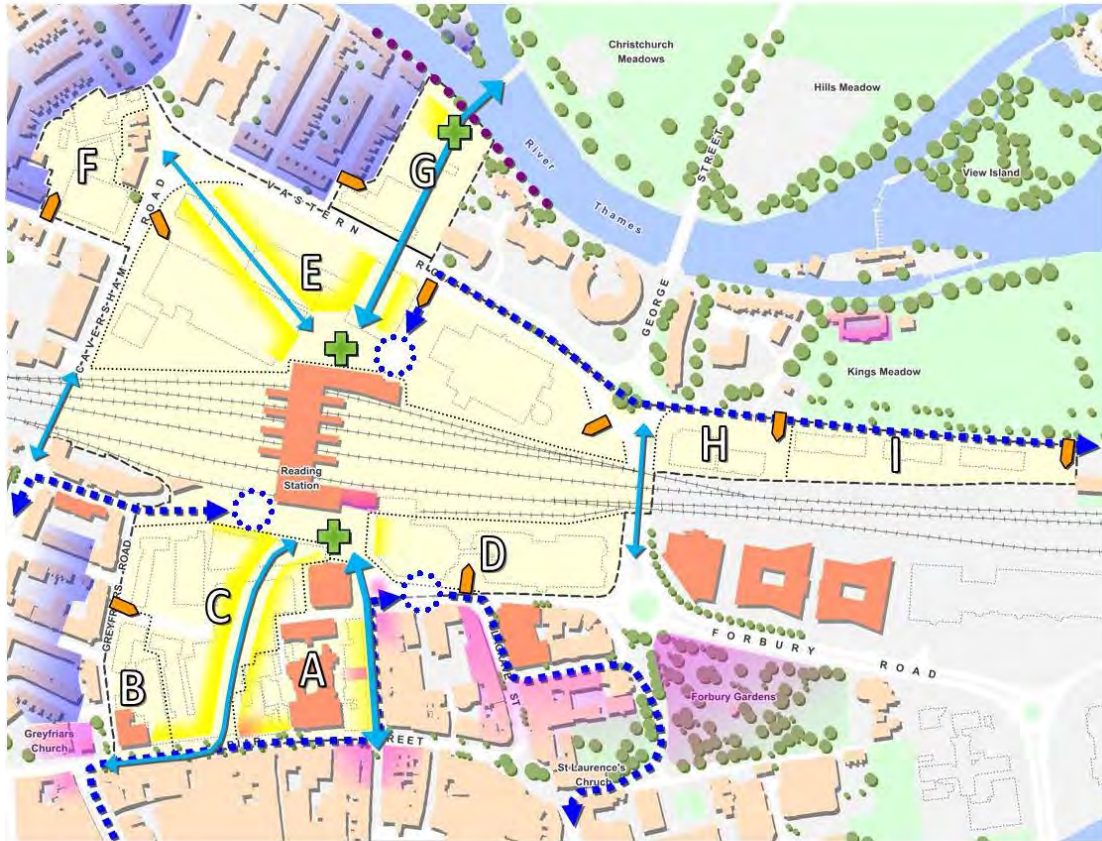
medieval and post-medieval periods. Early consultation on these matters will be required.

5.4.11 Parts of the Station/River Major Opportunity Area, particularly north of the railway line, are within both Flood Zones 2 and 3a⁹³. However, this must be weighed against the vital role that these sites will play in regeneration in the centre. A sequential and exceptions test in line with the NPPF has been carried out in identifying these sites for development, and this will be available on the Council's website as background evidence. Individual applications will need to provide their own Flood Risk Assessment. Detailed proposals on these sites will need to consider how the mix of uses is best distributed taking flooding guidance into account.

5.4.12 Sites within this area potentially contain public sewers. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.

⁹³ See the Strategic Flood Risk Assessment, 2017

Figure 5.3: Station/River Major Opportunity Area Strategy



Key

- Sub-area boundary
- Major Opportunity Area
- Footprint of existing building in Major Opportunity Area
- Existing building
- Recent building or building under construction
- Nearby sensitive location—low-rise residential
- Nearby sensitive location—heritage assets

- + New area of open space
- Vehicle access point
- Key movement corridor (pedestrian and/or cycle)
- Location of transport interchange
- Proposed Mass Rapid Transit route
- Retained or new public access along waterways
- Activation of key routes and spaces with town centre uses

Sub-Areas

- A** CR11a: Friar Street and Station Road
- B** CR11b: Greyfriars Road Corner
- C** CR11c: Station Hill and Friars Walk
- D** CR11d: Brunel Arcade and Apex Plaza
- E** CR11e: North of the Station
- F** CR11f: West of Caversham Road
- G** CR11g: Riverside
- H** CR11h: Napier Road Corner
- I** CR11i: Napier Court

West Side Major Opportunity Area

VISION: The west side area will be a mixed-use extension to the west of the centre containing high-quality mixed-use environments and fostering stronger east-west links into the central core.

CR12: WEST SIDE MAJOR OPPORTUNITY AREA

Development in the West Side Major Opportunity Area will:

- i) Contribute towards providing a mix of uses including residential;*

- ii) *Help facilitate greater pedestrian and cycle permeability, in particular on key movement corridors and east-west links through the area and between development areas and the station, including improved crossings of the IDR;*
- iii) *Safeguard land which is needed for mass rapid transit routes and stops;*
- iv) *Provide additional or improved areas of open space where possible, generally in the form of town squares;*
- v) *Give careful consideration to the areas of transition to low and medium density residential and conservation areas and protect and, where appropriate, enhance the setting of listed buildings;*
- vi) *Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment; and*
- x) *Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Development at Chatham Place is now complete. Development will be in line with the following provisions for each of the remaining sub-areas:

CR12a, CATTLE MARKET:

This site will be developed for a mix of edge-of-centre retail uses, which may include bulky goods, and residential development, along with public car parking. The retail must be designed to mesh into the urban fabric and a single storey retail warehouse will not be permitted. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 2.46 ha Indicative potential: 330-490 dwellings, 10,000-15,000 sq m net gain of retail.

CR12b, GREAT KNOLLYS STREET & WELDALE STREET:

This area will be developed primarily for residential. Any development which would result in the loss of small business units should seek to replace some of those units, preferably on site. There should be a careful transition to the lower density residential areas to the west.

Site size: 3.02 ha Indicative potential: 280-430 dwellings, no significant net gain of other uses.

CR12c, CHATHAM STREET, EATON PLACE AND OXFORD ROAD:

Development of this area will be primarily for residential, with potential for community uses. There may also be some small scale retail and leisure uses on the Oxford Road frontage. This area is surrounded by heritage assets or low-rise residential, and inappropriate building scale at the fringes of the site will not be permitted.

Site size: 1.15 ha Indicative potential: 180-260 dwellings.

CR12d, BROAD STREET MALL:

The site will be used for continued retail and leisure provision, maintaining frontages along Oxford Street and St Mary's Butts, and improving frontages to Hosier Street, with uses including residential, with some potential for offices, on upper floors. This may be achieved by comprehensive redevelopment. Alternatively, a development which retains the existing mall with additional development above will only be appropriate where it improves the quality of the existing mall frontages.

Site size: 2.75 ha

Indicative potential: 280-420 dwellings, no significant net gain of retail and leisure.

CR12e, HOSIER STREET:

Development on this site will result in a new residential community centred around an improved area of public open space and a high quality environment. The edges of the open space will be activated with retail and/or leisure uses, and development may also include some limited offices uses. The Hexagon theatre will only be developed if a replacement facility for Reading is provided, and approaches to the theatre will be improved. Development will also include a replacement site for the street market. The car parking below ground level will be retained and incorporated into the development.

Site size: 3.41 ha

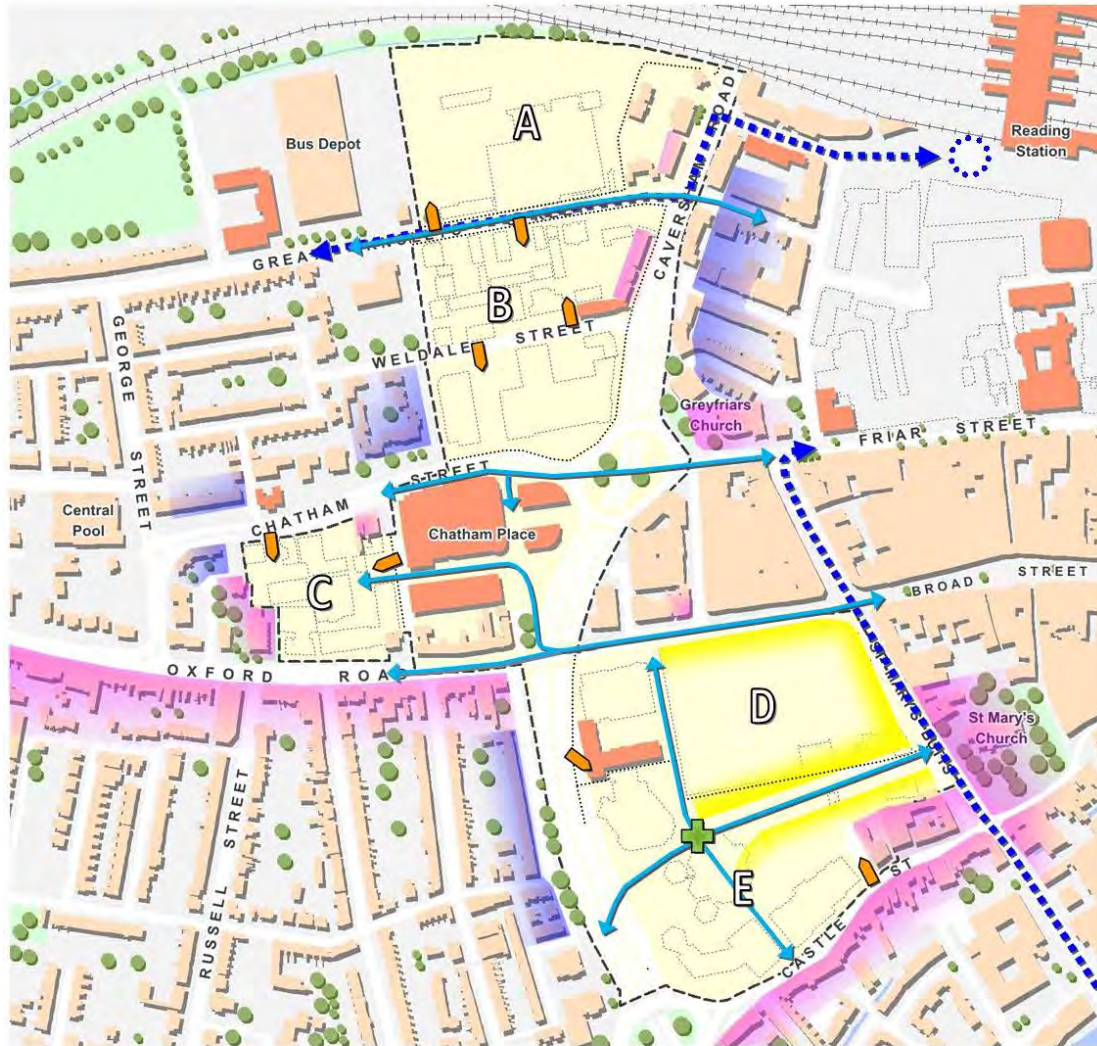
Indicative potential: 500-750 dwellings, 4,000-6,000 sq m of retail and leisure.

- 5.4.13 The West Side Major Opportunity Area is a mix of central area fringe uses along the western edge of the centre. Some of these uses are of low-density, whilst others are of poor environmental quality and are in need of improvement. One of the main features of the area is the Inner Distribution Road, which forms a major barrier to movement. Visitors arriving into the centre from the west will have to pass through these areas of low environmental quality, and this affects the perception of the centre. Regeneration of the western edge of the centre has been a long-held objective, and the development of the Chatham Street area is now complete.
- 5.4.14 In general, a broad mix of uses will be sought in the West Side, given its proximity to the central core, and there is provision for some additional retail or leisure, particularly around Hosier Street. However, it should also be recognised that the West Side is neither as accessible nor as central to the direction of extension of the centre as the Station/River Major Opportunity Area. For this reason, the balance of uses is weighted more strongly in favour of residential than the Station/River. However, in such central fringe locations, changes in the residential and commercial markets are likely to have particular effects, so buildings should be flexible and robust to accommodate different uses. Policy CR12 includes some figures for indicative development capacity. It should be noted that, to an even greater extent than other areas, development capacity can vary significantly on high density town centre sites, and these figures are therefore an indication only.
- 5.4.15 Many of the elements that are key to successful development of the Station/River Major Opportunity Area also apply to the West Side. Improved pedestrian and cycle permeability remains vital, but the key direction through the West Side is from east to west, with the main barrier being the

IDR. The presence of low-rise residential adjacent to the site also requires careful treatment, with the added issue of the Russell Street/Castle Hill and St Mary's Butts/Castle Street conservation areas and numerous listed buildings adjoining the West Side. The existence of these historic assets can be viewed as an opportunity rather than a constraint, with a chance to significantly improve parts of the area to better relate to the conservation area. Additional areas of open space will also be provided, most likely in the form of town squares. In addition, land may need to be safeguarded for major transport schemes, particularly the Mass Rapid Transit proposal.

- 5.4.16 In the Hosier Street area, the old civic offices have now been demolished, and the need for replacement of the Hexagon theatre has been recognised for some time. The Hexagon is not suited to modern theatre requirements and is expensive to maintain. Replacement within the same area is preferred.
- 5.4.17 Figure 5.4 shows the broad strategy for the West Side Major Opportunity Area, which indicates some of the elements that need to be taken into account in developing this area. The Proposals Map gives greater detail on some matters, such as boundaries of the Major Opportunity Area and Sub-Areas. Any Planning Briefs which are produced to cover these areas will expand on policy CR12, and, if appropriate the sub-area aspects of the policy.
- 5.4.18 Parts of the area may face issues around noise and air quality that will need to be mitigated in relation to new residential development. More information on potential mitigation measures is contained in relation to policy CR6. There is also considered to be a high potential for archaeological finds within the area. Early consultation on these matters will be required.
- 5.4.19 Northern parts of the West Side Major Opportunity Area are within both Flood Zones 2 and 3a. However, this must be weighed against the vital role that these sites will play in regeneration in the centre. A sequential and exceptions test in line with the NPPF has been carried out in identifying these sites for development, and this will be available on the Council's website as background evidence. Individual applications will need to provide their own Flood Risk Assessment. Detailed proposals on these sites will need to consider how the mix of uses is best distributed taking flood risk into account.
- 5.4.20 Sites within this area potentially contain public sewers. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.

Figure 5.4: West Side Major Opportunity Area Strategy



Key

- | | | | | | |
|-------|--|---|---|------------------|---|
| | Sub-area boundary | ■ | Nearby sensitive location—heritage assets | ■ | Activation of key routes and spaces with town centre uses |
| ■ | Major Opportunity Area | + | New area of open space | Sub-Areas | |
| □ | Footprint of existing building in Major Opportunity Area | ↔ | Vehicle access point | A | CR12a: Cattle Market |
| ■ | Existing building | ↔ | Key movement corridor (pedestrian and/or cycle) | B | CR12b: Great Knollys Street & |
| ■ | Recent building or building under construction | ⊙ | Location of transport interchange | C | CR12c: Chatham Street, Eaton Place & Oxford Road |
| ■ | Nearby sensitive location—low-rise residential | → | Proposed Mass Rapid Transit route | D | CR12d: Broad Street Mall |
| | | | | E | CR12e: Hosier Street |

East Side Major Opportunity Area

VISION: The east side area will be a new community at the eastern fringes of the centre, lending a more urban character to the area, and helping to frame the historic east of the central core.

CR13: EAST SIDE MAJOR OPPORTUNITY AREA

Development in the East Side Major Opportunity Area will:

- i) *Provide a more defined urban environment than currently exists, of a medium to high density;*
- ii) *Contribute towards the provision of a new residential community at the eastern fringes of the central area;*
- iii) *Help facilitate greater pedestrian and cycle permeability, in particular east-west links through the area and links between development areas and the station, including improved crossings of the IDR and railway;*
- iv) *Safeguard land which is needed for mass rapid transit routes and stops;*
- v) *Preserve the historic features in the area and enhance their setting where possible;*
- vi) *Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment;*
- vii) *Provide additional areas of open space where possible, particularly in the centre of the new community;*
- viii) *Maintain, improve and create new access along the north side of the River Kennet; and*
- xi) *Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Development at Queens House (formerly Energis) and 42 Kenavon Drive is now complete. Development will be in line with the following provisions for each of the remaining sub-areas:

CR13a, READING PRISON:

The prison building itself is of historical significance and is listed, and will be retained. The building would be used for residential, commercial offices or a hotel, and could include some cultural or heritage element that draws on its significance. The site is part of a scheduled ancient monument, and therefore any additional development will be dependent on a thorough demonstration that it would not have detrimental impacts on the significant archaeological interest. The prison adjoins the Abbey Quarter, and development should therefore enhance that area as a heritage destination.

Site size: 1.44 ha

Indicative potential: conversion of prison could result in 65-90 dwellings. No figures for additional development, as highly dependent on assessment of archaeology.

CR13b, FORBURY RETAIL PARK:

This site would be the focus of the new residential community, and, alongside residential, additional retail, leisure and community uses at a scale to serve the Kenavon Drive area would be appropriate. It should include a new area of open space and enhance the frontage to the canal, including a buffer zone to the canal bank to reflect its wildlife

significance. Implementing this policy may involve complete redevelopment or using new additional development to improve the existing urban form of the area. Some parts of the site are likely to be implemented in the long term.

Site size: 6.99 ha Indicative potential: 1,230-1,840 dwellings, no net gain of retail.

CR13c, KENAVON DRIVE & FORBURY BUSINESS PARK:

This site would be largely residential in nature, although opportunities to create an area of open space close to the Kennet should be sought. Development will link into the newly-opened pedestrian link under the railway to Napier Road.

Site size: 2.07 ha Indicative potential: 130-190 dwellings.

CR13d, GAS HOLDER:

This area will be used for residential development. Development should enhance the character of the mouth of the Kennet and should maximise the potential of the site to be a river gateway to Reading. Public access along the river to the Kennet Mouth will be sought. Development should be set back at least ten metres from the river and allow for a wildlife corridor along the river.

Site size: 0.71 ha Indicative potential: 46-70 dwellings.

- 5.4.21 The East Side Major Opportunity Area is characterised for the most part by relatively low-density development in fairly prominent positions, including retail warehousing and business and industrial space, as well as the historic local landmark of Reading Prison. The whole of this area is highly visible from the railway line, and it therefore affects the perception of Reading for people who arrive or pass through by rail. Other aspects which distinguish the East Side from the two other Major Opportunity Areas include the presence of the River Kennet, a more urbanised waterway than the Thames, along the length of the area, and a cluster of historically significant sites, including the Abbey ruins, Forbury Gardens and the Prison, at the western end of the area. Some redevelopment of former industrial and utilities sites for residential has already taken place in Kenavon Drive in recent years, and the development of 42 Kenavon Drive has recently been completed.
- 5.4.22 Policy CR13 includes some figures for indicative development capacity. It should be noted that, to an even greater extent than other areas, development capacity can vary significantly on high density town centre sites, and these figures are therefore an indication only.
- 5.4.23 The East Side differs from the other two Major Opportunity Areas in that it is, by the standards of large sites in the centre, relatively self-contained and separate from the commercial core. Whilst the West Side and Station/River are very significant in terms of important routes through the areas, there are fewer routes through the East Side, albeit that there are opportunities to create more permeability through the site for pedestrians and cyclists. Therefore, there is an opportunity to continue to develop much of the east side as a new, reasonable tranquil residential community making up part of the centre, but with a distinct identity. It is important to maximise these opportunities, using design solutions such as home zones, and by providing a high quality public realm.

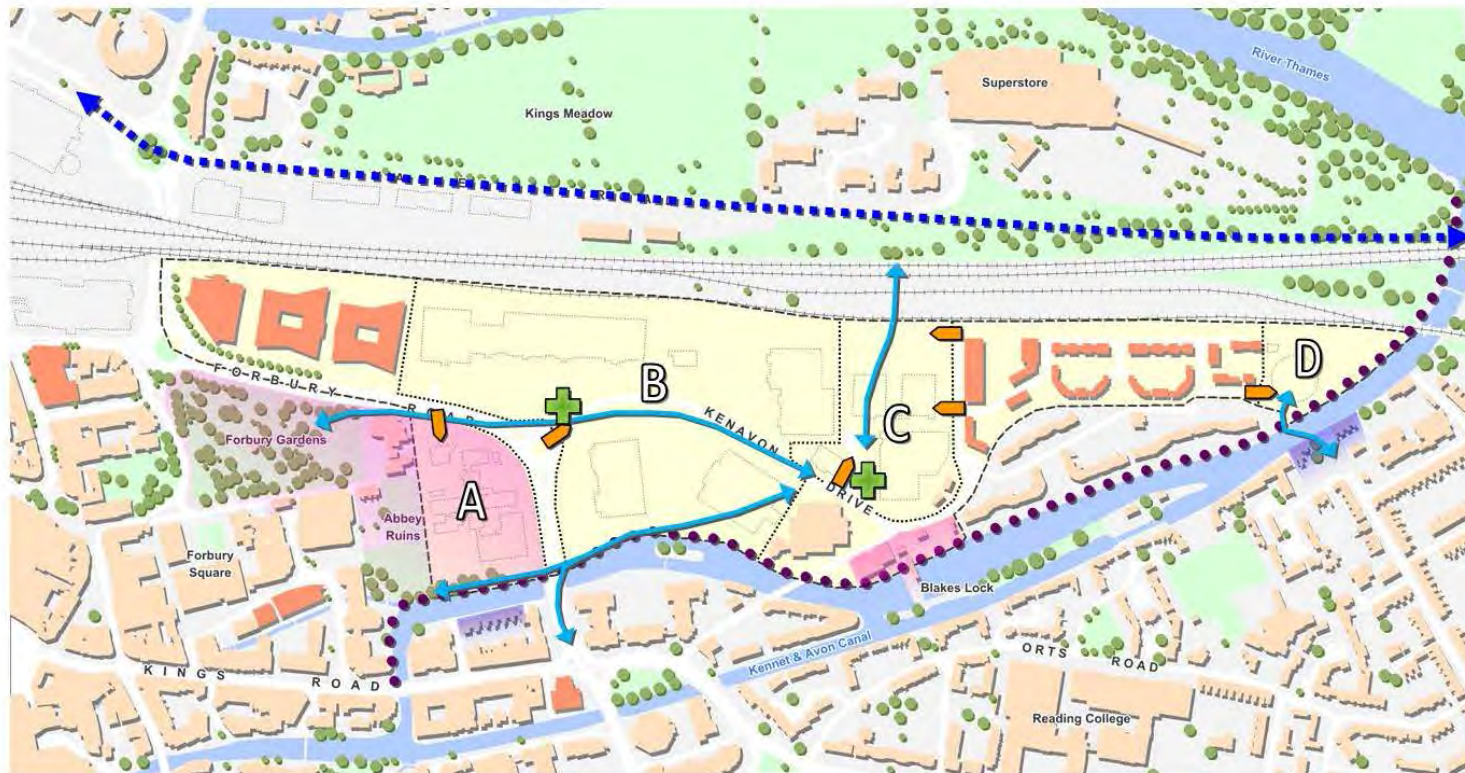
- 5.4.24 One of the main purposes of the designation of this area as the East Side is the creation of a more urban feel to what is currently a low-density area of buildings which do not relate well to the streets and spaces. Therefore, development should be of a more urban form, for example perimeter blocks.
- 5.4.25 It has already been noted that the East Side is characterised by the presence of the River Kennet and the historically significant sites on the eastern fringes of the centre. These naturally inform the strategy and policy for the area. Some parts of the banks of the Kennet do not currently have public access, so it is important to ensure that new development seizes any opportunities to create new public routes, as well as enhance the waterside environment for ecology purposes. In addition, any development should take account of its impacts on the setting of historic sites, seeking enhancement where appropriate. The prison site offers a particular opportunity to achieve this, and its integration within the wider Abbey Quarter project offers an opportunity to further enhance this emerging heritage destination.
- 5.4.26 Development in the East Side should also take account of many of the considerations applicable to the other Major Opportunity Areas, such as safeguarding land needed for major transport projects, and facilitating better pedestrian and cycle links. In this instance, east to west links across the IDR are of particular importance. Links across the railway have been improved with the opening of the underpass to Napier Road, but can be further enhanced by providing a high quality approach to this underpass, as well as by public access under the railway at the eastern end of the site. New areas of open space to serve the new community will be required, as will some services and facilities.
- 5.4.27 Figure 5.5 shows the broad strategy for the East Side Major Opportunity Area, which indicates some of the elements that need to be taken into account in developing this area. The Proposals Map gives greater detail on some matters, such as designation of the Major Opportunity Area and Sub-Areas. There are existing Supplementary Planning Documents covering parts of the site, the Reading Prison Framework and the Kenavon Drive Urban Design Concept Statement, and these continue to be relevant. In particular, Reading Prison is a highly constrained site, and the Framework contains much more detailed information on these issues and how they should be addressed.
- 5.4.28 Parts of the area may face issues around noise and air quality that will need to be mitigated in relation to new residential development. More information on potential mitigation measures is contained in relation to policy CR6. There is also considered to be a high potential for archaeological finds within the area. Early consultation on these matters will be required. In particular, the location of Reading Prison as part of a scheduled ancient monument means that the substantial archaeological potential is one of the factors to be considered at the very outset of the scheme, and the Reading Prison Framework discusses this in more detail.
- 5.4.29 Parts of the East Side Major Opportunity Area are within Flood Zone 2. A small part is also within Flood Zone 3a. However, this must be weighed against the vital role that these sites will play in regeneration in the centre.

A sequential and exceptions test in line with the NPPF has been carried out in identifying these sites for development, and this will be available on the Council's website as background evidence. Individual applications will need to provide their own Flood Risk Assessment. Detailed proposals on these sites will need to consider how the mix of uses is best distributed taking flood risk into account.

- 5.4.30 Sites within this area potentially contain public sewers. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989. Sites CR13a, CR13b and CR13c are also close to a pumping station, and effects on proposed residential properties as a result of odour, noise and vibration will need to be considered.

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Figure 5.5: East Side Major Opportunity Area Strategy



Key

- Sub-area boundary
- Major Opportunity Area
- Footprint of existing building in Major Opportunity Area
- + New area of open space
- Vehicle access point
- ↔ Key movement corridor (pedestrian and/or cycle)
- ← Proposed Mass Rapid Transit route
- Retained or new public access along waterways

Sub-Areas

- A CR13a: Reading Prison
- B CR13b: Forbury Retail Park
- C CR13c: Forbury Business Park & Kenavon Drive
- D CR13d: Gas Holder

Other Sites for Development in Central Reading

CR14: OTHER SITES FOR DEVELOPMENT IN CENTRAL READING

The following sites will be developed according with the principles set out in this policy:

CR14a CENTRAL SWIMMING POOL, BATTLE STREET

Development for residential use once replacement swimming provision has been addressed.

Development should:

- *Conserve and where possible enhance the setting of the Conservation Area and nearby listed buildings;*
- *Take account of nearby scale of development, including higher density development to the east;*
- *Address noise impacts on residential use;*
- *Address air quality impacts on residential use; and*
- *Avoid overlooking of the rear of existing residential properties.*

Site size: 0.55 ha 80-120 dwellings

CR14b FORMER READING FAMILY CENTRE, NORTH STREET

Development for residential.

Development should:

- *Address air quality impacts on residential use; and*
- *Take account of potential archaeological significance.*

Site size: 0.23 ha 15-22 dwellings

CR14c 17-23 QUEEN VICTORIA STREET

Change of use of upper floors of listed building from office to residential

Development should:

- *Avoid detrimental effects on the significance of the listed building;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.05 ha 10-16 dwellings

CR14d 173-175 FRIAR STREET AND 27-32 MARKET PLACE

Change of use of listed buildings and development of remainder for residential and/or offices with retail and related uses on the ground floor, retaining the arcade form.

Development should:

- *Avoid detrimental effects on the significance of the listed building and the Conservation Area and their settings;*
- *Take account of potential archaeological significance;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.18 ha 36-54 dwellings plus ground floor town centre uses

CR14e 3-10 MARKET PLACE, ABBEY HALL AND ABBEY SQUARE

Development for retail and related uses on ground floor with residential and/or offices on upper floors, designed to enhance contribution of site to Conservation Area. Possible pedestrian link between Market Place and Forbury Square/Abbey Square. Rear servicing and preservation of historic building line.

Development should:

- *Enhance the Conservation Area and the setting of adjacent listed buildings;*
- *Reflect the prevailing height of Market Place;*
- *Take account of the high potential for archaeological significance;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.29 ha 46-70 dwellings plus ground floor town centre uses

CR14f 1-5 KING STREET

Change of use of listed building to ground floor town centre uses and residential on upper floors

Development should:

- *Avoid detrimental effects on the significance of the listed building and the Conservation Area;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.08 ha 16-24 dwellings and ground floor town centre uses

CR14g THE ORACLE EXTENSION, BRIDGE STREET AND LETCOMBE STREET

Development of the area between the River Kennet and Mill Lane for retail, with use of site at Letcombe Street for public car park

Development should:

- *Address flood risk issues;*
- *Enhance the setting of the Conservation Area;*
- *Take account of potential archaeological significance; and*
- *Address any contamination on site.*

Site size: 1.67 ha 1,600-2,000 sq m of retail or town centre uses

CR14h CENTRAL CLUB, LONDON STREET

Development for residential with potential for ground floor community provision.

Development should:

- *Make a positive contribution to the Conservation Area and the setting of nearby listed buildings;*
- *Retain the iconic mural on the northern frontage;*
- *Take account of potential archaeological significance;*
- *Address noise impacts on residential use; and*

- Address air quality impacts on residential use.

Site size: 0.05 ha 8-12 dwellings with community use provision

CR14i ENTERPRISE HOUSE, 89-97 LONDON STREET

Change of use of listed building from offices to residential

Development should:

- Avoid detrimental effects on the significance of the listed building and the Conservation Area;
- Address noise impacts on residential use; and
- Address air quality impacts on residential use.

Site size: 0.15 ha 8-12 dwellings

CR14j CORNER OF CROWN STREET AND SOUTHAMPTON STREET

Development for residential

Development should:

- Enhance the setting of nearby listed buildings;
- Take account of potential archaeological significance;
- Address noise impacts on residential use; and
- Address air quality impacts on residential use.

Site size: 0.08 ha 13-19 dwellings

CR14k CORNER OF CROWN STREET AND SILVER STREET

Development for residential and/or residential care

Development should:

- Enhance the setting of nearby listed buildings and the Conservation Area;
- Take account of potential archaeological significance;
- Address noise impacts on residential use;
- Address air quality impacts on residential use; and
- Retain and ensure access to existing water mains and fire hydrants.

Site size: 0.38 ha 36-70 dwellings or equivalent level of residential care accommodation.

CR14l 187-189 KINGS ROAD

Change of use of listed buildings from offices to residential or student accommodation

Development should:

- Avoid detrimental effects on the significance of the listed building and the Conservation Area;
- Address noise impacts on residential use; and
- Address air quality impacts on residential use.

Site size: 0.1 ha 22-33 dwellings or equivalent level of student accommodation

CR14m CAVERSHAM LOCK ISLAND AND CAVERSHAM WEIR, THAMES SIDE

Development for water-compatible leisure or tourism uses, including some operational development. Potential for enhanced pedestrian access. Potential use of weir for generation of hydropower.

Development should:

- *Address flood risk issues;*
- *Retain important trees on site;*
- *Avoid harm to the setting of the listed Kings Meadow pool;*
- *Take account of potential archaeological significance;*
- *Avoid a detrimental impact on the biodiversity value of the River Thames, and set buildings back at least ten metres from the bank of the river; and*
- *Retain public access across the site.*

Site size: 0.5 ha 900-1,100 sq m of leisure use

- 5.4.31 This policy identifies those sites within Central Reading in addition to the Major Opportunity Areas in policies CR11-13 where development will be appropriate. As well as contributing to meeting the identified needs of the Borough, allocation can help provide physical regeneration of sites which are in some cases vacant or underused. In addition, it allows the Council to highlight the issues which need to be addressed in developing sites, set out site-specific requirements and, if necessary, plan for the provision of infrastructure.
- 5.4.32 Where dwelling or floorspace figures are included alongside the allocations, these are intended as a guide, and usually reflect an indicative maximum capacity. They are based on an initial assessment taking into account the characteristics of each site. However, the capacity of sites will ultimately depend on various factors that need to be addressed at application stage, including detailed design and layout. The fact that a site is allocated in CR14 does not preclude the need to comply with all other policies in the local plan, including, for residential developments, the need to provide affordable housing.
- 5.4.33 Where there are significant issues that will need to be addressed in any planning applications on the specific sites listed above, these are usually highlighted in the policy. However, it is not a guarantee that there are no other potential issues, and it does not remove the need to address the usual matters that should be dealt with on all sites. Site CR14m is covered by a Caversham Lock Development Principles Supplementary Planning Document, which continues to be relevant.
- 5.4.34 In some cases, residential development is proposed in areas where noise levels may be an issue. It should be possible to mitigate this through the design of the scheme. In order for the internal noise levels to be reasonable and not adversely affect health, it would be necessary to provide a system of ventilation that entirely removes the necessity to open windows, even in very hot weather. Similarly, in terms of air quality, mitigation of impacts on residential development may be required, including means of ventilation that remove the need to open windows, and draw in the lowest levels of pollution possible, for instance from roof sources. This should be secured through the design of the proposal, and

planning condition if necessary. Such systems will require additional energy use, which will need to be offset in order to comply with policy CC2 or H4.

5.4.35 On some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan. There may also be potential for specialist housing provision for other groups, outside the C3 dwellinghouse use class. This could potentially reduce the amount of housing which could be provided on specific sites. Depending on other policies in the plan, this can be appropriate, provided that it does not harm the chances of delivering sufficient housing to meet the targets set out in regional and/or local policy - this decision will be informed by the most up-to-date housing trajectory.

Sites with existing planning permission

5.4.36 At the time of publication of the draft Local Plan, a number of sites in Central Reading had planning permission for ten or more dwellings or more than 1,000 sq m of employment development. There is not considered to be a need to identify most of these sites within a policy, as the permission establishes the principle of the development. Any future applications on these sites will be acceptable where they are substantially the same as the existing permission. Applications for developments will need to be considered against policies in the plan, in particular whether it would adversely impact the likelihood of meeting Reading's identified development needs.

Site	App ref	Summary of development
139-141 Oxford Road	020117	Development of 10 dwellings (under construction)
118 Chatham Street	100884	Development of 14 dwellings (under construction)
Aldwych House, 2 Blagrave Street	101300	Redevelopment for new office building of 5,900 sq m (under construction)
The Oracle Shopping Centre, Yield Hall Place	120124	Extension of shopping centre of 1,200 sq m
Energis House, Forbury Road	121826	Redevelopment for two new office buildings of 40,000 sq m total (under construction)
42 Kenavon Drive	131280	Development of 192 dwellings (under construction)
37-43 Market Place	141280	Change of use of offices to 36 dwellings (under construction)
Hanover House, 202 Kings Road	141343, 150229	Change of use of offices to 104 dwellings
Land at Hodsoll Road	141490	Redevelopment for new primary school of 2,500 sq m (under construction)
Kings Meadow Pool, Kings Meadow Road	141604	Extension, alteration and restoration of open air swimming pool for pool, spa and restaurant
Jacksons Corner, 1-9 Kings Road	141713	Change of use and redevelopment for 28 dwellings and retail use
83-85 London Street	141720	Change of use of offices to 11 dwellings

Summit House, 49-51 Greyfriars Road	141751	Change of use of offices to 21 dwellings (under construction)
60 Queens Road	141834	Change of use of offices to 30 dwellings
Kings Point, 120 Kings Road	150019	Redevelopment for 103 dwellings
Zenith House, 7 Cheapside	150146	Change of use of offices to 41 dwellings (under construction)
173-175 Kings Road	151116	Change of use of listed offices to 13 dwellings
116-117 & 119 Broad Street & 19-22 Minster Street	151221	Extension for retail use of 1,050 sq m (under construction)
Havell House, 62-66 Queens Road	151455, 151456, 151457, 151458	Change of use of offices to 13 dwellings
57 Castle Street	151816	Change of use of offices to 12 dwellings (under construction)
Kings Reach, 38-50 Kings Road	152222	Change of use of offices to 72 dwellings (under construction)
Primark, 32-42 West Street	152269	Reconfiguration from retail to offices and retail
34-36 Crown Street	160090	Change of use of offices to 14 dwellings
Kings Lodge, 194 Kings Road	160158	Change of use of offices to 14 dwellings
Former Gas Works Building, Gas Works Road	160378	Change of use and extension for 20 dwellings

Development progress is correct to 31st March 2016

The Reading Abbey Quarter

CR15: THE READING ABBEY QUARTER

The Abbey Quarter will be a major area for heritage and cultural life within the Borough, offering educational, economic and open space opportunities. The Council will pursue any opportunities to reinstate features of architectural or historic significance and remove features that harm the asset and its setting.

Development in the vicinity should promote the architectural, archaeological or historic interest of the Abbey and its setting. The Abbey Quarter will:

- a. protect and enhance the historic setting and frame the Abbey as Reading's most significant heritage asset;*
- b. manage and maintain its heritage assets within a coordinated approach;*
- c. further reveal significance for public enjoyment through enhanced access, interpretation, archaeological investigations or repair of neglected elements;*
- d. mitigate impacts on transportation networks by strengthening pedestrian, cycling and public transport linkages for increased tourism; and*
- e. represent a cohesive heritage destination for tourism and investment.*

The Abbey Quarter should be considered in the context of the adjacent Reading Prison site identified in policy CR13, which represents an opportunity to further consolidate the cluster of heritage interest.

- 5.4.37 The Abbey is Reading's most significant heritage asset. This historic site is particularly evocative with layers of history including the burial place of King Henry I, the civil war defences of Forbury Hill, the Abbey Gate where Jane Austen attended school, the Victorian Maiwand Lion and Reading Gaol where Oscar Wilde was imprisoned⁹⁴. The Abbey Ruins and Forbury Garden area provides a significant opportunity to create a new heritage and leisure quarter including Reading Museum at the Town Hall. This will be accomplished with recently secured Heritage Lottery Funding and matching funds intended to re-open the Abbey to the public and to repair and interpret the site. In 2018, the Abbey ruins will fully re-open to the public. More information on the project is available at www.readingabbeyquarter.org.uk

⁹⁴ Reading Borough Council, *Draft Heritage Statement*, 2014

6 SOUTH READING

6.1 Area Context

- 6.1.1 South Reading is the area of the Borough between the town centre and Junction 11 of the M4 motorway, bounded by the A327 to the east and with the Kennet meadows to the west. It had a population of 25,500 at the 2011 Census, but is expanding with major residential developments underway.
- 6.1.2 The existing South Reading area includes two distinct elements, separated by the Basingstoke Road. To the east of the Basingstoke Road are the residential areas, including the areas of Whitley and Whitley Wood. With the exception of some Victorian houses at the northern end of the area, most of this area was developed between in the 20th century, much of it as postwar local authority housing.
- 6.1.3 To the west of Basingstoke Road lie Reading's most extensive industrial and commercial areas, clustered either side of the A33 relief road dual carriageway, opened in 1999. East of the relief road are older areas of mixed industrial, warehouse and office space, whilst to the west are more modern business areas including Green Park and Reading International Business Park, as well as the new Tesco distribution warehouse. Various retail parks adjoin the A33, whilst the Madejski Stadium, home of Reading Football Club and London Irish Rugby Club, is one of the major landmarks. These developments sit in and around areas formerly used for minerals extraction and waste management uses.
- 6.1.4 This area has seen significant amounts of development in recent years. The Madejski Stadium, Green Park business park and the relief road all date from around 2000. More recently, new developments have included a new water treatment works and a household waste recycling centre. New communities have broken the traditional divide between residential and employment along Basingstoke Road, with the new community of Kennet Island on the former sewage treatment works nearing completion, and development of the new residential community at Green Park underway since 2016.
- 6.1.5 South Reading represents the largest concentration of deprivation in the Borough, with many neighbourhoods within the 20% most deprived areas in England⁹⁵. There are particular issues with regard to skills and qualifications.
- 6.1.6 South of the M4 motorway are the villages of Three Mile Cross, Spencers Wood and Shinfield, all within Wokingham Borough, and this area is identified within Wokingham's Core Strategy as a Strategic Development Location for around 2,500 homes together with supporting facilities. Potential has also been identified within the West of Berkshire Spatial Planning Framework for major development around the Grazeley area straddling the Wokingham and West Berkshire boundary, which could accommodate around 15,000 new homes over the next two decades and beyond, which will also require very significant investment in supporting

⁹⁵ Five lower super output areas within the 20% most deprived according to the Indices of Multiple Deprivation January 2015 from the ONS.

infrastructure. It is important to note that this latter proposal is not at this stage part of the development plan of either Wokingham or West Berkshire Councils.

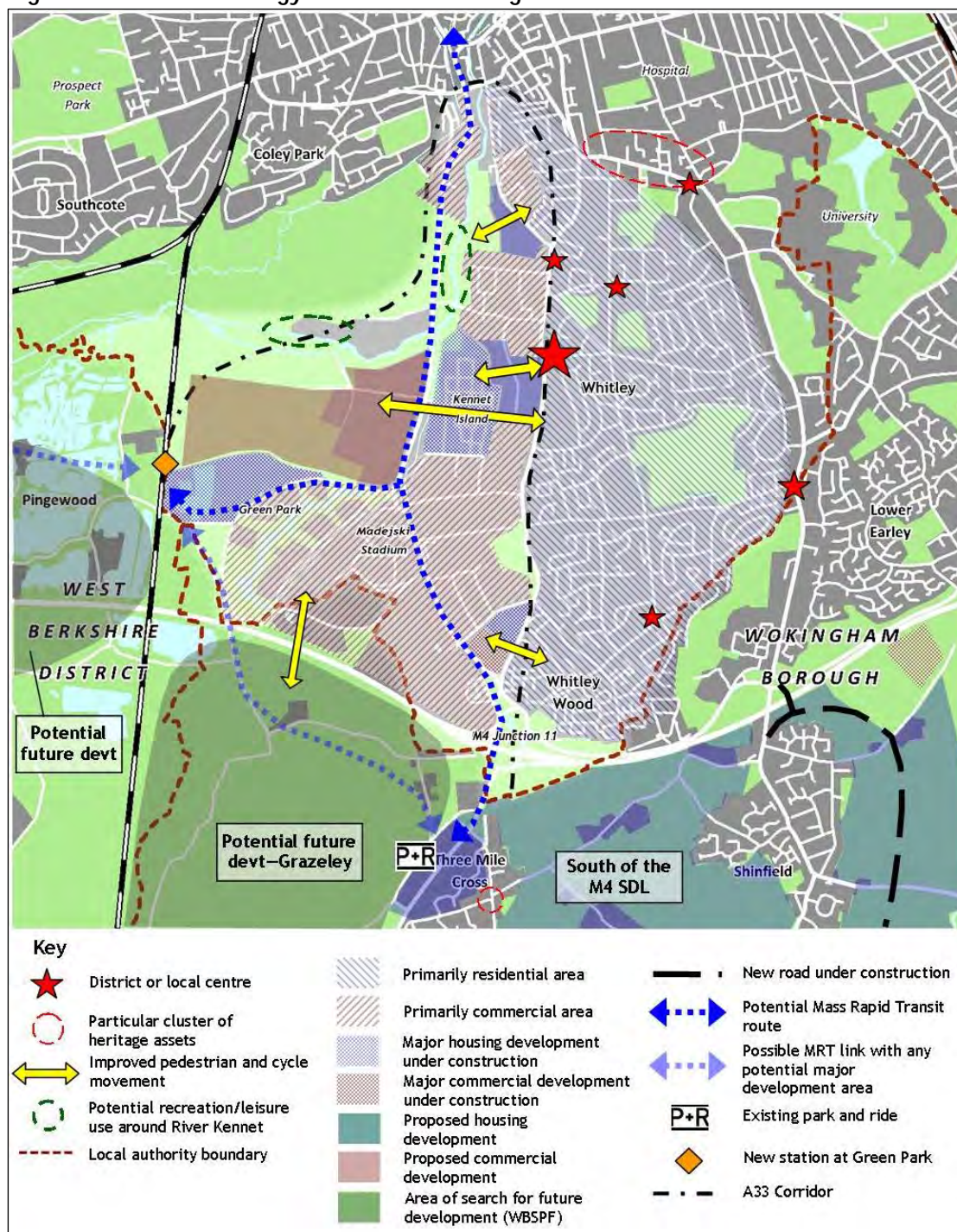
6.2 Strategy for South Reading

6.2.1 The following represent some key principles for the area:

- a. South Reading will be the location for a significant amount of new residential and employment development over the plan period. It will continue to be the main location for new industrial and warehouse development, and some older industrial areas will be reallocated for residential in a carefully planned manner which addresses tensions between residential and employment.
- b. Development will contribute to revitalising and regenerating the wider South Reading area, by integrating, in a physical sense and in terms of community infrastructure provision, with established residential areas, and by providing new employment opportunities to meet the needs of the local population;
- c. The accessibility of South Reading will be enhanced by provision of Mass Rapid Transit linking central Reading with MereOak Park and Ride and a new Green Park station;
- d. Transport connections out of Reading Borough to the south will be enhanced to connect any large-scale development proposed in adjacent authorities, including any development around Grazeley, to central Reading and to Green Park station;
- e. The environs of the A33 and the Basingstoke Road will be enhanced to provide an attractive entrance into Reading, with densities along the A33 corridor increased to make good use of increased accessibility;
- f. The isolation of some existing and new housing areas in South Reading will be reduced, thereby enhancing it as an attractive and pleasant place to live;
- g. Whitley district centre will be expanded to serve as the main district centre for South Reading;
- h. Opportunities to undertake renewal and regeneration of some of South Reading's suburban areas will be investigated;
- i. Recreation use of the areas around the River Kennet will be promoted.

6.2.2 The overall strategy is illustrated on Figure 6.1.

Figure 6.1: Area strategy for South Reading



6.2.3 There is scope for significant additional development in South Reading, both in terms of residential development on older commercial uses, and new modern employment space, around the A33 corridor. Opportunities for new development within the existing residential areas are more limited, but some potential for renewal of some of the housing areas may exist.

6.2.4 It is considered that South Reading can accommodate around 3,100 homes to 2036, around 21% of the total planned for. It can also accommodate around 155,000 sq m of employment floorspace, around 60% of the total

planned for, although the majority of this will be for industrial and warehousing rather than offices.

- 6.2.5 In terms of a wider spatial strategy, the area is divided into four broad zones.
- 6.2.6 East of the B3031 Basingstoke Road are the established residential communities of South Reading, including Whitley and Whitley Wood. As previously referred to, these include Reading's largest concentration of deprivation. Within this area, there will be continued infill residential development, and there may also be opportunities to renew and regenerate some established residential areas, although this will require further detailed investigation.
- 6.2.7 Between the Basingstoke Road and the A33 is the largest area of employment land within the Borough. Much of this provides a vital resource for small and growing businesses needing cheaper accommodation, and for other uses that support Reading's economy including storage and distribution. However, there are some opportunities, where there are existing high levels of vacancy and where uses make less of a contribution to the economy of Reading, to reallocate some uses for carefully planned housing.
- 6.2.8 West of the A33 and north of the Kennet and Avon canal lie the Kennet Meadows, which are vital for wildlife, landscape and recreation. These will be preserved, although uses that enhance access and support their recreation function may be appropriate.
- 6.2.9 West of the A33 and south of the Kennet and Avon canal is the area which will see the greatest amount of development over the plan period, particularly for employment uses. Green Park will continue to expand as a premier business location, together with a new residential community, in a high quality setting and supported by a new station. The areas around Island Road to the north offer potential to meet the vast majority of Reading's need for new industrial and warehouse floorspace.
- 6.2.10 Critical to the strategy will be movement between the various parts of South Reading. The north to south links between the south of Reading and the town centre are already strong, but will be further enhanced through mass rapid transit and, potentially, any further transport infrastructure to support a potential garden village south of the M4 (see paragraph 6.2.12). East to west links are much weaker, however, and require enhancement. In particular, those links should allow pedestrians and cyclists from existing south Reading communities to better access jobs within new development further west.
- 6.2.11 Local facilities to support the new development proposed will generally be focused on existing designated centres. In particular, the Whitley district centre is expanding to meet south Reading's needs, and there is scope for this to continue. Efforts should be made to ensure that any new community provision provides for needs of both existing and new communities wherever possible.

6.2.12 The West of Berkshire Spatial Planning Framework identifies an opportunity for a major new garden village containing up to 15,000 new homes on land around Grazeley, south of the M4 and within the areas of Wokingham Borough Council and West Berkshire Council. It will be for the local plans for those areas to determine whether such a development is appropriate, and, if so, what the parameters should be. However, whilst such a development would include services and facilities, it would clearly still rely on higher-order services within Reading to meet some of its needs. Links into Reading by all modes of transport will therefore be crucial, and should be supported by the Local Plan.

6.3 South Reading Site-Specific Policies

Island Road Major Opportunity Area

VISION: The Island Road area will be a major new location for industrial and warehouse development, providing jobs in one of the areas of greatest need.

SR1: ISLAND ROAD MAJOR OPPORTUNITY AREA

Development in the Island Road Major Opportunity Area will provide approximately 120,000 to 150,000 sq m of new business space comprising mainly industrial and warehouse uses, with some supporting office uses.

Development will:

- i. Locate the noisiest elements of the development away from any existing or planned residential, and include an adequate landscaped buffer to residential to ensure that there are no significant adverse effects through noise and disturbance;*
- ii. Ensure that there are no adverse effects on the Kennet Meadows major landscape feature through sensitive design, layout and landscaping;*
- iii. Avoid negative impacts on drainage, water quality and flood risk on or off the site;*
- iv. Avoid negative effects on biodiversity, particularly related to any development in close proximity to the waterways;*
- v. Protect existing public rights of way and enhance links to the east, across the A33;*
- vi. Safeguard land which is needed for mass rapid transit routes and stops;*
- vii. Take steps to mitigate any significant adverse impacts on the transport network; and*

viii. Provide measures to ensure that the increase in new employment opportunities offers benefits to the local workforce, including through employment, skills and training measures.

Development in surrounding areas will be in line with the following provisions for each sub-area:

SR1a, FORMER LANDFILL, ISLAND ROAD:

The former landfill site will be developed for warehouse uses with some potential for industrial uses where it would not cause detrimental impacts to existing or planned residential. Development on past landfilled areas will need to demonstrate that it will not cause any negative effects on human health or on the wider environment. The noisiest elements of the development should be located away from any existing or planned residential, in particular residential at Green Park to the south, and development should include an adequate landscaped buffer to residential to ensure that there are no significant adverse effects through noise and disturbance. Development should be considered as a comprehensive whole.

Site size: 32.13 ha Indicative potential: 95,000-116,000 sq m of industrial/warehouse use

SR1b, NORTH OF ISLAND ROAD:

This site will be developed for industrial/warehouse uses. Development should include a strong buffer to the River Kennet to ensure that there are no adverse impacts on the biodiversity value of the waterway. A buffer should also be provided to existing residential to the west to ensure that there are no significant negative impacts on residential amenity.

Site size: 3.17 ha Indicative potential: 7,400-9,000 sq m of industrial/warehouse use

SR1c, ISLAND ROAD A33 FRONTAGE:

This site will be developed for commercial use. Proposals for industrial or warehouse use will therefore be appropriate, as will offices in line with the existing permission. Related commercial uses as part of the mix may also be appropriate, although proposals that would involve main town centre uses (excluding offices) will only be appropriate where there is no significant adverse impact on existing centres. The frontage to the A33 will be of high visual quality, and an alignment for a mass rapid transit route through the site in a north-south direction will be a requirement.

Site size: 9.7 ha Indicative potential: 27,000-32,000 sq m of industrial/warehouse uses, or alternative commercial uses.

- 6.3.1 The land around Island Road provides the main opportunity to meet the identified needs for industrial and warehouse land in Reading. It is located in close proximity to some of the areas of greatest concentration of unemployment and low skills, and could therefore potentially provide substantial economic benefits to the town.
- 6.3.2 However, the particular circumstances of much of the land mean that development will need to be sensitively designed and constructed. To the south of the area, over 700 new homes are being constructed at Green Park, and development risks creating tensions between these two uses. The areas

to the north are identified as a major landscape feature, and development would potentially be visible from this feature, particularly where land is raised. Much of the site was previously used as sludge beds before becoming landfill, some of which was filled fairly recently, whilst other areas are within Flood Zone 2. For this reason, development will be dependent on adequately overcoming these constraints.

- 6.3.3 In terms of transport, the provision of new mass rapid transit, for which planning has reached an advanced stage in South Reading, provides part of a solution to transport issues in the area, and land close to the A33 and within SR1c will be required to deliver this measure. The MRT routes will be required to the south to Mereoak park and ride, and to the south west towards the planned Green Park station and interchange. One possible route towards Green Park station, as an alternative to Longwater Avenue, would be through site SR1a, and the potential for this route to be provided will need to be considered.
- 6.3.4 Planning permission already exists for over 70,000 sq m of offices on site SR1c as part of the Kennet Island planning permission. Whilst implementation of this scheme remains possible, this is not expected. The site is therefore also identified for alternative commercial uses, in particular industry and warehousing, albeit that other uses such as car showrooms or trade counter uses, along with offices in line with existing permissions, will potentially be appropriate. The existing office permission was considered appropriate in terms of transport impacts, and this will be taken into account in assessing schemes. The works to the Island Road and A33 junction were undertaken as part of the infrastructure works associated with this permission. Prior to development taking place, there may be some use of the site for temporary uses, where it would not affect the long term development potential of the site.
- 6.3.5 The location of the site close to the sewage treatment works means that early liaison with Thames Water is likely to be required.
- 6.3.6 Figure 6.2 illustrates some of the key principles from the policy.

Figure 6.2: Island Road Major Opportunity Area Strategy



Sub-area boundary	Proposed Mass Rapid Transit route	High quality frontage to A33
Major Opportunity Area	Potential alternative Mass Rapid Transit route	Landscaped buffer to areas of wildlife and landscape importance
Footprint of existing building in Major Opportunity Area	Vehicle access point (approx.)	Need for strong buffer between employment space and residential
Existing building	Key movement corridor (pedestrian and/or cycle)	Sub-Areas
Recent building or building under construction	Location of the bridge crossing as part of existing permission	A SR2a: Former Landfill, Island Road
Area under construction—exact form of whole development not shown	Preserved/enhanced Green Link	B SR2b: North of Island Road
	Nearby sensitive location—low-rise residential	C SR2c: Island Road A33 Frontage
	Nearby sensitive location—wildlife and landscape	

Land North of Manor Farm Road Major Opportunity Area

VISION: Land north of Manor Farm Road will be a new residential community linking to Kennet Island and centred on an extended Whitley district centre.

SR2: LAND NORTH OF MANOR FARM ROAD MAJOR OPPORTUNITY AREA

Redevelopment of the Manor Farm Road site will primarily be for housing (between 680-1,020 dwellings), an extension to the Whitley District Centre, and open space, but also include small employment units to replace the Micro Centre, community uses, in addition to a limited amount of employment uses.

Development will:

- i. *Not be piecemeal in nature but will only be in appropriately sized/arranged sites that will promote the integration of Kennet Island with the established areas of Whitley to the east⁹⁶. Proposals should be designed in the context of a wider development of the area;*
- ii. *Incorporate measures to facilitate improved pedestrian and cycle permeability, in particular east/west links across Basingstoke Road and through to Kennet Island;*
- iii. *Enhance the Basingstoke Road frontage to reflect the scale and character of existing residential development to the east;*
- iv. *In meeting the Council's sustainability requirements, secure energy from a decentralised energy source;*
- v. *Include transitional non-residential uses along the frontage of Manor Farm Road to reflect the commercial nature of land to the south and to avoid introducing new homes into an area where existing commercial activities could detract from the amenities of future residential occupants;*
- vi. *Maintain and enhance the vitality and viability of the Whitley District Centre through the provision of additional complementary community facilities and smaller retail units, but not retail warehousing, to serve the local community;*
- vii. *Make relevant and necessary contributions to enhance and improve the existing community facilities in the wider Whitley area;*
- viii. *Take account of potential surface water flooding, and potentially contaminated land, and ensure that there is no adverse effect on water quality;*
- ix. *Take account of the potential impact on wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required; and*
- x. *Take account of potential archaeological significance.*

Site size: 13.69 ha

Indicative potential: 680-1,020 dwellings, potential net gain in retail and leisure.

6.3.7 The land north of Manor Farm Road comprises a large grouping of employment premises, a number of which are vacant. An opportunity has been identified for redevelopment to provide an area of new housing to

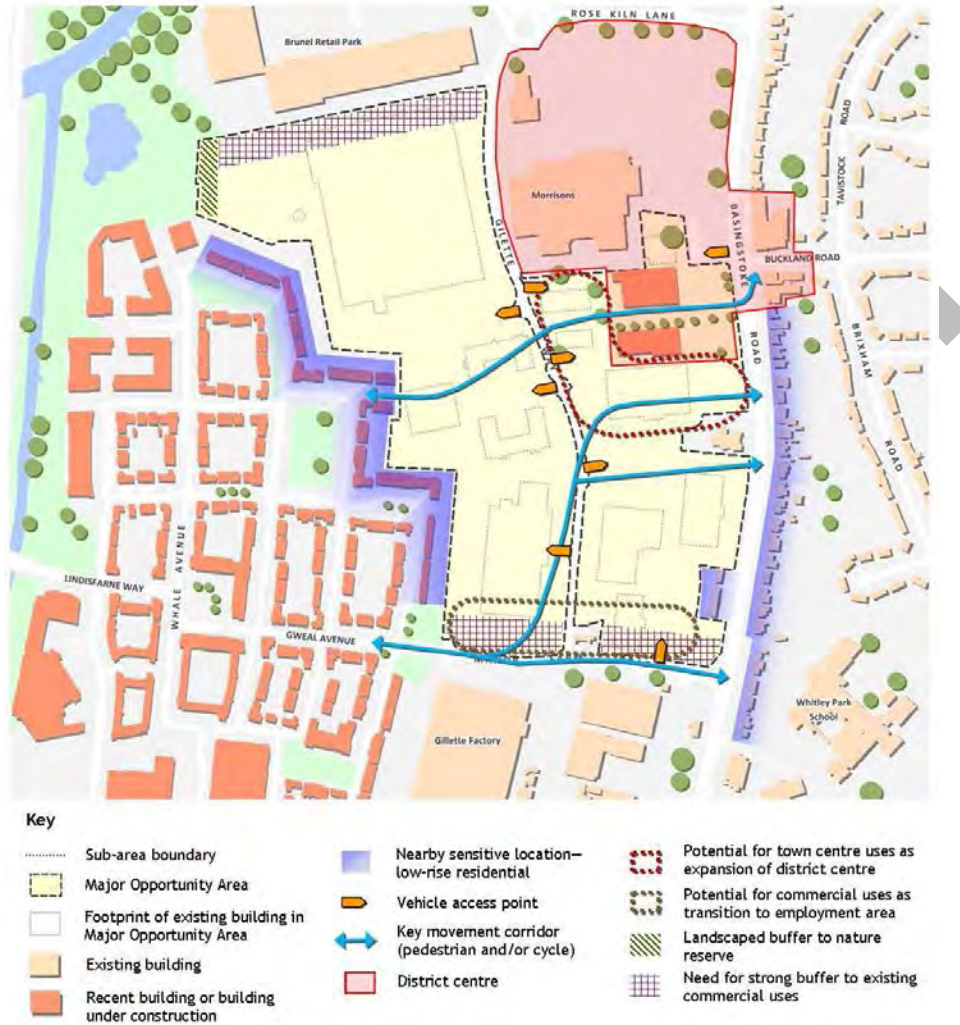
⁹⁶ This will ultimately be a judgement to make at planning application stage. It is not expected that all sites within SR2 will come forward at once, but the decision on whether particular schemes are acceptable will be based on whether a site can be developed without significantly compromising the living environment of residents of the site, and without resulting in an inward-looking scheme that prevents the development from relating well to future development of adjoining sites. This will need to take into account matters such as the size of the site, the relationship with and use of adjoining sites and whether an appropriate buffer exists or can be created.

connect the Kennet Island residential area, construction of which is coming towards an end, and the older established residential areas to the east.

6.3.8 An opportunity to extend the Whitley district centre was also identified when the site was originally designated, and this has led to the development of former offices for a new foodstore, gym and public house. There may be opportunities to provide further facilities to extend the centre.

6.3.9 Figure 6.3 illustrates some of the key principles from the policy.

Figure 6.3: Land North of Manor Farm Road Major Opportunity Area Strategy



South of Elgar Road Major Opportunity Area

VISION: The area will be redeveloped to form a new residential community which improves the relationship with the adjoining meadows.

SR3: SOUTH OF ELGAR ROAD MAJOR OPPORTUNITY AREA

Development of the South of Elgar Road site will be for residential (330-500 dwellings), with potential for supporting community uses.

Development will:

- i. Ensure that there is an appropriate buffer between new residential development and any adjacent industrial and warehouse uses to ensure that there are no adverse effects on residents as a result of noise and disturbance and the visual impact of business uses;*
- ii. Provide a high quality landscaped boundary to Waterloo Meadows, and a landscaped green link to connect Waterloo Meadows to the vegetated area to the northeast of Elgar Road;*
- iii. Enhance pedestrian access between Elgar Road and Waterloo Meadows;*
- iv. Retain significant trees on the site wherever possible;*
- v. Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment;*
- vi. Where possible, use existing accesses; and*
- vii. Take account of potential surface water flooding, and potentially contaminated land.*

Site size: 5.38 ha Indicative potential: 330-500 dwellings.

6.3.10 There is an opportunity to redevelop some sites along the southern side of Elgar Road South for residential. This area has historically been part of Reading's employment offer, but in recent years there have been other uses such as retail, and some vacancy. The largest opportunity is the Makro site, which covers most of the major opportunity area, but there are possibilities of extending any development west and east to allow it to better relate to established residential areas.

6.3.11 Figure 6.4 illustrates some of the key principles from the policy.

Figure 6.4: South of Elgar Road Major Opportunity Area Strategy



Key					
	Sub-area boundary		Nearby sensitive location—low-rise residential		Landscaped buffer to open space
	Major Opportunity Area		Vehicle access point		Need for strong buffer to existing industrial uses—location dependent on sites that come forward
	Footprint of existing building in Major Opportunity Area		Key movement corridor (pedestrian and/or cycle)		Local centre
	Existing building		Preserved/enhanced Green Link		

Other Sites for Development in South Reading

SR4: OTHER SITES FOR DEVELOPMENT IN SOUTH READING

The following sites will be developed according with the principles set out in this policy:

SR4a PULLEYN PARK, ROSE KILN LANE

Redevelopment of builders merchant and car dealerships for residential, with potential for on-site retail facilities to serve the site.

Development should:

- *Include a landscaped buffer to the River Kennet to ensure no detrimental impacts on the Local Wildlife Site, retaining trees along the river frontage wherever possible;*
- *Enhance the green link through the site following the stream*

- *that links the Holy Brook and River Kennet;*
- *Include a buffer to the commercial uses to the south to ensure that there are no adverse impacts on amenity of residents;*
- *Be designed to avoid overlooking of rear gardens and residential properties to the east of the river on Elgar Road;*
- *Address flood risk issues and not be located in the area of the site at highest risk of flooding (Flood Zone 3);*
- *Take account of potential archaeological significance;*
- *Address air quality impacts on residential use;*
- *Address noise and light impacts on residential use; and*
- *Address any contamination on site.*

Site size: 1.29 ha 70-100 dwellings

SR4b REAR OF 3-29 NEWCASTLE ROAD

Development for residential

Development should:

- *Ensure appropriate back-to-back separation from existing residential; and*
- *Take account of potential archaeological significance;*

Site size: 0.47 ha 18-27 dwellings

SR4c 169-173 BASINGSTOKE ROAD

Redevelopment of industrial and warehousing for residential

Development should:

- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use;*
- *Address any contamination on site*
- *Take account of potential archaeological significance; and*
- *Ensure appropriate back-to-back separation from existing residential.*

Site size: 0.8 ha 50-80 dwellings

SR4d 16-18 BENNET ROAD

Development for employment uses, preferably for industrial and warehouse development.

Development should:

- *Take account of potential archaeological significance;*
- *Address flood risk issues; and*
- *Take account of the location of a pumping station in close proximity, which will require liaison with Thames Water.*

Site size: 0.74 ha 2,200-2,700 sq m of industrial and warehousing

SR4e PART OF FORMER BERKSHIRE BREWERY SITE

Development for employment uses. The site has an existing permission for 33,910 sq m of offices, but would also be suitable for industrial and warehouse development.

Development should:

- *Enhance the setting of the listed Little Lea Farmhouse;*

- Provide for a green link along the A33 frontage;
- Address any contamination on site;
- Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required; and
- Safeguard land which is required for mass rapid transit routes and stops.

Site size: 3.7 ha 11,000-13,000 sq m of industrial and warehousing

SR4f LAND SOUTH WEST OF JUNCTION 11 OF THE M4

This land may be required for uses associated with any major development around Grazeley if identified in plans of Wokingham Borough Council and West Berkshire Council. The form of any development, if identified, is yet to be determined, and therefore no further details can be set out in this policy. Any development will take account of potential archaeological significance.

Site size: 3.84 ha No figures for development capacity

- 6.3.12 This policy identifies those sites within South Reading where development will be appropriate. As well as contributing to meeting the identified needs of the Borough, allocation can help provide physical regeneration of sites which are in some cases vacant or underused. In addition, it allows the Council to highlight the issues which need to be addressed in developing sites, set out site-specific requirements and, if necessary, plan for the provision of infrastructure.
- 6.3.13 Where dwelling or floorspace figures are included alongside the allocations, these are intended as a guide, and usually reflect an indicative maximum capacity. They are based on an initial assessment taking into account the characteristics of each site. However, the capacity of sites will ultimately depend on various factors that need to be addressed at application stage, including detailed design and layout. The fact that a site is allocated in SR1 does not preclude the need to comply with all other policies in the local plan, including, for residential developments, the need to provide affordable housing.
- 6.3.14 Where there are significant issues that will need to be addressed in any planning applications on the specific sites listed above, these are usually highlighted in the policy. However, it is not a guarantee that there are no other potential issues, and it does not remove the need to address the usual matters that should be dealt with on all sites.
- 6.3.15 On some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan. There may also be potential for specialist housing provision for specific groups outside the C3 dwellinghouse use class. This could potentially reduce the amount of housing which could be provided on specific sites. Depending on other policies in the plan, this can be appropriate, provided that it does not harm the chances of delivering sufficient housing to meet the targets set out in regional and/or

local policy - this decision will be informed by the most up-to-date housing trajectory.

6.3.16 This policy identifies a site (SR4f) which may be required to make up part of a much larger site around Grazeley, which would mainly be within Wokingham and West Berkshire. This site was identified as an Area of Search within the West of Berkshire Spatial Planning Framework, but it has not been identified within any development plans at this point. It is not for the Reading Borough Local Plan to determine whether the wider site is appropriate for development, but should it be identified in forthcoming adjoining Local Plans, it is important that Reading Borough's section of the site is considered as part of the whole. If an allocation is made, the overall layout of the development would need to be determined, and the role of the part of the site in Reading will depend on the overall layout - it could involve open space or landscaping provision, services or infrastructure, or residential development, although proximity to the M4 is likely to limit potential for new homes.

Sites with existing planning permission

6.3.17 At the time of publication of the draft Local Plan, a number of sites in South Reading had planning permission for 10 or more dwellings or more than 1,000 sq m of employment development. There is not considered to be a need to identify these sites within a policy, as the permission establishes the principle of the development. Any future applications on these sites will be acceptable where they are substantially the same as the existing permission. Applications for developments will need to be considered against policies in the plan, in particular whether it would adversely impact the likelihood of meeting Reading's identified development needs.

Site	App ref	Summary of development
Plot 8, 600 South Oak Way	070488	Development for offices (20,430 sq m)
Plot 3.2, 400-450 Longwater Avenue	080571	Development for offices (14,080 sq m)
Madejski Stadium, Royal Way	101623	Expansion of football stadium (28,442 sq m net gain)
Lok n Store, 5-9 Berkeley Avenue	101656	Redevelopment for 112 dwellings
Green Park Village, Longwater Avenue	102172	Development for 737 dwellings, extra care housing, offices (16,000 sq m), primary school, community use (381 sq m), retail and related facilities (684 sq m) (under construction)
Foudry Place and 22 Commercial Road	120408	Remainder of permission for development for offices (2,295 sq m) and serviced apartments (1,400 sq m)
Kennet Island Phase 3, Manor Farm Road	121062	Development for 546 dwellings (under construction)
21 Rose Kiln Lane	140542	Redevelopment for retail warehouse (net reduction in floorspace) (under construction)
Reading Girl's School, Northumberland Avenue	140708	Redevelopment for new secondary school (5,101 sq m net gain) (under construction)

Plot 17, 500-600 Longwater Avenue	141447	Development for offices (22,540 sq m)
Ridgeway Primary School, Willow Gardens	141554	Extensions to school (1,945 sq m net gain) (under construction)
Worton Drive	141602	Development of car dealership and servicing (4,800 sq m)
Land west of A33 and north of Island Road	141789	Development for industrial/warehouse (24,200 sq m) (under construction)
Land west of Longwater Avenue	141944	New railway station (6,106 sq m)
177 Basingstoke Road	150715	Development of student accommodation for 34 bedspaces
Warwick House, Warwick Road	151407	Development for 10 dwellings ⁹⁷
Worton Grange	151944, 161496	Development of 175 dwellings, industrial/warehouse units (2,452 sq m), car showrooms (2,510 sq m), hotel (4,134 sq m), retail and related uses (6,075 sq m)
Lancaster Jaguar, Bennet Road, Reading	152071	Extension of vehicle dealership (3,078 sq m net gain)

Development progress is correct to 31st March 2016

Leisure and Recreation Use of the Kennetside Areas

SR5: LEISURE AND RECREATION USE OF THE KENNETSIDE AREAS

Use of the areas around the River Kennet for low-intensity leisure and recreation will be supported. The following sites in particular offer opportunities to enhance recreation and leisure provision:

- *Former laboratory and fish farm, Fobney Mead*
- *Land north and east of Rose Kiln Lane*

These sites are located wholly or partly in the functional floodplain, and parts of the site and surrounding areas have strong significance for biodiversity. As such, the uses supported by this policy would be low-intensity in nature, with any built development of limited scale, and, within the functional floodplain, water-compatible.

Any proposals will need to demonstrate that there will be no adverse impacts on biodiversity, flood risk, landscape, public foot and cycle access along the river and the operation and condition of the river.

6.3.18 With an increasing residential population in South Reading, as well as in other parts of the Borough, there is an opportunity to use the considerable asset of the River Kennet as a recreational resource to which these new residents have good access. However, these areas are heavily constrained by flood risk, biodiversity and landscape considerations, which means that an allocation for significant built leisure development cannot be made.

6.3.19 This allocation is therefore limited to low-intensity uses, where built development is limited. A marina is a potential use, and the area north and

⁹⁷ Resolved to grant permission subject to signing of Section 106 agreement

east of Rose Kiln Lane was in the past identified for such a use. Other possible uses include visitor facilities (where appropriate to the flood risk designation) and accessible open spaces. The policy does not identify the sites for more intensive built leisure uses. Such uses would not be in line with national policy were they to be located within the functional floodplain, and additionally would need to pass other policy tests such as the sequential test for main town centre uses.

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7. WEST READING AND TILEHURST

7.1 Area Context

- 7.1.1 The area covered by this section is the west of Reading Borough, including part of the former parish of Tilehurst. This area is bounded by the River Thames to the north and the Kennet Meadows to the south. The east of the area abuts the town centre around the Inner Distribution Road, whilst the west of the area is the boundary with West Berkshire District.
- 7.1.2 The Reading urban area extends well beyond the Borough boundaries into West Berkshire in the areas of Purley-on-Thames, the parish of Tilehurst, and Calcot, and there is no clear distinction between these areas on the ground. These areas form part of what West Berkshire's Core Strategy calls the Eastern Urban Area.
- 7.1.3 According to the 2011 Census, around 58,300 people live within the West Reading and Tilehurst area, whilst a further 25,900 people reside in the immediate adjoining urban areas within West Berkshire. Housing in the area includes a wide range of types, with older terraces around Oxford Road, and Victorian villas around the eastern part of the Bath Road area, moving into more modern suburban areas and a number of local authority housing estates further west. There are two conservation areas close to the town centre, Downshire Square and Russell Street and Castle Hill, whilst the Horncastle and Routh Lane conservation areas, remnants of former hamlets separated from Reading, are adjacent to the Borough boundary.
- 7.1.4 The area includes two large industrial areas around Portman Road and Richfield Avenue. In terms of transport, the A329 Oxford Road and A4 Bath Road corridors are the main road routes, whilst the main Great Western line towards the West and Wales passes through the area, as well as the lines towards Newbury and Basingstoke. Reading West and Tilehurst stations are both within the area. As well as the very significant flood meadows around the Thames and Kennet, the area also includes one of Reading's main historic parks, Prospect Park, as well as a network of parks and woodlands with wildlife significance threaded through Tilehurst.
- 7.1.5 Outside Reading's boundaries, there is a concentration of retail development at Junction 12 of the M4, as well as one of the Reading urban area's main business parks at Theale. Education facilities in West Berkshire, particularly the secondary schools, draw pupils from within Reading. Beyond the urban area is the eastern edge of the North Wessex Downs AONB.

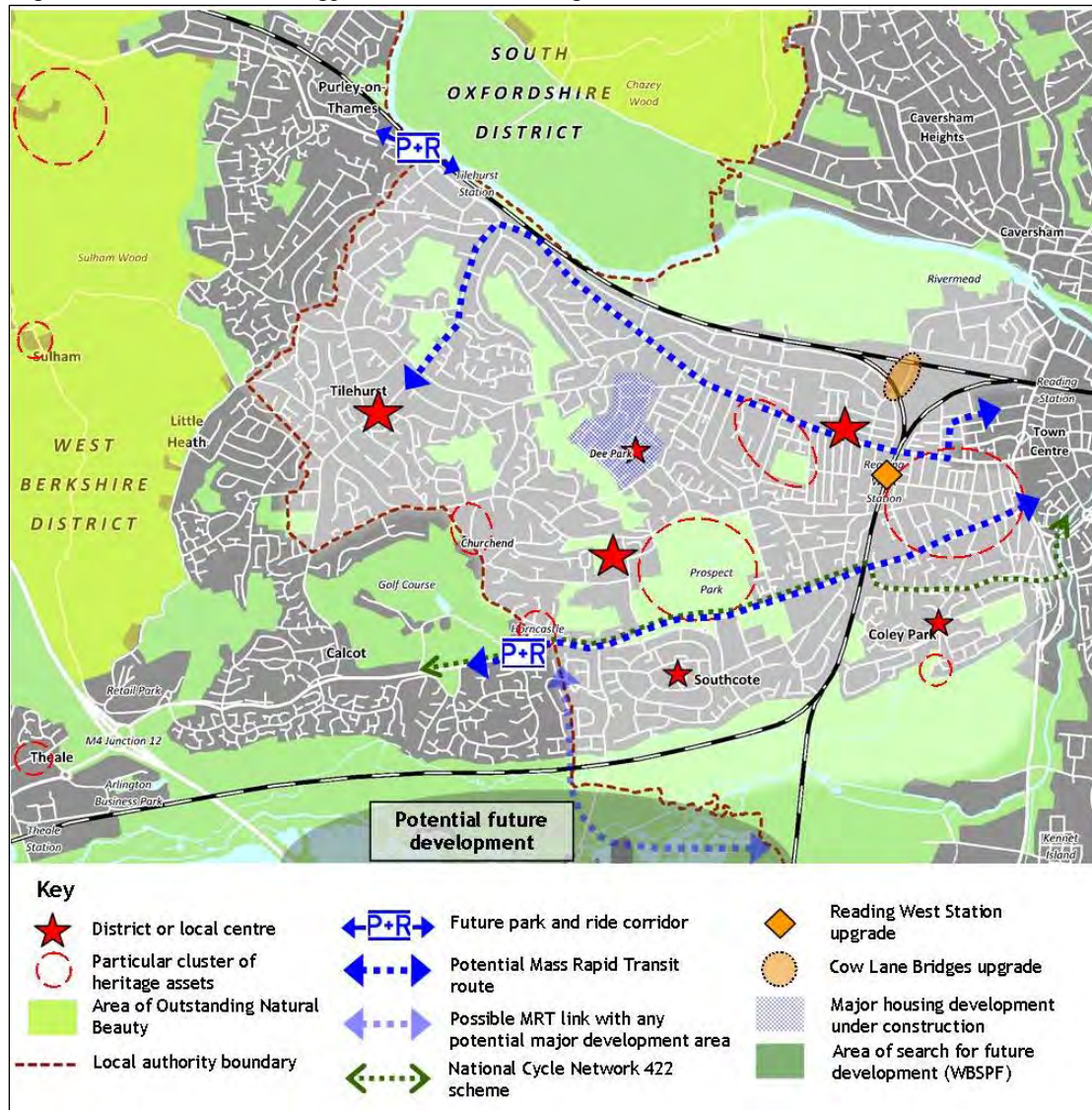
7.2 Strategy for West Reading and Tilehurst

- 7.2.1 The following represent some key principles for the area:
- a. Important employment areas will be retained for the most part, although some loss of identified fringe locations will help to manage the tension between employment and residential areas;

- b. District and local centres will continue to thrive, and the Meadway district centre will see development to ensure that it is better able to serve the local community;
- c. Opportunities to undertake renewal and regeneration of some of West Reading's suburban areas will be investigated;
- d. New development will provide or contribute to infrastructure to adequately support the development;
- e. New park and ride capacity will be sought on the A4 and A329 corridors;
- f. Development will enable and support key transport improvements, such as mass rapid transit, the upgrade of Cow Lane Bridges, National Cycle Network route 422 and the upgrade of Reading West station.
- g. Areas of landscape and heritage importance will be preserved, including the edge of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty;
- h. Recreation use of the Rivers Thames and Kennet and their surrounds will be promoted.
- i. Should any future major development take place to the south west of Reading, infrastructure links into Reading should be enhanced.

7.2.2 The strategy for the area is illustrated on Figure 7.1.

Figure 7.1: Area strategy for West Reading and Tilehurst



7.2.3 West Reading and Tilehurst has some potential for additional development, although not on the scale of Central and South Reading, as it is largely taken up with existing residential areas, industrial areas that need to be retained, and important areas of recreational open space or flood meadows.

7.2.4 It is considered that West Reading and Tilehurst can accommodate around 2,600 homes to 2036, around 17% of the total planned for. Enhancement of the Meadway centre, along with other developments, may deliver some commercial development, but this is unlikely to be a substantial proportion of development needs. It is important to note that this is an indication of potential capacity, not a policy target.

7.2.5 Opportunities for new development are largely spread out over the whole area, as there are not the same opportunities for large new development sites that exist in South Reading. Much of the development is expected to be in the form of small sites, as has historically been the case. There are potential opportunities for some of the older residential areas to see some regeneration and renewal, although opportunities are not expected to be on the scale of the ongoing development at Dee Park.

- 7.2.6 Provision of local services and facilities will be focused on existing centres, and, of the three district centres in the area, it is the Meadway centre where it is anticipated that there will be the greatest provision of new facilities. The older industrial areas, particularly those around Portman Road and Richfield Avenue, will be retained and protected, although there is scope for some limited release of employment land at the latter to enable a better relationship between industrial uses and neighbouring homes.
- 7.2.7 There are a number of important heritage assets, including four conservation areas and a historic park, which will be preserved. West Reading also has substantial biodiversity interest, with a network of woodlands threaded through the urban area, which would benefit from being better linked together, as well as the biodiversity importance of the Thames and Kennet and their surrounds. Most of the same areas also have considerable landscape significance, due to the topography of the area. In a wider sense, the North Wessex Downs AONB is close to the Borough boundary to the west, whilst the Chilterns AONB is on the other side of the Thames, and West Reading has a number of locations with clear views into and from the Chilterns AONB in particular. Development should preserve these features, and where appropriate and possible, enhance them.
- 7.2.8 It is important to recognise the location of a substantial part of the urban area outside the Borough boundaries. The boundary in this location bears little relationship to the function of the area as a whole, and new development in West Berkshire will use facilities in Reading, and vice versa. There is therefore a need for policy on the areas to be aligned, and to ensure that provision of infrastructure on both sides of the boundary is viewed in the context of the area as a whole.
- 7.2.9 The issue of the Borough boundary is illustrated in terms of mass rapid transit and park and ride. Both the A4 (Bath Road) and A329 (Oxford Road) corridors are major entrances to Reading where park and ride provision will be sought, but that will necessitate sites being provided within West Berkshire, linked into Reading by mass rapid transit, which may in some cases require a dedicated route. Reading will continue to work with West Berkshire to address these, and other, important cross boundary transport issues.
- 7.2.10 It must also be recognised that there is a possibility that, in the long-term, significant development may take place on the edge of the urban area outside the Borough boundaries, potentially taking the form of an urban extension. At the stage of this plan, neither Reading nor West Berkshire Councils are proposing such development, although the Spatial Planning Framework identifies an area of search to the south west of Reading around the M4. If a large scale development were to occur within the lifetime of the plan, it would be vital to recognise its likely reliance on Reading for high-order services and facilities, and ensure that there is adequate infrastructure provision, including linking into Reading's public transport network.

7.3 West Reading and Tilehurst Site-Specific Policies

Dee Park

WR1: DEE PARK

The Dee Park area, as identified on the Proposals Map, will continue to be regenerated to provide a sustainable community including the following:

- *New and improved housing, which increases the overall density of the site, and provides a greater mix of size, type and tenure, including a higher proportion of family housing than at the outset of regeneration;*
- *A new Local Centre including a range of facilities, integrated with housing development;*
- *Improved community facilities, which would be multi-functional and serve a range of groups, and may include sports facilities; and*
- *Improved quality of open space provision, including greater usability of recreational space, and an area of public realm in the centre.*

Development will be integrated with surrounding areas, provide a safe and secure environment, and enhance transport links to and from the estate. Development will take account of potential surface water flooding.

Development will maintain and enhance the role of Ranikhet Primary School in serving the local and wider community.

7.3.1 Dee Park is a mainly 1960s housing estate in West Reading, primarily within Norcot ward. The following physical issues have been identified with the estate:

- A poor quality physical environment that contributes to issues of crime and anti-social behaviour and a lack of integration with its surroundings;
- Poor quality, energy efficiency and condition of some of the buildings and parts of the public realm;
- Lack of facilities, and low levels of use of existing facilities, which results in vacancy and lack of viability of the local centre;
- Lack of a mix of housing, with a high proportion of small units, and a transient population.

7.3.2 Regeneration of the area is therefore essential, and a key objective for the Council. This regeneration is well underway, and at the time of this plan, phases 1, 2a and 2b had delivered 471 new homes (a net gain of around 200) along with new retail facilities, with 44 more homes under construction. The remainder of the scheme as currently permitted would deliver 190 more homes (a net gain of 100), and this has not commenced.

7.3.3 This policy is therefore required to support ongoing regeneration plans for Dee Park. This policy does not refer to a comprehensive redevelopment of the entire area, as there are existing buildings and areas which will be incorporated into any scheme. This policy also does not include a target for

how many additional dwellings will result from the development, although the current permission is for a total net gain of 342 dwellings (including those already built). This reflects the fact that the key issue is achieving physical regeneration, and it is not therefore appropriate to be prescriptive in terms of how many dwellings will result.

- 7.3.4 The Dee Park Planning Brief, adopted as an SPD in 2008, highlights the issues and proposed solutions in much greater depth. This document continues to be relevant for any planning decisions.

Park Lane Primary School, The Laurels and Downing Road

WR2: PARK LANE PRIMARY SCHOOL, THE LAURELS AND DOWNING ROAD

The existing Park Lane Primary School and associated playing fields, hard play areas, car parking and associated facilities will be reprovided on a single extended site at The Laurels, School Road, Tilehurst.

If required to support the scheme, the Downing Road Playing Fields will be developed for residential (45-55 dwellings) together with appropriate public open space, including a play area, and provide an appropriate setting for the existing public footpath that forms the western boundary of the site. Resolution of highway and access issues on Downing Road will be required. Hedgerows and trees should be retained. Improvements to pitches elsewhere would help to offset the loss of playing fields.

The main Park Lane School Site will be redeveloped for residential purposes (15-20 dwellings) with access off Downing Road and Chapel Hill. Development should address the practicality of retaining elements of the existing building within any new scheme.

The Park Lane School Annex will be reused/redeveloped for community or residential purposes, subject to safeguarding the amenity of occupiers of adjacent properties.

- 7.3.5 Park Lane Primary School is a 2 Form Entry (2FE) Primary School. The school currently operates from a split campus across four separate sites. This arrangement provides an unsatisfactory primary education environment. In addition, the suitability and condition of its buildings and outdoor play areas is far from ideal in relation to modern education practice. The total site area of the 4 parcels of land that comprise the existing school extends to 2.67ha.
- 7.3.6 As part of a major rationalisation project, it is proposed to build a replacement 2FE primary school on the site of The Laurels incorporating the existing Blagrave Nursery, Tilehurst Library and Tilehurst Health Clinic and utilising, and reconfiguring, part of the existing recreation ground for school playing fields and outdoor play. The existing Blagrave Nursery school site would be returned to public open space and incorporated into Blagrave Recreation Ground. The scheme will provide new, bespoke designed school buildings, in conjunction with the required external playing field areas

sufficient to meet the minimum requirements for a school of this size along with a new 2-court MUGA hard court provision.

- 7.3.7 The current Junior part of the school comprises two built sites along with a playing field located at the end of Downing Road. The main school site which fronts onto Park Lane, with entrances from Chapel Hill and Downing Road, contains an extended Victorian brick building with a grassed frontage to Park Lane and hard play areas to the rear. The site contains a number of trees. National policy gives further weight to the conservation of local heritage assets even where they are undesignated, and requires that applications affecting heritage assets, including local heritage assets such as Park Lane School, should be accompanied by information on the significance of the asset using appropriate expertise, and that there is a presumption in favour of conservation of the asset. Any development of the site should address the practicality of retaining and converting parts of the existing school building. The site is proposed for residential development although the provision of specialist accommodation, e.g. care home, elderly units, etc., would be appropriate in this very accessible location.
- 7.3.8 The Annex site contains a single storey prefabricated building with frontage to the eastern side of Downing Road. The depth of the site is only 13 metres which is very shallow and it backs on to houses and gardens that front Park Lane/ School Road. The site and existing building is provisionally reserved for a police office and a facility for the Tilehurst Horticultural Society. Residential would be an appropriate alternative use of the land, subject to regard being paid to the amenity of occupiers of adjacent properties.
- 7.3.9 The Downing Road Playing Field is a fenced area of private, recreational space. Loss of open space is generally resisted by policy in this Local Plan, which is why specific work has been undertaken on this piece of land. The disposal of the Downing Road Playing Field has been approved by the Secretary of State for Education (under Section 77 of the School Standards and Framework Act 1998). In addition, the Playing Pitches Strategy (2017) examined the significance of the site in detail, and considered that its loss for residential development would be justified in this case.
- 7.3.10 The proposal at Downing Road is for residential development, although the provision of specialist accommodation, e.g. care home, elderly units, would be appropriate in this very accessible location. Some public open space provision, including a play area, should be provided as part of any development and provide an appropriate setting for the public footpath adjoining the western boundary of the site. Developers should examine the possibility of serving some of the development via a separate access from Beverley Road.
- 7.3.11 This site potentially contains public sewers. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.

Other Sites for Development in West Reading and Tilehurst

WR3: OTHER SITES FOR DEVELOPMENT IN WEST READING AND TILEHURST

The following sites will be developed according with the principles set out in this policy:

WR3a FORMER COX & WYMAN SITE, CARDIFF ROAD

Development for residential, with potential for commercial uses on the western edge of the site.

Development should:

- *Take account of access restrictions on surrounding streets and ensure that residential access is generally separated from accesses to commercial areas;*
- *Include all parking requirements within the site to avoid exacerbating parking issues on existing streets;*
- *Ensure appropriate separation or buffers between residential and industrial areas, to improve the relationship between the two uses in the local area;*
- *Avoid adverse effects on important trees including those protected by TPO along Addison Road;*
- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use;*
- *Address any contamination on site;*
- *Address flood risk issues arising from a Flood Risk Assessment; and*
- *Ensure that development has no adverse effect on water quality.*

Site size: 1.31 ha 70-110 dwellings

WR3b 2 ROSS ROAD & PART OF MEADOW ROAD

Development for residential.

Development should:

- *Take account of access restrictions on surrounding streets and ensure that residential access is generally separated from accesses to commercial areas;*
- *Ensure appropriate separation or buffers between residential and industrial areas, to improve the relationship between the two uses in the local area;*
- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use;*
- *Address any contamination on site;*
- *Ensure appropriate back-to-back separation from existing residential; and*
- *Address flood risk issues arising from a Flood Risk Assessment.*

Site size: 0.6 ha 39-60 dwellings

WR3c 28-30 RICHFIELD AVENUE

Development for residential.

Development should:

- *Ensure appropriate separation or buffers between residential and industrial areas, to improve the relationship between the two uses in the local area;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Take account of potential archaeological significance;*
- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use;*
- *Address any contamination on site; and*
- *Address flood risk issues arising from a Flood Risk Assessment.*

Site size: 0.78 ha 50-80 dwellings

WR3d RIVERMEAD LEISURE CENTRE, RICHFIELD AVENUE

Additional development to improve the town's leisure offer, including new swimming provision.

Development should:

- *Address any contamination on site; and*
- *Address flood risk issues arising from a Flood Risk Assessment.*

Site size: 3.75 ha Additional leisure floorspace

WR3e YEOMANRY HOUSE, CASTLE HILL

Change of use of listed building to residential use or to potential office or restaurant use.

Development should:

- *Avoid detrimental effects on the significance of the listed building and the Conservation Area;*
- *Address noise impacts on residential use;*
- *Address air quality impacts on residential use; and*
- *Avoid adverse effects on the wooded frontage to Castle Hill.*

Site size: 0.44 ha 10-14 dwellings

WR3f 4 BERKELEY AVENUE

Development for residential.

Development should:

- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use; and*
- *Address any contamination on site.*

Site size: 0.06 ha 10-14 dwellings

WR3g 211-221 OXFORD ROAD, 10 AND REAR OF 8 PROSPECT STREET

Development for residential with district centre uses on ground floor Oxford Road frontage, continuing the existing Oxford Road building line.

Development should:

- *Enhance the setting of the Conservation Area and nearby listed buildings;*
- *Address air quality impacts on residential use;*

- Address noise impacts on residential use; and
- Address any contamination on site.

Site size: 0.3 ha 6-10 dwellings and ground floor district centre uses

WR3h REAR OF 303-315 OXFORD ROAD

Development for residential.

Development should:

- Retain rear access for properties on Oxford Road;
- Only take place as a comprehensive development rather than parts of the site;
- Avoid adverse effects on trees protected by TPO;
- Address air quality impacts on residential use;
- Address noise impacts on residential use; and
- Ensure appropriate back-to-back separation from existing residential.

Site size: 0.22 ha 14-20 dwellings

WR3i PART OF FORMER BATTLE HOSPITAL, PORTMAN ROAD

Development for residential.

Development should:

- Be accessed from the south rather than directly from Portman Road;
- Enhance pedestrian and cycle permeability through the site, including provision of a footpath/cycleway along the northern frontage of the site;
- Mitigate any impacts on Cow Lane Bridges and the Norcot Road/Oxford Road/Portman Road roundabout;
- Avoid adverse effects on important trees including those protected by TPO;
- Provide for a green link along the Portman Road frontage;
- Address flood risk issues arising from a Flood Risk Assessment, including from surface water;
- Take account of potential archaeological significance;
- Take account of the location of a pumping station in close proximity, which will require liaison with Thames Water; and
- Address any contamination on site.

Site size: 2.77 ha 160-240 dwellings

WR3j LAND AT MOULSFORD MEWS

Development for residential.

Development should:

- Address air quality impacts on residential use; and
- Address any contamination on site.

Site size: 0.16 ha 10-16 dwellings

WR3k 784-794 OXFORD ROAD

Development for residential.

Development should:

- Only take place as a comprehensive development rather than parts of the site;
- Address air quality impacts on residential use;
- Address noise impacts on residential use; and
- Address any contamination on site.

Site size: 0.22 ha 14-22 dwellings

WR3I 816 OXFORD ROAD

Development for residential.

Development should:

- Address air quality impacts on residential use;
- Address noise impacts on residential use;
- Address any contamination on site; and
- Ensure appropriate back-to-back separation from existing residential.

Site size: 0.23 ha 13-20 dwellings

WR3m 103 DEE ROAD

Development for residential subject to the fire station being surplus to requirements.

Development should:

- Address any contamination on site.

Site size: 0.85 ha 34-50 dwellings

WR3n AMETHYST LANE

Development for residential.

Development should:

- Ensure appropriate back-to-back separation from existing residential.

Site size: 0.57 ha 32-48 dwellings

WR3o THE MEADWAY CENTRE, HONEY END LANE

Development of existing shopping centre to provide a new district centre including retail and leisure uses. Development should be as comprehensive as possible. There will be no net loss in residential, and a net gain will be provided where possible.

Development should:

- Enhance the diversity of types and sizes of uses within the district centre;
- Ensure that district centre uses including a strong retail component is provided on ground floors;
- Improve links within the centre and to adjoining areas, and be designed to draw people into the centre;
- Not take the form of additional development that does not seek to address the centre's existing design issues;
- Be arranged around a quality public space which can serve as a focus for the community;
- Include new tree planting and retain existing important trees

- *where possible;*
- *Avoid detrimental effects on the biodiversity and landscape significance of the woodland to the north and west of the site;*
- *Provide for an enhanced green link at the south and west of the site between Prospect Park and the Meadway Woodland;*
- *Reduce height towards the rear of residential properties on Cockney Hill;*
- *Be designed to reduce opportunities for crime and anti-social behaviour;*
- *Be accessed from existing accesses;*
- *Enhance cycle access to the site; and*
- *Address any contamination on site.*

Site size: 2.99 ha 3,700-4,600 sq m of retail and leisure (net gain)

WR3p ALICE BURROWS HOME, DWYER ROAD

Development for residential and/or residential care.

Development should:

- *Be accessed from Appleford Road only;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Take account of the potential impact on wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required; and*
- *Take account of potential archaeological significance.*

Site size: 0.48 ha 18-27 dwellings or an equivalent number of residential care bedspaces

WR3q NORCOT COMMUNITY CENTRE, LYNDHURST ROAD

Development for residential and replacement community use.

Development should:

- *Avoid detrimental effects on the green link and pedestrian route between Oxford Road and McIlroy Park; and*
- *Take account of potential archaeological significance.*

Site size: 0.13 ha 13-20 dwellings with community use provision

WR3r CHARTERS CAR SALES, OXFORD ROAD

Development for residential.

Development should:

- *Provide access to the site from Lippincote Court;*
- *Avoid adverse visual impacts on views from the north side of the Thames and on the Thames Valley major landscape feature;*
- *Avoid detrimental impacts on the wildlife value of adjoining wooded areas;*
- *Address air quality impacts on residential use;*
- *Address noise impacts on residential use;*
- *Address any contamination on site; and*
- *Take account of the two-storey character of houses south of Oxford Road.*

Site size: 0.33 ha 12-18 dwellings

WR3s LAND AT KENTWOOD HILL

Development for residential.

Development should:

- *Be supported by information showing how development fits within a comprehensive approach to the whole area (including WR3t and the protection of the neighbouring allotments and recreation ground);*
- *Assess and mitigate any impacts on the Kentwood Hill/Norcot Road/School Road junction;*
- *Provide adequate footway/cycleway provision to link into existing routes;*
- *Include a landscaped border to Kentwood Hill;*
- *Provide for green links between the copse and the Victoria Recreation Ground, and between the copse and Kentwood Hill;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Avoid any detrimental impacts upon biodiversity, and provide for biodiversity net gain wherever possible;*
- *Avoid adverse visual impacts on the West Reading Wooded Ridgeline major landscape feature;*
- *Take account of potential archaeological significance; and*
- *Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Site size: 1.43 ha 41-62 dwellings

WR3t LAND AT ARMOUR HILL

Development for residential

Development should:

- *Be supported by information showing how development fits within a comprehensive approach to the whole area (including WR3s and the protection of the neighbouring allotments and recreation ground);*
- *Assess and mitigate any impacts on the Armour Hill/Kentwood Hill junction;*
- *Include a landscaped border to Armour Hill;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Avoid any detrimental impacts upon biodiversity, and provide for biodiversity net gain wherever possible;*
- *Avoid adverse visual impacts on the West Reading Wooded Ridgeline major landscape feature;*
- *Take account of potential archaeological significance; and*
- *Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Site size: 0.45 ha 12-18 dwellings

7.3.12 This policy identifies those sites within West Reading and Tilehurst where development will be appropriate. As well as contributing to meeting the identified needs of the Borough, allocation can help provide physical regeneration of sites which are in some cases vacant or underused. In addition, it allows the Council to highlight the issues which need to be

addressed in developing sites, set out site-specific requirements and, if necessary, plan for the provision of infrastructure.

- 7.3.13 Where dwelling or floorspace figures are included alongside the allocations, these are intended as a guide, and usually reflect an indicative maximum capacity. They are based on an initial assessment taking into account the characteristics of each site. However, the capacity of sites will ultimately depend on various factors that need to be addressed at application stage, including detailed design and layout. The fact that a site is allocated in WR3 does not preclude the need to comply with all other policies in the local plan, including, for residential developments, the need to provide affordable housing.
- 7.3.14 Where there are significant issues that will need to be addressed in any planning applications on the specific sites listed above, these are usually highlighted in the policy. However, it is not a guarantee that there are no other potential issues, and it does not remove the need to address the usual matters that should be dealt with on all sites.
- 7.3.15 On some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan. There may also be potential for specialist housing provision for specific groups, outside the C3 dwellinghouse use class. This could potentially reduce the amount of housing which could be provided on specific sites. Depending on other policies in the plan, this can be appropriate, provided that it does not harm the chances of delivering sufficient housing to meet the targets set out in regional and/or local policy - this decision will be informed by the most up-to-date housing trajectory.
- 7.3.16 The Meadway Centre Planning Brief (adopted 2013) provides more guidance on the development of site WR3o. Sites WR3i and WR3j also fall within the area covered by the Battle Hospital Planning Brief (adopted 2005). These documents continue to be relevant.
- 7.3.17 Sites WR3i, WR3s and WR3t potentially contain public sewers. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.

Sites with existing planning permission

- 7.3.18 At the time of publication of the draft Local Plan, a number of sites in West Reading had planning permission for 10 or more dwellings or more than 1,000 sq m of employment development. There is not considered to be a need to identify these sites within a policy, as the permission establishes the principle of the development. Any future applications on these sites will be acceptable where they are substantially the same as the existing permission. Applications for developments will need to be considered against policies in the plan, in particular whether it would adversely impact the likelihood of meeting Reading's identified development needs.

Site	App ref	Summary of development
1025-1027 Oxford Road	070937	Development of 12 dwellings
Land Adjacent The Roebuck Ph, Oxford Road	121457	Development of 11 dwellings (under construction)
34 Parkside Road	130767	Development/extension for accommodation, nursery, conference/seminar room, and leisure facilities (612 sq m net gain)
Government Offices, Coley Park, Wensley Road	151173	Redevelopment of offices for 71 dwellings
Elvian School, Bath Road	151175	Development of former school for 118 dwellings and new secondary school (approximately 6,000 sq m net gain of education)
1 Castle Crescent	151924	Conversion and additional development for 14 dwellings
St Georges Hall, St Georges Road	152301	Church extension and development of 12 dwellings ⁹⁸
26 Portman Road	160084	Change of use and refurbishment from car servicing to warehouse (under construction)
Land at Conwy Close	161390	Development of 57 dwellings

⁹⁸ Resolution to grant permission subject to signing of S106 agreement

8 CAVERSHAM AND EMMER GREEN

8.1 Area Context

- 8.1.1 The area covered by this section is the area of Reading Borough north of the River Thames, comprising the wards of Caversham, Mapledurham, Peppard and Thames⁹⁹.
- 8.1.2 Caversham grew up as a separate settlement on the north banks of the Thames within Oxfordshire, only becoming part of the borough of Reading in 1911. For this reason, it has a distinct identity, and this history can also be seen in the presence of many road names that are also used in Reading (such as Prospect Street, South Street and Queen's Road). Emmer Green was a smaller settlement in a location at the edge of the Chiltern Hills, featuring a number of chalk mines, before becoming subsumed within the wider urban area.
- 8.1.3 Unlike other suburban parts of Reading, the urban area does not extend beyond the Borough boundaries into South Oxfordshire district, and these areas directly abut the Oxfordshire countryside. For most of its length, the northern part of the Reading Borough boundary follows the exact urban edge. To the west of Caversham, the Chilterns Area of Outstanding Natural Beauty adjoins the Borough boundary.
- 8.1.4 According to the 2011 Census, around 31,700 people live within this area. The area is generally the most affluent part of Reading, although there are some small focuses of deprivation, notably around Amersham Road. The lower part of Caversham is characterised by Victorian terraced housing with some new additions. To the northwest, Caversham Heights contains large homes within sizeable plots, many of which were developed between 1900 and 1930. Later 20th century suburban development is concentrated around upper parts of Caversham, Emmer Green and the Caversham Park area.
- 8.1.5 There are two conservation areas. St Peter's is centred on St Peter's Church and the historic garden of Caversham Court, on the banks of the Thames, and close to the heart of the old settlement of Caversham. Surley Row is further north, and is set out along the route from Emmer Green to the old parish church of Caversham. One of Caversham's most distinctive features is the listed manor house and 38 ha historic park at Caversham Park.
- 8.1.6 The area is defined by its topography. The low lying areas close to the Thames are prone to flooding, and flood risk continues to provide a constraint to future development. However, the ground quickly rises to the north and northwest, as the remainder of the area undulates as it meets the fringes of the Chiltern hills. The 'dry valleys' typically found in the Chilterns also extend into Caversham, and there are a number of wooded and undeveloped areas that help to link the area into the wider Chilterns landscape beyond.

⁹⁹ With the exception of the meadows adjacent to the Thames, which fall within the definition of the central area in chapter 5.

8.1.7 The area is largely residential in nature, although there is one small industrial area at Paddock Road as well as the retail and related uses in Caversham centre, as well as a smaller grouping at Emmer Green. There are only two road crossings of the River Thames within the urban area of Reading, and this can lead to congestion within the centre of Caversham. However, a new pedestrian and cycle bridge has helped to further link the areas together. The main roads leading out of the Borough are the A4155 to Henley-on-Thames, A4074 towards Wallingford and the B481 to the nearby village of Sonning Common and towards Watlington. Sonning Common also has a secondary school, Chiltern Edge, which is attended by some Reading residents.

8.2 Strategy for Caversham and Emmer Green

8.2.1 The following represent some key principles for the area:

- a. There will be enhanced pedestrian links between central Caversham and Reading town centre;
- b. New development will provide or contribute to infrastructure to adequately support the development;
- c. New park and ride capacity will be sought on the A4155, A4074 and B481 corridors;
- d. The Council will continue to work with its neighbouring authorities towards provision of a crossing of the Thames east of Reading
- e. Areas of landscape and heritage importance will be preserved, including the edge of the Chilterns Area of Outstanding Natural Beauty;
- f. Leisure and recreation use of the River Thames will be promoted.

8.2.2 Caversham and Emmer Green have relatively little scope for additional development compared to some other areas of Reading, as virtually the whole area is covered by residential areas with some public open space. Much of lower Caversham is subject to flood risk constraints. There remains potential for infill development and development involving residential gardens, but this is not likely to be able to accommodate a significant proportion of Reading's identified need.

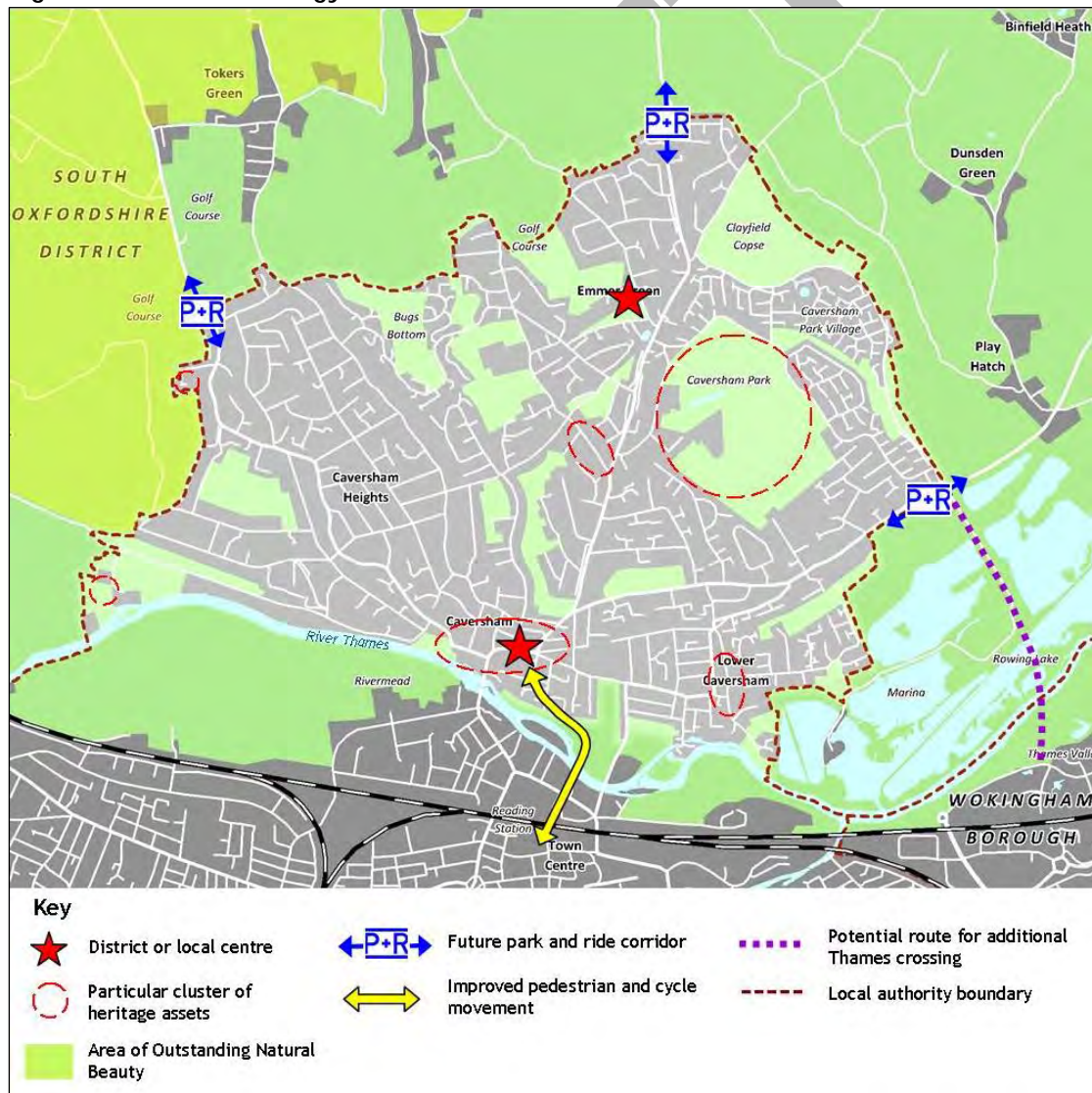
8.2.3 It is considered that Caversham and Emmer Green can accommodate around 700 homes to 2036, around 5% of the total planned for. There is not scope to accommodate any substantial proportion of the non-residential development needs, although development in and around central Caversham may result in additional town centre uses. It is important to note that this is an indication of potential capacity, not a policy target.

8.2.4 As a result of the limited development capacity, the overall strategy in this area is largely based around ensuring that, where development is to be accommodated, it is done in a way that prevents adverse effects on the existing areas. Of particular importance in Caversham and Emmer Green are potential effects on landscape, heritage and infrastructure. The relationship of the landscape with the Chiltern Hills, described in paragraph

8.1.6, and of the townscape with the former separate settlements of Caversham and surrounding hamlets, will be preserved.

8.2.5 The adequacy of infrastructure to support additional development remains one of the most significant concerns in the area. In particular, transport, education and healthcare are issues that would need to be addressed in any development. The Council is working constructively with Wokingham Borough Council, Oxfordshire County Council, South Oxfordshire District Council and the Thames Valley Berkshire LEP to work up proposals for additional crossing capacity of the Thames, although any proposal would be likely to be largely within neighbouring authorities. An additional crossing could result in measures to increase public transport capacity on existing crossings, which would improve traffic issues. A new park and ride site associated with any additional crossing on the A4155 Henley Road would also help to alleviate issues, and there are further opportunities for park and ride on the A4074 Upper Woodcote Road and B461 Peppard Road.

Figure 8.1: Area strategy for Caversham and Emmer Green



8.3 Caversham and Emmer Green Site-Specific Policies

Sites for Development and Change of Use in Caversham and Emmer Green

CA1: SITES FOR DEVELOPMENT AND CHANGE OF USE IN CAVERSHAM AND EMMER GREEN

The following sites will be developed according with the principles set out in this policy:

CA1a READING UNIVERSITY BOAT CLUB, THAMES PROMENADE

Development for residential.

Development should:

- *Avoid detrimental visual effects on the Thames Valley major landscape feature;*
- *Take account of the risk of flooding, and locate development only in the portion of the site in Flood Zone 2, closest to Abbotsmead Road;*
- *Provide for a green link across the site from Christchurch Meadows to Abbotsmead Road; and*
- *Take account of potential archaeological significance, and be supported by a desk-based archaeological assessment.*

Site size: 0.56 ha 16-25 dwellings

CA1b PART OF READING GOLF COURSE, KIDMORE END ROAD

Development for residential and replacement clubhouse, subject to additional land in South Oxfordshire being secured for replacement holes. On-site facilities should be provided to mitigate impacts on community infrastructure, for instance for healthcare. On-site public open space will be provided.

Development should:

- *Avoid adverse effects on important trees including those protected by TPO;*
- *Provide a green link across the site from Kidmore End Road to the remainder of the golf course;*
- *Take measures to mitigate impacts on the highway network, particularly on Kidmore End Road;*
- *Take account of potential archaeological significance; and*
- *Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Site size: 3.75 ha 90-130 dwellings, community provision including healthcare and replacement clubhouse

CA1c LAND AT LOWFIELD ROAD

Development for residential¹⁰⁰.

¹⁰⁰ There is a temporary (5-year) permission for 28 temporary homes for homeless households, reference 160762. This allocation is for the longer-term future of the site.

Development should:

- *Avoid adverse effects on important trees including those protected by TPO;*
- *Take account of the potential for biodiversity interest and allow for a green link across the Lowfield Road frontage of the site;*
- *Address any contamination on site;*
- *Avoid detrimental visual effects on the North Reading Dry Valleys major landscape feature; and*
- *Take account of potential archaeological significance.*

Site size: 0.93 ha 24-36 dwellings

CA1d REAR OF 200-214 HENLEY ROAD, 12-24 ALL HALLOWS ROAD & 4, 7 & 8 COPSE AVENUE

Development for residential.

Development should:

- *Be accessed from Overton Drive;*
- *Be designed to retain important trees and groups of trees, and avoid adverse effects on important trees including that protected by TPO;*
- *Avoid a net loss of biodiversity, and provide for a net gain where possible;*
- *Provide for a green link along the eastern boundary of the site adjoining the gardens of Copse Avenue;*
- *Take account of potential archaeological significance;*
- *Address air quality impacts on residential use;*
- *Address any contamination on site; and*
- *Ensure appropriate back-to-back separation from existing residential.*

Site size: 0.87 ha 17-25 dwellings

CA1e REAR OF 13-14A HAWTHORNE ROAD & 282-292 HENLEY ROAD

Development for residential

Development should:

- *Be accessed from Maytree Walk;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Avoid a net loss of biodiversity, and provide for a net gain where possible;*
- *Take account of potential archaeological significance; and*
- *Address air quality impacts on residential use.*

Site size: 0.37 ha 9-13 dwellings

CA1f REAR OF 1 & 3 WOODCOTE ROAD AND 21 ST PETER'S HILL

Development for residential.

Development should:

- *Be accessed from Symeon Place;*
- *Retain established trees and vegetation around the edge of the site;*
- *Avoid a net loss of biodiversity, and provide for a net gain where possible;*

- *Take account of the high potential archaeological significance and be supported by assessment work;*
- *Address air quality impacts on residential use; and*
- *Ensure appropriate back-to-back separation from existing residential.*

Site size: 0.33 ha 8-12 dwellings

CA1g LAND WEST OF HENLEY ROAD CEMETERY

Use for extension of the cemetery

The use should:

- *Retain important trees on the site;*
- *Retain a green link across the south western boundary of the site; and*
- *Avoid detrimental visual effects on the North Reading Dry Valleys major landscape feature.*

Site size: 1.01 ha Use for cemetery

8.3.1 This policy identifies those sites within Caversham and Emmer Green where development and change will be appropriate. As well as contributing to meeting the identified needs of the Borough, allocation can help provide physical regeneration of sites which are in some cases vacant or underused. In addition, it allows the Council to highlight the issues which need to be addressed in developing sites, set out site-specific requirements and, if necessary, plan for the provision of infrastructure.

8.3.2 Where dwelling or floorspace figures are included alongside the allocations, these are intended as a guide, and usually reflect an indicative maximum capacity. They are based on an initial assessment taking into account the characteristics of each site. However, the capacity of sites will ultimately depend on various factors that need to be addressed at application stage, including detailed design and layout. The fact that a site is allocated in CA1 does not preclude the need to comply with all other policies in the local plan, including, for residential developments, the need to provide affordable housing.

8.3.3 Where there are significant issues that will need to be addressed in any planning applications on the specific sites listed above, these are usually highlighted in the policy. However, it is not a guarantee that there are no other potential issues, and it does not remove the need to address the usual matters that should be dealt with on all sites.

8.3.4 On some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan. There may also be potential for specialist housing provision for specific groups, outside the C3 dwellinghouse use class. This could potentially reduce the amount of housing which could be provided on specific sites. Depending on other policies in the plan, this can be appropriate, provided that it does not harm the chances of delivering sufficient housing to meet the targets set out in regional and/or local policy - this decision will be informed by the most up-to-date housing trajectory.

Sites with existing planning permission

- 8.3.5 At the time of publication of the draft Local Plan, a number of sites in Caversham and Emmer Green had planning permission for ten or more dwellings or more than 1,000 sq m of employment development. There is not considered to be a need to identify most of these sites within a policy, as the permission establishes the principle of the development. Any future applications on these sites will be acceptable where they are substantially the same as the existing permission. Applications for developments will need to be considered against policies in the plan, in particular whether it would adversely impact the likelihood of meeting Reading's identified development needs.

Site	App ref	Summary of development
Chazey Farm, The Warren	030275	Development of 78-bed nursing home
Unit 1, Paddock Road Industrial Estate	100384	Development for industrial/warehouse units totalling 1,577 sq m
Highdown School, Surley Row	120329	Erection of new sixth form block (1,200 sq m)
St Martin's Precinct, Church Street	140997	Redevelopment for retail (501 sq m net gain), restaurant (524 sq m net gain), leisure (652 sq m net gain), residential (40 dwellings) plus additional works
Queen Annes School, Henley Road	141288	Refurbishment and extension for sixth form centre and dining facility (1,660 sq m)
The Arthur Clark Home, Dovedale Close	152277	Development of former care home for 43 extra care apartments

Development progress is correct to 31st March 2016

Caversham Park

CA2: CAVERSHAM PARK

Caversham Park and Caversham Park House are key features of the heritage and landscape of Reading. Caversham Park is a Registered Historic Park and Garden, and the site contains a number of listed features. These assets will be conserved.

Conversion of the house from offices to residential and/or a cultural, community or heritage use will be acceptable if it sustains the significance of the listed building. It is estimated that up to 40-45 dwellings could be accommodated, but the figure will be dependent on more detailed historic assessment of the building and the precise mix of uses.

Any development or conversion proposals should open as much of the park as possible up to public access, including reinstatement of historic public footpaths.

This policy does not allocate the site for additional development over and above conversion of the house. There may be scope for some limited development on previously developed land within the site,

which will need to be justified at application stage. Such development must comply with the criteria below:

- *No development will harm the historic interest or the important landscape value of the site.*
- *Development will not detrimentally affect protected trees or areas of biodiversity importance.*

8.3.6 Caversham Park is a historic estate in Caversham totalling 38 ha, the origins of which date back to at least Norman times, with the estate featuring in the Domesday Book. It was formerly the home of the Earl of Pembroke and later the Earls of Warwick¹⁰¹. The site is a registered historic park. A succession of manor houses have stood within the site, but the current listed Caversham Park House dates from the Victorian era. The house and its grounds have been used by the BBC as its Monitoring Station, together with the base for BBC Radio Berkshire. Given its location at the top of a hill, it is highly prominent from a number of locations in Reading, in particular the entrance along the A329(M).

8.3.7 In July 2016, the BBC announced its decision to vacate the site¹⁰². This leaves a very large area comprised mainly of open space, to which there has been no public access up to now. There is clearly an opportunity to secure a beneficial use of an important listed building, and also to secure access to a large area of much needed open space of significant historic interest for the local population.

8.3.8 Caversham Park is a Registered Historic Park and Garden¹⁰³. The Historic England website¹⁰⁴ states that
“Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. Whether in town or country, such places are an important, distinctive, and much cherished part of our inheritance and we have a duty to care for them.”

8.3.9 It goes on to say that:
“The main purpose of this Register is to celebrate designed landscapes of note, and encourage appropriate protection. ... Registration is a ‘material consideration’ in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes’ special character.”

8.3.10 A variety of uses of the existing building may be acceptable, although the extent of internal works to the listed building will have a strong influence over the form of the conversion. These possibilities include conversion to residential, a cultural or heritage use that capitalises on the heritage of the park, such as a visitor centre, or a community use that could include education. It may be possible to achieve a mix of uses within the building.

8.3.11 For clarity, this allocation is not for additional development. At this stage, it has not been demonstrated that significant additional development within

¹⁰¹ http://www.berkshirehistory.com/castles/caversham_park.html

¹⁰² <http://www.bbc.co.uk/news/uk-england-berkshire-36712152>

¹⁰³ <https://historicengland.org.uk/listing/the-list/list-entry/1000524>

¹⁰⁴ <https://historicengland.org.uk/listing/what-is-designation/registered-parks-and-gardens/>

the area will not harm the historical significance of the site or is otherwise appropriate. Any proposal that includes additional development would need to be accompanied by compelling evidence that such development will not have a detrimental impact on the many features of importance within the site, including areas of important habitat, significant trees, the House and other listed structures, views in and out of the site, and the overall significance of the park itself.

DRAFT

9 EAST READING

9.1 Area Context

- 9.1.1 This section covers the areas of Reading Borough east and south east of the centre, up to the Wokingham Borough boundary. It is a relatively small geographical area, but contains some 28,700 residents according to the 2011 Census, making it the highest residential density in the Borough outside the town centre.
- 9.1.2 The area within Reading Borough forms only a small part of the east of the urban area, as beyond the Borough in Wokingham Borough lie the areas of Woodley, Earley, Lower Earley and Winnersh, all of which function as part of the immediate Reading urban area and which account for a further 62,000 residents, as well as major business parks such as Thames Valley Park, Suttons Business Park and Winnersh Triangle.
- 9.1.3 East Reading within the Borough boundary is dominated by Victorian housing. The area grew up with the industrial expansion of the town in the 19th century, and the housing supported the key industries such as Huntley and Palmers biscuits and Suttons Seeds. This heritage is evident in the names around the area, including Palmer Park and Alfred Sutton primary school. Much of the area is formed of terraced housing to house the workers, but there are also larger homes, many of which were intended for managers at the new industries.
- 9.1.4 This heritage means there is a significant concentration of important heritage features in the area. Six conservation areas (Alexandra Road, Christchurch Road, Kendrick Road, Redlands, South Park and The Mount) take in some of the best preserved of these Victorian areas, whilst a seventh, Eldon Square, picks out some of the town's Georgian heritage at the fringe of the town centre. However, these are merely the best examples, whilst much of the surroundings of these conservation areas continues the Victorian theme. Reading cemetery is a registered historic garden, and Palmer Park is one of the town's main green spaces.
- 9.1.5 This part of town is known for two key institutions: the Royal Berkshire Hospital and the University of Reading. The University of Reading is a major focus of higher education with an international reputation, and its main Whiteknights Campus spans the boundary of Reading and Wokingham Boroughs, with another campus on London Road. This means that East Reading's population is boosted by thousands of students, some living in purpose-built halls, but others in private rented accommodation in the areas around the campus. This boosts the vibrancy of the area, but can also lead to tensions with permanent residents. The Royal Berkshire Hospital on London Road is the main hospital for residents of west and central Berkshire, and was established in 1839. It now employs more than 4,000 staff. Both the university and the hospital occupy some of the surrounding Victorian buildings for additional functions.

9.2 Strategy for East Reading

- 9.2.1 The following represent some key principles for the area:

- a. The University of Reading's Whiteknights Campus will continue to develop to support the economy and function of the town, subject to the constraints of the site;
- b. The areas of tension between the University and surrounding areas will be carefully managed, and purpose-built student accommodation on established university sites will be supported;
- c. The Royal Berkshire Hospital will continue to be a very significant facility for the wider sub-region, although development on site will avoid adverse effects on the surrounding residential areas;
- d. Areas of heritage and landscape importance will be conserved;
- e. New development will provide or contribute to infrastructure to adequately support the development;
- f. The provision of transport improvements including Mass Rapid Transit to link into park and ride at Thames Valley Park, and National Cycle Network route 422 will be supported.

9.2.2 The strategy for the area is illustrated on Figure 9.1.

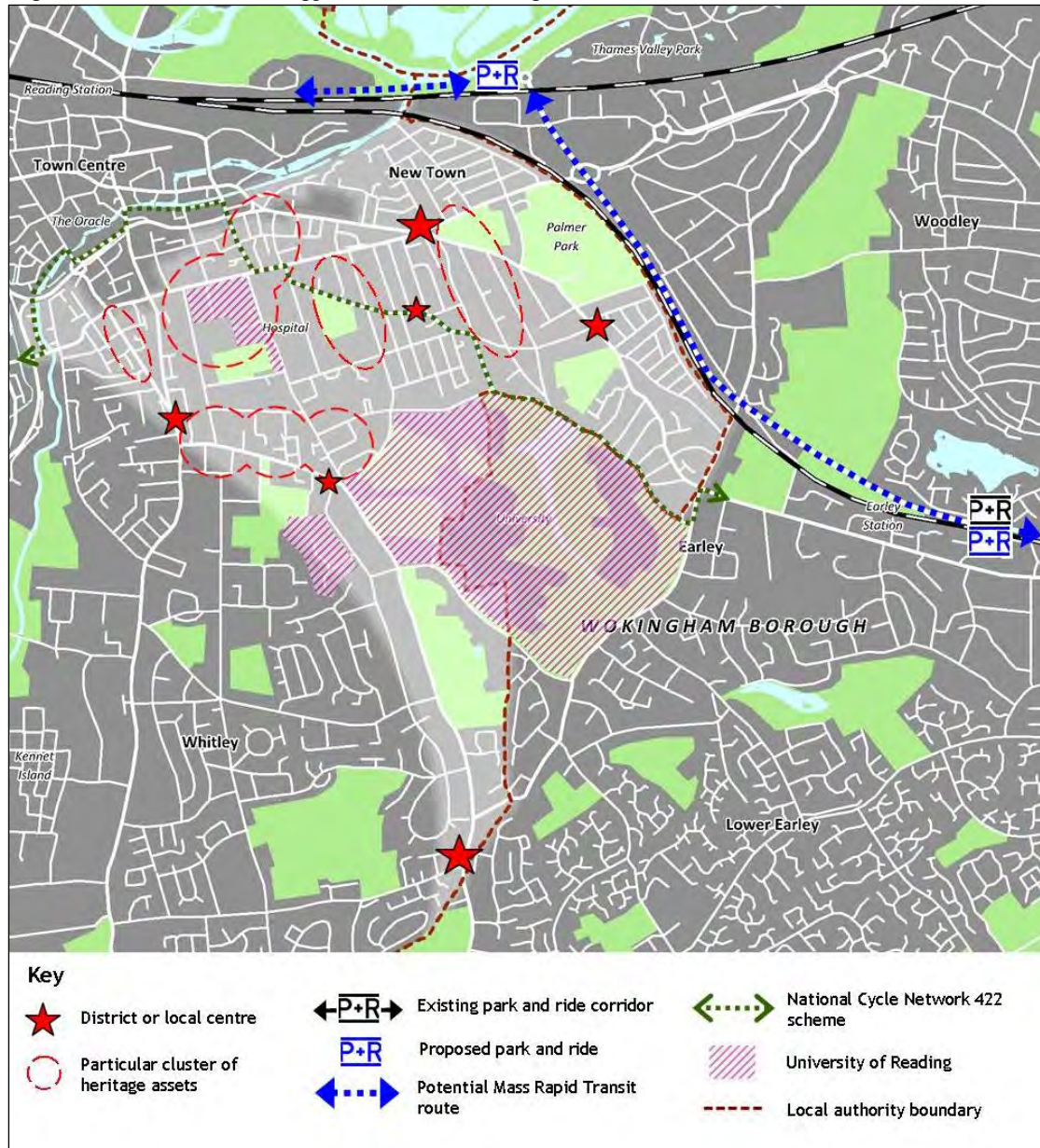
9.2.3 The substantial historic significance of much of East Reading, together with the existing residential density, means that there is little scope for additional major development. Much of the recent development has been associated with the University, and that is likely to continue to be the case in the plan period.

9.2.4 It is considered that East Reading can accommodate around 1,000 homes to 2036, around 6% of the total planned for. The area is unlikely to be able to make any significant contribution to meeting development needs for employment or retail uses. It is important to note that this is an indication of potential capacity, not a policy target.

9.2.5 Given the limited amount of development expected, no overall strategy for development distribution is necessary. However, there are two major themes that need to be highlighted in the area strategy, namely heritage and the need to manage the relationship between the residential areas and the two major institutions, the university and hospital.

9.2.6 The concentration of heritage assets in East Reading is very significant, with 17% of the area falling within a conservation area or historic park. These assets should of course be preserved. However, given the distribution of conservation areas in particular, there may be opportunities for development on sites in between areas to better link those areas together with high quality design.

Figure 9.1: Area strategy for East Reading



9.2.7 The University of Reading is a vital part of Reading's economy and life, and there will continue to be a need for development to support that role at its main Whiteknights campus, as well as its secondary campus at London Road. This development will be supported, where it does not result in significant adverse effects. However, there is clearly an issue around accommodating students in the area, with many of existing homes in the area now occupied by students, and therefore concerns about various possible effects such as noise, parking and the sustainability of local services with less accommodation available for families. For this reason, an increase of purpose-built student accommodation is needed, but this should preferably be on the existing university sites, both to reduce the need to travel, particularly by car, and so that key sites elsewhere deliver much-needed general housing rather than student accommodation. The Whiteknights campus crosses the boundary with Wokingham, and it is important that policy across the site is consistent.

- 9.2.8 The hospital is clearly a vital facility for the town and surrounding area, and there is a likelihood that on-site development will continue over the plan period. However, there is a serious local issue with car parking, at least in part due to parking related to the hospital spilling into surrounding streets. New development at the hospital will therefore need to show what measures will be taken to prevent further worsening of this issue.

9.3 East Reading Site-Specific Policies

Sites for Development in East Reading

ER1: SITES FOR DEVELOPMENT IN EAST READING

The following sites will be developed according with the principles set out in this policy:

ER1a THE WOODLEY ARMS PH, WALDECK STREET

Development for residential, with potential for student accommodation.

Development should:

- *Take account of the prevailing two-storey height of surrounding buildings;*
- *Address air quality impacts on residential use; and*
- *Address any contamination on site.*

Site size: 0.09 ha 26-38 student studio bedspaces, or equivalent amount of residential

ER1b DINGLEY HOUSE, 3-5 CRAVEN ROAD

Retention and change of use of locally listed building for residential with limited additional development.

Development should:

- *Retain the locally-listed building and any additional development should enhance its setting; and*
- *Reflect the setback of buildings from the road in the immediate local area.*

Site size: 0.33 ha 15-22 dwellings

ER1c LAND REAR OF 8-26 REDLANDS ROAD

Development for residential.

Development should:

- *Make a positive contribution to the conservation area and to the setting of adjacent listed buildings;*
- *Take account of potential archaeological significance;*
- *Retain the wall fronting Morgan Road; and*
- *Retain mature trees on the site and provide for a north-south green link, which will reduce the amount of the site that can be developed and will particularly limit development behind 14-24 Redlands Road.*

Site size: 0.74 ha 12-18 dwellings

ER1d LAND ADJACENT TO 40 REDLANDS ROAD

Development for residential.

Development should:

- *Avoid adverse effects on important trees including that protected by TPO;*
- *Make a positive contribution to the setting of the conservation area;*
- *Take account of potential archaeological significance;*
- *Ensure appropriate back-to-back separation from existing residential; and*
- *Take account of the potential for biodiversity interest, including bats.*

Site size: 0.43 ha 23-35 dwellings

ER1e ST PATRICK'S HALL, NORTHCOURT AVENUE

Development to intensify the provision of student accommodation on site, with retention of locally-listed Pearson's Court.

Development should:

- *Retain the locally-listed building and additional development should enhance its setting;*
- *Take account of potential archaeological significance;*
- *Avoid adverse effects on important trees including those protected by TPO;*
- *Take account of the potential for biodiversity interest, including bats; and*
- *Enhance the green link across the northern boundary of the site.*

Site size: 3.39 ha Net gain of approximately 450-500 bedspaces

ER1f HAMILTON CENTRE, BULMERSHE ROAD

Development for residential.

Development should:

- *Address any contamination on site; and*
- *Justify the loss of existing community provision.*

Site size: 0.35 ha 13-19 dwellings

ER1g ALEXANDER HOUSE, KINGS ROAD

Redevelopment of offices for residential.

Development should:

- *Take account of potential archaeological significance;*
- *Address noise impacts on residential use;*
- *Address air quality impacts on residential use; and*
- *Ensure appropriate back-to-back separation from existing residential.*

Site size: 0.16 ha 26-38 dwellings

ER1h **ARTHUR HILL SWIMMING POOL, 221-225 KINGS ROAD**

Development for residential whilst retaining the frontage of the building where possible.

Development should:

- *Avoid an adverse impact on the setting of nearby listed buildings;*
- *Consider the merits of the option of retaining the existing frontage;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.11 ha 6-10 dwellings

ER1i **261-275 LONDON ROAD**

Development for residential with district centre uses on the ground floor.

Development should:

- *Be accessed from Cholmeley Road;*
- *Assess and mitigate any impact on the Cholmeley Road/London Road junction;*
- *Make a positive contribution to the setting of the registered historic park at Reading Cemetery;*
- *Take account of potential archaeological significance;*
- *Take account of the potential for contamination;*
- *Address noise impacts on residential use; and*
- *Address air quality impacts on residential use.*

Site size: 0.16 ha 10-16 dwellings and 360-440 sq m of town centre uses

ER1j **PALMER PARK STADIUM AREA**

Additional leisure development for a new swimming pool.

Development should:

- *Demonstrate that car parking to be lost can be replaced on or off-site, or is no longer required;*
- *Ensure that there is no adverse impacts on the use of the park and its sport and leisure facilities;*
- *Ensure that there is no adverse impact on the listed monument and its setting;*
- *Take account of potential archaeological significance; and*
- *Retain public rights of way across the site.*

Site size: 3.08 ha Approximately 1,000 sq m pool

ER1k **131 WOKINGHAM ROAD**

Development for residential with ground floor local centre uses.

Development should:

- *Avoid adverse effects on important trees including those protected by TPO;*
- *Address any contamination on site;*
- *Address noise impacts on residential use; and*

- *Address air quality impacts on residential use.*

Site size: 0.15 ha 8-12 dwellings and 400-500 sq m of retail or related use.

- 9.3.1 This policy identifies those sites within East Reading where development will be appropriate. As well as contributing to meeting the identified needs of the Borough, allocation can help provide physical regeneration of sites which are in some cases vacant or underused. In addition, it allows the Council to highlight the issues which need to be addressed in developing sites, set out site-specific requirements and, if necessary, plan for the provision of infrastructure.
- 9.3.2 Where dwelling or floorspace figures are included alongside the allocations, these are intended as a guide, and usually reflect an indicative maximum capacity. They are based on an initial assessment taking into account the characteristics of each site. However, the capacity of sites will ultimately depend on various factors that need to be addressed at application stage, including detailed design and layout. The fact that a site is allocated in ER1 does not preclude the need to comply with all other policies in the local plan, including, for residential developments, the need to provide affordable housing.
- 9.3.3 Where there are significant issues that will need to be addressed in any planning applications on the specific sites listed above, these are usually highlighted in the policy. However, it is not a guarantee that there are no other potential issues, and it does not remove the need to address the usual matters that should be dealt with on all sites.
- 9.3.4 On some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan. There may also be potential for specialist housing provision for specific groups, outside the C3 dwellinghouse use class. This could potentially reduce the amount of housing which could be provided on specific sites. Depending on other policies in the plan, this can be appropriate, provided that it does not harm the chances of delivering sufficient housing to meet the targets set out in regional and/or local policy - this decision will be informed by the most up-to-date housing trajectory.

Sites with existing planning permission

- 9.3.5 At the time of publication of the Draft Local Plan, a number of sites in East Reading had planning permission for ten or more dwellings or more than 1,000 sq m of employment development. There is not considered to be a need to identify most of these sites within a policy, as the permission establishes the principle of the development. Any future applications on these sites will be acceptable where they are substantially the same as the existing permission. Applications for developments will need to be considered against policies in the plan, in particular whether it would adversely impact the likelihood of meeting Reading’s identified development needs.

Site	App ref	Summary of development
Royal Berkshire Hospital,	Various	Additional hospital floorspace outstanding

London Road		under existing outline permissions
University of Reading, The Chancellors Way & Shinfield Road	100726	Development of 151-bed hotel and conference centre
84 Watlington Street	111073	Extension and conversion of pub for 10 dwellings (under construction)
Wells Hall, Upper Redlands Road	121820, 140428	Redevelopment of halls of residence for 34 dwellings (under construction)
Reading School, Erleigh Road	141324	Development of new science block (under construction)
252 Kings Road	141986	Change of use and extension of offices to student accommodation
Princes House, 73a London Road	150685	Change of use of offices to 26 dwellings
University of Reading, London Road	150730	Conversion of existing buildings to 53 dwellings (under construction)
40 Silver Street	150885	Development for 14 dwellings
1a Upper Redlands Road	150890	Development of 10 dwellings
Land adjacent to 17 Craven Road	160256	Development for new medical centre ¹⁰⁵

Development progress is correct to 31st March 2016

Whiteknights Campus, University of Reading

ER2: WHITEKNIGHTS CAMPUS, UNIVERSITY OF READING

The University of Reading is a national and international educational establishment of strategic importance which will continue to adapt and expand over the plan period. The Whiteknights Campus as shown on the Proposals Map will continue to be a focus for development associated with the University of Reading. Such development may include additional staff, teaching, research and enterprise accommodation, infrastructure and services, and sports and leisure facilities among other uses. Access to and within the site will be improved where necessary.

Where development would result in the need for additional students to be housed in Reading, it should be supported by a corresponding increase in student accommodation. Provision of new student accommodation on the Whiteknights Campus, or as a reconfiguration or extension of nearby dedicated accommodation, will therefore be acceptable subject to other policies in the Plan.

Development will accord with the following criteria:

- *Areas of wildlife significance and current or potential green links will be retained or enhanced, and not detrimentally affected by development, including through light effects;*

¹⁰⁵ Development had a resolution to grant permission subject to Section 106, but was subsequently withdrawn.

- *The safety of those using the campus will be maintained or enhanced;*
- *There will be no significant detrimental impact on neighbouring residential properties; and*
- *The loss of undeveloped areas on the site will be weighed against the benefits of development to the wider community.*

9.3.6 Reading is home to the University of Reading. This occupies a number of sites within and around the Reading urban area, many of which are outside the Borough boundaries, but its main location is the Whiteknights campus, shown on the Proposals Map, split between Reading and Wokingham Boroughs. This campus will be the main focus of future development associated with the University of Reading, although there will continue to be development activity at the University's secondary, but original, campus on London Road.

9.3.7 The Whiteknights Campus has a number of issues which distinguish it from other parts of the Borough, and therefore necessitate a distinct approach. The University currently has around 17,000 students¹⁰⁶ from over 150 countries plus over 4,000 staff, and Whiteknights is the hub of university activity. Students, staff and visitors need to be supported by services, facilities and infrastructure. A separate policy is therefore required for the part of the Whiteknights campus that lies within the Borough.

9.3.8 The site is on the site of the 19th century Whiteknights Park, and includes a significant amount of parkland, woodland and lakes. Its attractive surroundings are part of the pull of the university, but also offer a number of constraints to development. Parts of the site have significant wildlife importance, and the area is a prominent part of the local landscape, adjoining part of the East Reading wooded ridgeline Major Landscape Feature, with large tracts of open space. A number of listed buildings are on site, and the campus is surrounded by residential areas. In addition, approximately two thirds of the Campus is within Wokingham Borough, meaning that a consistent approach is required.

9.3.9 In 2008, the University drew up a Whiteknights Campus Development Plan, which set out the University's principles for future development of the site, including providing 1,297 additional bedspaces, waste and catering facilities and changes to the accesses and internal circulation. Much of the development proposed in that plan has now been built out, but there remains the likelihood of further development over the plan period.

9.3.10 Many of the main planning issues on the site are dealt with elsewhere within the local plan. Although it is not appropriate to repeat policy here, developments will need to consider matters such as parking (TR5 and Parking and Design Standards SPD), biodiversity (EN12), the historic environment (EN1-EN6), residential amenity (CC8) and landscape (EN13).

¹⁰⁶ www.reading.ac.uk

Royal Berkshire Hospital

ER3: ROYAL BERKSHIRE HOSPITAL

The Royal Berkshire Hospital is a highly significant facility which serves the needs of Reading as well as much of its hinterland. Unless it is proposed to move to a new site, the Hospital site on Craven Road will continue to be a focus for healthcare development to meet requirements, and the site will need to be flexible to adapt to changing technologies or modes of service delivery. Such development will be supported where it complies with the following criteria:

- Where development would result in an increase in staff or visitors, it should be accompanied by measures which ensure that development does not have an adverse effect on the functioning of the highway, either as a result of increased use or by resulting in additional on-street parking in surrounding streets;*
- Development will conserve the listed main block on London Road, ensuring that its use is consistent with its conservation;*
- Development would not result in adverse effects of the setting of nearby listed buildings and conservation areas; and*
- There will be no significant detrimental impact on neighbouring residential properties.*

Any long-term proposal for moving the hospital to a new site in the Reading area would be supported where it would ensure that such a move would enhance its accessibility to Reading residents, would not lead to a reduction in standards of care, and where it would comply with other policies in the Plan.

9.3.11 The Royal Berkshire Hospital, located between London Road, Craven Road, Redlands Road and Addington Road, is the main hospital facility for the Royal Berkshire NHS Trust, which provides hospital services to west and central Berkshire. As such, it is a vital facility not only for Reading, but for a much wider surrounding area. The hospital employs more than 4,000 staff, making it a key part of the Reading economy.

9.3.12 There are a number of factors that are likely to lead to a need to continue to develop the hospital site. As well as population growth in Reading and surrounding areas, there are technological changes that can mean a need to change the way that buildings on the site work to ensure that the best available care can be given. Over a 20-year plan period, there are also likely to be other changes in the way services are delivered which have implications for how physical space is used. It is important that, wherever possible, physical changes on site to respond to these issues are supported by planning policy.

9.3.13 However, there are also constraints which affect the site. The 19th Century hospital building fronting London Road is listed, and increasingly has limited

suitability for modern clinical requirements, which is likely to mean more of a focus on administrative functions. There are also two conservation areas (Kendrick and Eldon Square) adjoining the hospital, as well as several other listed buildings, and the setting of these assets particularly affect the Redlands Road and London Road frontages.

- 9.3.14 One of the main issues affecting the site is transport, and, in particular, parking. London Road is subject to particular congestion issues at peak times. On-site car parking is a limited resource, and this has resulted in a significant issue of on-street car parking in surrounding residential streets, although this is also related to the nearby University and the occupation of many houses in the area by students. A Residents' Parking Scheme has been introduced in many of these nearby streets, which will further emphasise the need for development at the hospital, where it results in additional visitors, to introduce measures that manage travel issues. This could involve use of park and ride, public transport, or may involve on-site car parking where it could be managed to avoid additional strain on roads.
- 9.3.15 There are not currently any proposals for the hospital to relocate. However, a plan with a 20-year timescale must be alive to any future changes in circumstances, and the policy therefore needs to include a degree of flexibility for this scenario, however remote. In such an instance, the Council would work closely with the Trust and other stakeholders on any proposals.
- 9.3.16 The policy needs to be read in conjunction with other policies in the plan, for example on residential amenity (CC8), protection and enhancement of the historic environment (EN1-6) and on traffic and highway issues (TR3).

10. IMPLEMENTATION

10.1 Implementation Measures

- 10.1.1 Some information on specific measures for implementing policies is set out in the supporting text for the relevant policy, but this section provides a useful summary on some of the key methods:
- 10.1.2 **Development management decisions:** The key delivery method for all policies in the Local Plan is through the development management process. Decisions on applications will be made in line with the Local Plan once adopted, alongside other material considerations including national policy. This will include the information contained on the Proposals Map. Conditions and section 106 agreements will be used where relevant, and certain information will be required to accompany applications. The Council produces a Validation Checklist, updated periodically, which summarises the information that should be submitted alongside different types of application.
- 10.1.3 **Early and effective pre-application discussions:** Since the development management process is intended to be a proactive approach to managing the whole development process, there is an emphasis on pre-application discussions. The Council already has measures in place for securing pre-application discussions, including a form for those seeking pre-application advice, and a charging regime. The adopted Statement of Community Involvement strongly advises that pre-application consultation is carried out on major schemes.
- 10.1.4 **Topic-related Supplementary Planning Documents (SPD):** Some of the policy topics in the Local Plan will need to be covered by Supplementary Planning Documents (SPDs). For instance, an Affordable Housing SPD provides more guidance on how affordable housing will be secured through development, and a Parking Standards and Design SPD sets out detailed expectations for parking provision with development. The Local Plan generally states where an SPD will be produced, or where an existing SPD will continue to be applied.
- 10.1.5 **Site-related Supplementary Planning Documents:** The Council will continue to produce planning briefs for key sites. In addition, many of the existing planning briefs that relate to development allocations in this document will remain in place, for instance the Station Area Framework and Battle Hospital and Meadway Centre planning briefs.
- 10.1.6 **Local Development Orders (LDO):** A Local Development Order (LDO) is an order made by a local planning authority which has the effect of granting permission on a site for a certain development. It removes the need for a developer to apply for planning permission, and therefore streamlines the planning process. LDOs have not been used in Reading in recent years, but there is a Government proposal that local planning authorities should make extensive use of LDOs for suitable housing sites. The use of LDOs for some allocated sites therefore remains a possibility. Another Government proposal, currently being piloted in a number of other local authorities, is a 'brownfield register', which keeps a public record of suitable previously-

developed land for housing to encourage its development. It is suggested by the Government that land on the Register should generally be subject to LDOs. These proposals are not yet fully in place, but if and when they come into force, they will have a major role in implementation of the plan.

10.1.7 Community Infrastructure Levy (CIL): In terms of securing many of the infrastructure needs identified in this plan, one of the main tools that the Council has is the Community Infrastructure Levy. This is a levy on development taking place in the Borough to contribute towards infrastructure. A CIL Charging Schedule sets out the range of charges, and a CIL Regulation 123 list details the schemes which CIL will contribute towards. The current Charging Schedule was adopted in January 2015, and CIL was introduced in Reading in April 2015.

10.1.8 Section 106 agreements: Prior to the introduction of CIL, Section 106 agreements were the main mechanisms for securing contributions towards infrastructure provision. Their use is now much more limited, but they will continue to be used to ensure that affordable housing is provided in line with the policies in this plan, as well as to secure employment, skills and training measures, and for any site-specific infrastructure not covered by the CIL Regulation 123 list.

10.1.9 Other Council and partner strategies: The Local Plan will need to be implemented alongside a number of other plans and strategies, produced by both the Council and its partners. Some of the policies in the Local Plan need to be applied in conjunction with other strategies, for instance:

- Local Transport Plan (TR2: Major Transport Projects);
- Cycling Strategy (TR4: Cycle Routes);
- Air Quality Action Plan (EN15: Air Quality);
- Open Spaces Strategy (EN9: Provision of Open Space);
- Tree Strategy (EN14: Trees, Hedges and Woodlands);
- Accommodation with Care Commissioning Strategy (H5: Accommodation for Vulnerable People)
- Healthy Weight Strategy (various policies relating to matters such as open space and walking and cycling).

10.1.10 Council-owned land: Some of the land referenced in this document is currently in Council ownership. The Council is always open to approaches from developers and adjoining land owners to explore comprehensive regeneration and development proposals which incorporates its land, and is actively bringing forward proposals for a major site in central Reading. The Council will also continue to bring forward its own development proposals, for instance for new affordable or extra-care housing or for education, where there is the opportunity and funding to do so.

10.1.11 Compulsory Purchase Order (CPO): The Council will consider the use of its CPO powers to facilitate redevelopment and regeneration within the Borough, where this is consistent with Council policy, irrespective of whether Council-owned land is involved. However, it is clearly preferable in most cases that landowners and developers be given the opportunity to bring forward key sites, and for this reason the use of CPOs has not been programmed.

10.1.12 Duty to Co-operate: Much of this local plan has sought to place

Reading Borough within its wider context, in particular in reference to the Western Berkshire Housing Market Area. Under the Localism Act 2011, the Council has a duty to co-operate with a range of partner organisations, including nearby planning authorities, government bodies and infrastructure providers. The Council has produced a Duty to Co-operate Scoping Statement, setting out the partners and topics which will be subject to the duty, and this is available on the Council's website¹⁰⁷. In particular, Reading Borough Council is working with its neighbours in examining how growth can take place within the Western Berkshire Housing Market Area, in particular in view of the expectation that Reading's unmet housing need will be accommodated within the rest of the HMA. The publication of the West of Berkshire Spatial Planning Framework is an important starting point and context for this plan, but this joint work will continue into the future.

10.2 Delivery Timescales

- 10.2.1 Figure 10.1 sets out indicative timescales for the developments and site proposals that are anticipated to be delivered. These represent our best estimate at the time, and the delivery timescale of individual sites are liable to change over the plan period. It is not considered that any deliberate phasing of development proposals is required, although, on some sites, developments will need to be coordinated to create a comprehensive development. The table is split into five-year periods, with short-term meaning within five years (2016-2021), medium-term five to ten years (2021-2026) and long-term is after ten years (2026-2036). A category for unknown or longer-term is also included, which includes sites where there is less confidence of delivery over the plan period, but which are nevertheless considered to be worth allocating.
- 10.2.2 For housing sites, it is a requirement of a Local Plan that covers housing to include a Housing Trajectory, setting out how the provision of housing across the plan period will meet the targets in the plan. A Housing Trajectory, which builds on the timescales in figure 10.1 and shows how the level of housing planned for will be achieved, is included in Appendix 1.

¹⁰⁷ http://www.reading.gov.uk/media/4412/Duty-to-cooperate-scoping-strategy/pdf/RBC_Duty_to_Cooperate_Scoping_Strategy_1215.pdf

Figure 10.1: Overall timescales for site proposals

Policy Ref	Site/Proposal	In progress	Short (2016-21)	Medium (2021-26)	Long (2026-31)	Long (2031-36)	Longer term/unknown
CR11a	Friar Street and Station Road						
CR11b	Greyfriars Road Corner						
CR11c	Station Hill and Friars Walk						
CR11d	Brunel Arcade and Apex Plaza						
CR11e	North of Station						
CR11f	West of Caversham Road						
CR11g	Riverside						
CR11h	Napier Road Corner						
CR11i	Napier Court						
CR12a	Cattle Market						
CR12b	Great Knollys Street and Weldale Street						
CR12c	Chatham Street, Eaton Place and Oxford Road						
CR12d	Broad Street Mall						
CR12e	Hosier Street						
CR13a	Reading Prison						
CR13b	Forbury Retail Park						
CR13c	Forbury Business Park and Kenavon Drive						
CR13d	Gas Holder						
CR14a	Central Swimming Pool, Battle Street						
CR14b	Former Reading Family Centre, North Street						
CR14c	17-23 Queen Victoria Street						
CR14d	173-175 Friar Street and 27-32 Market Place						
CR14e	3-10 Market Place, Abbey Hall and Abbey Square						
CR14f	1-5 King Street						
CR14g	The Oracle Extension, Bridge Street and Letcombe Street						
CR14h	Central Club, London Street						
CR14i	Enterprise House, 89-97 London Street						
CR14j	Corner of Crown Street and Southampton Street						

Policy Ref	Site/Proposal	In progress	Short (2016-21)	Medium (2021-26)	Long (2026-31)	Long (2031-36)	Longer term/unknown
CR14k	Corner of Crown Street and Silver Street						
CR14l	187-189 Kings Road						
CR14m	Caversham Lock Island, Thames Side						
CR15	The Reading Abbey Quarter						
SR2a	Former Landfill, Island Road						
SR2b	North of Island Road						
SR2c	Island Road A33 Frontage						
SR3	Land North of Manor Farm Road						
SR4	South of Elgar Road						
SR5a	Pulleyn Park, Rose Kiln Lane						
SR5b	Rear of 3-29 Newcastle Road						
SR5c	169-173 Basingstoke Road						
SR5d	16-18 Bennet Road						
SR5e	Park of Former Berkshire Brewery Site						
SR5f	Land South West of Junction 11 of the M4						
WR1	Dee Park						
WR2	Park Lane Primary School, The Laurels and Downing Road						
WR3a	Former Cox and Wyman Site, Cardiff Road						
WR3b	2 Ross Road and Part of Meadow Road						
WR3c	28-30 Richfield Avenue						
WR3d	Rivermead Leisure Centre, Richfield Avenue						
WR3e	Yeomanry House, Castle Hill						
WR3f	4 Berkeley Avenue						
WR3g	211-221 Oxford Road, 10 and Rear of 8 Prospect Street						
WR3h	Rear of 303-315 Oxford Road						
WR3i	Part of Former Battle Hospital, Portman Road						
WR3j	Land at Moulsoford Mews						
WR3k	784-794 Oxford Road						
WR3l	816 Oxford Road						
WR3m	103 Dee Road						
WR3n	Amethyst Lane						

Policy Ref	Site/Proposal	In progress	Short (2016-21)	Medium (2021-26)	Long (2026-31)	Long (2031-36)	Longer term/unknown
WR3o	The Meadway Centre, Honey End Lane						
WR3p	Alice Burrows Home, Dwyer Road						
WR3q	Norcot Community Centre, Lyndhurst Road						
WR3r	Charters Car Sales, Oxford Road						
WR3s	Land at Kentwood Hill						
WR3t	Land at Armour Hill						
CA1a	Reading University Boat Club, Thames Promenade						
CA1b	Part of Reading Golf Course, Kidmore End Road						
CA1c	Land at Lowfield Road						
CA1d	Rear of 200-214 Henley Rd, 12-24 All Hallows Rd & 4, 7 & 8 Copse Ave						
CA1e	Rear of 13-14a Hawthorne Rd & 282-292 Henley Rd						
CA1f	Rear of 1-3 Woodcote Road and 21 St Peter's Hill						
CA1g	Land West of Henley Road Cemetery						
CA2	Caversham Park						
ER1a	The Woodley Arms PH, Waldeck Street						
ER1b	Dingley House, 3-5 Craven Road						
ER1c	Land Rear of 8-26 Redlands Road						
ER1d	Land Adjacent to 40 Redlands Road						
ER1e	St Patrick's Hall, Northcourt Avenue						
ER1f	Hamilton Centre, Bulmershe Road						
ER1g	Alexander House, Kings Road						
ER1h	Arthur Hill Swimming Pool, 221-225 Kings Road						
ER1i	261-275 London Road						
ER1j	Palmer Park Car Park						
ER1k	131 Wokingham Road						

10.3 Infrastructure Delivery Plan

- 10.3.1 Infrastructure is required to support new development within the Borough through the Plan period to ensure that communities are sustainable. The requirement for local authorities to assess quality and capacity of infrastructure, as part of the Local Plan process, is identified in the National Planning Policy Framework. The suggested broad categories are physical, green and social infrastructure.
- 10.3.2 In preparing this Local Plan, the Council has been in liaison with a range of infrastructure providers to determine long term strategic infrastructure needs which would result from the level and distribution of planned growth within the Borough. This has resulted in an Infrastructure Delivery Plan (IDP), which sets out in full how infrastructure to support the levels of development set out in this plan will be provided, and the IDP is on the Council's website. An Infrastructure Delivery Schedule (Figure 10.2) derived from the IDP is included here, and summarises the key infrastructure projects which will be required to support the level of proposed growth. These have been identified through this process of consultation and liaison with internal departments and external organisations. This schedule sets out the project, the need for it, requirements, costs, funding, timescales and who has responsibility for delivery.
- 10.3.3 The majority of housing development will occur on brownfield sites and represent 100 dwellings or less. Therefore, in most cases there will not be the requirement for significant infrastructure on a site by site basis. The infrastructure schemes will be strategic in nature, serving the impacts of growth from groupings of sites. Where there is need for site specific infrastructure, this will be addressed and negotiated at the detailed planning stage. The Infrastructure Delivery Schedule identifies key infrastructure requirements for major sites that are known at this time.
- 10.3.4 A range of different infrastructure requirements have been reviewed in the IDP report, but only infrastructure needed to support sustainable growth has been identified within the delivery schedule in Figure 10.2. These include core transport projects, health provision, additional capacity for primary and secondary education places, community and youth provision and additional neighbourhood police infrastructure. The IDP will be a 'living' document; a snapshot in time, based on the best available information at this time. This will need to be updated as and when further information becomes available.

Figure 10.2: Summary Infrastructure Delivery Schedule

LOCATION	SCHEME	NEED FOR SCHEME	SCHEME REQUIREMENTS	CAPITAL COST AND FUNDING	TIMESCALES (where known)	LEAD DELIVERY AGENCY
PHYSICAL						
Borough-wide	Cycle Hire	Encouraging active travel and promoting an alternative to car use	Operation, maintenance and expansion of publicly available bike hire scheme	Unknown—LTP block grant, S106	Ongoing	Reading Borough Council (RBC)
	Cycling Strategy	Encouraging active travel and promoting an alternative to car use	Local measures to encourage cycling routes, lighting, cycle parking, etc.; new areas of development to be connected to existing network	Unknown—LTP block grant, S106	Ongoing	RBC
	Major Repair and Improvement Projects	Improving and maintaining existing infrastructure	Continuous maintenance and improvement of existing facilities and infrastructure including retaining walls, culverts, subways, footbridges and flood defence schemes	Unknown—LTP block grant	Ongoing	RBC

Borough-wide	Mass Rapid Transit (MRT) Schemes	Providing alternatives to car use and encourage sustainable transport use; reduce congestion; improve accessibility and air quality	Dedicated express, limited stop bus-based rapid transit connected to Park and Ride locations; focused in key areas of growth and key routes in urban areas	Approx. £100,000,000—LTP block grant, LGF	2018-2036	RBC
	National Cycle Network Route 422	Increase connectivity and the National Cycle Network, encourage uptake of cycling	East-west national cycle route with shared use facilities & cycle routes; improvements of existing infrastructure & links; new facilities	Approx. £1,100,000—Growth Deal, S106	2016-2018	RBC
	Network Management, Junction Improvements and Road Safety	Increase attractiveness of public transport, reduce congestion, promote sustainable travel and improve road safety	Improvements to existing infrastructure and enhanced provision	Unknown—LTP block grant, S106	Ongoing	RBC
	Park & Ride Sites	Reduce the mode share of trips by car to central Reading, thereby reducing congestion and improving accessibility and air quality	A series of new Park and Ride sites and local transport interchanges will be provided on key routes to Reading	Approx. £19,000,000 - S106, LTP, LGF	2018-2036	RBC, adjoining authorities
	Public Transport and Enhancements	Increase attractiveness of public transport, reduce congestion, promote sustainable travel, improve accessibility and air quality	Improvements to existing public transport infrastructure and provision enhancement including bus stops, bus lanes, bus priority at junctions	Unknown—LTP block grant, S106	Ongoing	RBC

Borough-wide	Third Thames Crossing	Reduce congestion	Provide alternative north-south route across the River Thames via a new road bridge	Approx. £100,000,000—LGF	2020-2036	Wokingham, RBC, Oxfordshire, South Oxfordshire
	Walking Strategy	Encouraging active travel and promoting an alternative to car use	Local measures to encourage walking; new areas of development to be connected to existing pedestrian networks; improve walking route, pedestrian crossings, lighting and accessibility	Unknown—LTP block grant, S106	Ongoing	RBC
	Decentralised Renewable Energy Site	To reduce the carbon footprint of the Borough, and reduce and stabilise energy costs, through the development of low carbon, localised energy infrastructure, to reduce the dependency on fossil fuels and assist in meeting local and national targets for reducing CO ₂ emissions, in line with global action to avert severe climate change.	Details not known at this time; interventions will likely focus on the town centre	CIL, Section 106	Ongoing	RBC
	Water and Wastewater	To ensure sufficient capacity to accommodate future growth	There are a number of areas within the Borough including some parts of west and south Reading where Thames Water has identified potential capacity issues with water and wastewater. For these areas,	Costs to be determined by Thames Water with developer	To be confirmed as and when a development comes forward and where issues have been highlighted by	Thames Water and relevant developer

Borough-wide			detailed investigation and modelling will be required to determine if a local infrastructure upgrade is required.		Thames Water. Thames Water has indicated that upgrades to assets can take up to 3 years lead in time.	
	Berkshire Superfast Broadband	To ensure sufficient capacity to accommodate future growth; support economic growth by increasing digital connectivity	Implementation of broadband infrastructure to 24mb wherever possible; ensure a minimum superfast infrastructure for 98% of properties by 2019; private sector is developing fibre based gigabit solutions	£192,000 RBC capital funding; private funding from a variety of providers	Ongoing	RBC, private sector providers
	Electricity	To ensure sufficient capacity to accommodate future growth	In order to accommodate development as proposed in the central area major reinforcement works to the 13200 and 33000 volt infrastructure would need to be carried out. Large amount of cables and plant which, may require diverting and relocating as a result of development designs and layouts.	Costs to be determined by SSE chargeable to developments on an apportionment basis and major extension to the 11000 volt and low voltage networks, which is fully rechargeable to the developments	Ongoing	SSE
	Air Quality Monitoring	To assess the levels of pollutants at hotspot locations where further development is likely to worsen air quality	NOx analyser, enclosure and associated infrastructure	£70,000 - Section 106, DEFRA Air Quality Grant	Ongoing	RBC

South	Green Park Station Multi-Modal interchange	Reducing congestion and improving sustainable travel options to major employment sites and future housing development	A new train station and multi-modal interchange at Green Park on the Reading-Basingstoke Line with enhanced facilities	Approx. £16,000,000	2018-2019	RBC, Network Rail, Great Western Railway
	South Reading MRT	Providing alternative modes to car use and encourage sustainable transport use; reduce congestion; improve accessibility and air quality	Dedicated express, limited stop bus-based rapid transit connected to Mere oak Park and Ride, areas of growth and key routes in the urban area	Approx. £55,000,000—LGF, S106	2016-2020 (phases 1-4); further phases subject to funding	RBC
Central/ East	Cow Lane Improvements	Allow freight, public transport and sustainable modes to use this strategic route to central Reading and remove a major bottleneck	Remove major bottleneck caused by restricted height and width at Cow Lane	Unknown	2018-2020	Network Rail, RBC
	Low Emission Zone	Improve air quality	Unknown	Unknown—LTP block grant, S106	Unknown	RBC
	Reading West Station Upgrade	Facilitate current and future passenger numbers, improve accessibility and step-free access	Improve standard of passenger waiting facilities and platforms; increase bike parking; provide step-free access with two lifts on either side of the footbridge; improved ticket vending machines and low ticket counter window	Approx. £3,500,000—LGF, S106	Unknown	RBC

Central/ East	Town Centre Access and Public Realm Enhancements	Reducing the impact of congestion; delivering a higher quality public realm; encouraging healthier lifestyles; improving access to central Reading	Junction improvements; accident remediation scheme; improved way finding	Unknown—LTP block grant, S106, BID	Ongoing	RBC
	East Reading MRT	Providing alternative modes to car use and encourage sustainable transport use; reduce congestion; improve accessibility and air quality	Dedicated express, limited stop bus-based rapid transit connecting Reading town centre/Reading Station and TVP Park and Ride along key commuting corridor	Approx. £24,000,000—LGF, CIL	2018-2021	RBC, Wokingham
	TVP Park and Ride	Reduce congestion and improve accessibility and air quality	New Park and Ride site in the vicinity of Thames Valley Park Business Park	Approx. £3,600,000—LGF, S106	2017-2018	Wokingham, RBC, Oxfordshire, South Oxfordshire
GREEN INFRASTRUCTURE						
Borough-wide	Thames Parks Plan	To increase the capacity of these regionally important parks to accommodate the outdoor/leisure recreation needs of the expanding population.	Physically link the eight Thames Parks creating a chain of quality green space with high amenity and landscape value.	£5,000,000 (est.) - S106, other funding sources being sought	From 2017 onwards	RBC
	Open Spaces Strategy	Improve the quality of existing public open space and facilities particularly in larger parks to benefit the wider population.	Improvement to strategically important open-spaces.	£2,000,000 Dependent on receipt of grant funding and/ or S106 contributions	Ongoing	RBC

Borough-wide	Green Infrastructure / Access to Open Space	To develop green infrastructure network and links.	Linking existing green links, and formalising off-road routes between parks, with signage and surfacing.	Unknown	Ongoing	RBC
	Play Requirements	Most of the current stock of play equipment is more than a decade old. At current levels of use, this is declining; an increasing population accelerates the rate of decline, so that equipment needs continually to be refreshed.	When deemed a Health & Safety liability with over-use, it needs to be replaced or removed. Continuous investment is needed simply to sustain the existing provision. Because many of the Council's 55 play areas are used to capacity, increases in the local population require increases in equipment; needs to be upgraded with technological advances to sustain the interest of children of all ages.	£3.2 million dependent on receipt of grant funding or CIL/S106 contributions	2017-2027	RBC
	Biodiversity Plan	To protect, enhance and increase biodiversity in parks, open spaces, allotments, cemeteries, woodland and wetland areas	Reading's Biodiversity Plan identifies a number of actions including: Enhancing and increasing habitats for plants and wildlife; creating links between existing habitats; increasing plant diversity across grassland open spaces; improvement and additional planting of hedgerows; improving diversity of tree species in woodlands	£375,000	2017 - 2027	RBC
	Allotment Creation & Enhancement	Ongoing development pressure on existing private allotments. Very long waiting lists for allotments, which will be exacerbated by additional growth	To improve allotment provision within the Borough (especially in the North and West)	Dependent on funds becoming available or on a development opportunity making land available	Ongoing requirement	RBC

South	John Rabson Recreation Ground and the Cowsey	Public open space improvements within a deprived area; This is the only park in South Reading which has been identified as being a sufficient size to develop as a Neighbourhood Park with varied facilities and providing a range of experiences. Grass pitches suffer from waterlogging reducing availability and effectiveness.	Extend range of sports facilities and support more intensified use; landscaping and additional facilities as resources become available	£500,000 Further phases dependent on receipt of additional grant funding or S.106 contributions	2017 onwards	RBC
Central/ East	Kenavon Drive and surrounding open space provision	To create and improve links with adjacent open space and the town centre.	Enhance recreational / open space that serves this area; Increased levels of residential accommodation require broader range of facilities capable of sustaining increased levels of use.	£1,000,000	2017 onwards	RBC
	Christchurch Meadows	Increase capacity and quality of facilities to cater for increased growth in population and demand.	Enhance sports facilities including team sports, tennis and update leisure facilities	£500,000	2017 onwards	RBC
SOCIAL AND COMMUNITY						
Borough-wide	Updating and improving Reading's indoor sports provision	Create high quality leisure venues to encourage and support greater levels of physical activity by Reading residents.	Reprovide Arthur Hill Swimming Pool at Palmer Park Stadium, Central Swimming Pool within town centre catchment and refurbish/extend Meadway and refurbish other indoor sports centres to provide	Unknown-- Potential-Sport England, New Opportunities Fund, RBC, Capital funds from sale of land	2017 - 2022	RBC

Borough-wide			activities reflecting modern needs and demands. Ensure facilities support increased activity and health initiatives.			
	Police Facilities	To meet community policing needs of growing population	Identifying and securing premises including small touchdown facilities in areas of new development and a large facility in the South to relocate operations from the town centre	Unknown	Ongoing	Thames Valley Police
	Townsafe and CCTV	To update aging CCTV infrastructure in the town centre and continue expansion of the Townsafe radio program	Updates to CCTV infrastructure in the future; initial investment to provide Townsafe radios to new businesses throughout the borough	Section 106, CIL	Medium to long term	RBC
	Extra Care Housing	Dated existing provision and providing more options for an ageing population to reduce the demands on other care services	Delivery of extra care housing provision, mental health accommodation, learning disability accommodation and dementia friendly provision	Not known at this time	Ongoing	RBC, HA partners
	Education	Additional primary and secondary school places	Moorlands Primary School expansion from 1FE to 2FE by Sept. 2019; additional secondary places may be needed in the north and centre; additional primary places needed in the north and centre	CIL, Section 106	Ongoing	RBC
	Healthcare	Additional capacity at existing surgeries and new surgeries associated with major development (particularly in the north, centre and south); Additional A&E and Maternity	Identifying and securing sites for new surgeries on major residential developments; expanding existing surgeries in line with CCG estate and staffing strategies; expansion	CIL, Section 106	Ongoing	Clinical Commissioning Groups, NHS

		capacity is expected to be needed at the Royal Berkshire Hospital	of A&E and Maternity facilities			
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11. MONITORING

- 11.1.1 The Council's main monitoring tool is the Annual Monitoring Report (AMR), produced in December every year. This has two purposes. Firstly, it reviews progress in producing all local development documents against the milestones in the Council's Local Development Scheme (LDS), which sets out the programme for all of these documents. If documents are falling behind, it will review whether there is a need to update the LDS. Secondly, the AMR monitors the effectiveness of local development documents. For example, the report will show whether the policies are impacting on development management decisions, and whether they are helping to achieve the Council's targets.
- 11.1.2 The schedule in Figure 11.1 sets out how the policies in the Local Plan will be monitored. There are a significant number of policies in the plan, and the resources are unlikely to be available to monitor each individually, so policies are grouped into their overall sections, with indicators for each section. The schedule sets out the source of the data that will be collected to monitor the plan, the regularity with which it will be collected and the location in which it will be presented. Generally, data will be presented in the AMR.
- 11.1.3 Monitoring of these indicators will reveal whether the policies and proposals in the Local Plan are being successfully implemented and therefore whether the overall strategy is being achieved. The AMR will therefore demonstrate whether, on balance, the Local Plan needs to be reviewed. In the event that one or two targets are being marginally missed is unlikely to form a reason to review the plan. A review is more likely to be needed if there is consistent failure to meet targets by a significant margin, in one area or across the board. It should be noted that some development targets, particularly those for the individual areas of Reading, are approximate, and, as set out in the individual area sections, do not represent a policy target. The ultimate distribution of development across the Borough may vary to a degree.

Figure 11.1: Monitoring Framework

Indicator	Relevant policies	Target		Data		
		Target	Target Date	Source	Date	Where presented
Cross-Cutting Policies						
Carbon footprint of Reading Borough	General, CR2	Reduce by 34% compared to 2005 levels	2020	Reading Climate Change Partnership	2020	RCCP website ¹⁰⁸
Sustainability requirements attached to major planning applications approved	CR2, H4	Requirements for all majors	Annual	RBC	Annual	AMR
Contributions towards infrastructure secured through Section 106 agreements	CC9	No specific target - maximise contribution		RBC	Annual	AMR
Community Infrastructure Levy receipts and expenditure	CC9	No specific target - maximise contribution		RBC	Annual	AMR
Built and Natural Environment						
Amount of public recreational open space	EN7 - EN9	No net loss	By 2036	RBC	Biannual	AMR
Loss of Local Green Space and Public Open Space to development	EN7	None	Annual	RBC	Annual	AMR
Number of Local Wildlife Sites in positive conservation management	EN12	80%	Annual	TVERC	Annual	AMR
Area of Biodiversity Action Plan habitat	EN12	No net loss	Annual	TVERC	Annual	AMR
Development in Major Landscape Features	EN13	None	Annual	RBC	Annual	AMR
Air quality targets in the UK Air Quality Strategy	EN15	Various	2020	RBC	2020	TBC
Development on sites wholly or partly in Flood Zones 2 and 3	EN17	Maximum 4,000 dwellings and	By 2036	RBC	Annual	AMR

¹⁰⁸ <http://www.readingclimateaction.org.uk/>

Indicator	Relevant policies	Target		Data		
		Target	Target Date	Source	Date	Where presented
		250,000 sq m non-residential ¹⁰⁹				
Economic Development						
Office floorspace completed (net change)	EM1	53,000 - 119,000 sq m	By 2036	RBC	Annual	AMR
Industrial and warehouse floorspace completed (net change)	EM1	148,000 sq m	By 2036	RBC	Annual	AMR
Proportion of office floorspace completed which is in the centre or A33 corridor	EM2	90%	Annual	RBC	Annual	AMR
Proportion of industrial/warehouse floorspace completed which is in the A33 corridor or Core Employment Areas	EM2	80%	Annual	RBC	Annual	AMR
Net change of employment land within Core Employment Areas	EM3	No net loss	Annual	RBC	Annual	AMR
Net change in small business units (less than 150 sq m)	EM4	No net loss	Annual	RBC	Annual	AMR
Net change in storage & distribution floorspace in south of Basingstoke Road	EM4	No net loss	Annual	RBC	Annual	AMR
Housing						
Five year housing land supply measured against targets in H1	H1	More than 5 year supply plus buffer ¹¹⁰	Annual	RBC	Annual	AMR
Amount of new housing delivered (net change)	H1	658	Annual	RBC	Annual	AMR
Amount of new affordable housing delivered on new development sites.	H3	30% on sites of 10+ dwellings	Annual	RBC	Annual	AMR

¹⁰⁹ This relates to the amount of development permitted or allocated on sites wholly or partly in Flood Zones 2/3 in this Local Plan

¹¹⁰ The buffer is generally 5%, unless over the plan period a track record of under-delivery is established, in which case the buffer rises to 20%

Indicator	Relevant policies	Target		Data		
		Target	Target Date	Source	Date	Where presented
		20% on sites of 5-9 dwellings				
		10% contribution on sites of 1-4 dwellings				
New-build dwellings delivered by size and type	H2	At least 50% 3-bed or more outside centre	Annual	RBC	Annual	AMR
Percentage of new dwellings on previously-developed land	General	90%	Annual	RBC	Annual	AMR
Proportion of student accommodation delivered on non-FHE sites	H11	None	Annual	RBC	Annual	AMR
Net additional gypsy and traveller pitches	H12	TBC	By 2036	RBC	Annual	AMR
Dwellings delivered and offices lost through office to residential prior approvals	General	No target ¹¹¹		RBC	Annual	AMR
Transport						
Delivery of identified transport projects in policy TR2	TR2	Various - see Local Transport Plan		RBC	Annual	Reports to SEPT Committee
Retail, Leisure and Culture						
Retail, leisure and culture floorspace delivered	RL2	Up to 44,600 sq m	By 2036	RBC	Annual	AMR
Proportion of retail, leisure and culture floorspace delivered that is in a designated centre	RL1	80%	Annual	RBC	Annual	AMR
Retail vacancy within designated centres	RL1	Less than 10%	Biannual	RBC	Biannual	AMR
Proportion of key frontages within district and local centres in A1 or A2 use	RL3	Targets in policy RL3	Annual	RBC	Annual	AMR

¹¹¹ Council has little control over this matter

Indicator	Relevant policies	Target		Data		
		Target	Target Date	Source	Date	Where presented
Other Uses						
Floorspace for community facilities (use class D1) delivered	OU1	Net increase	Annual	RBC	Annual	AMR
Development for residential and non-residential uses within the Consultation Zones for AWE Burghfield	OU2	No target		RBC	Annual	AMR
Central Reading						
Dwellings completed in Central Reading (net change)	CR11, CR12, CR13, CR14	7,700 (approx.)	By 2036	RBC	Annual	AMR
Office floorspace completed in Central Reading (net change)	CR11, CR12, CR13, CR14	100,000 sq m (approx.)	By 2036	RBC	Annual	AMR
Retail and leisure floorspace completed in Central Reading (net change)	CR11, CR12, CR13, CR14	Up to 40,000 sq m (approx.)	By 2036	RBC	Annual	AMR
South Reading						
Dwellings completed in South Reading (net change)	SR2, SR3, SR4, SR5	3,100 (approx.)	By 2036	RBC	Annual	AMR
Industrial/warehouse floorspace completed in South Reading (net change)	SR2, SR5	155,000 sq m (approx.)	By 2036	RBC	Annual	AMR
West Reading and Tilehurst						
Dwellings completed in West Reading and Tilehurst (net change)	WR1, WR2, WR3	2,600 (approx.)	By 2036	RBC	Annual	AMR
Caversham and Emmer Green						
Dwellings completed in Caversham and Emmer Green (net change)	CA1, CA2	700 (approx.)	By 2036	RBC	Annual	AMR
East Reading						
Dwellings completed in East Reading (net change)	ER1	1,000 (approx.)	By 2036	RBC	Annual	AMR

12. GLOSSARY

Accessibility	The ability to access places and services, to be able to get about or get to specific facilities.
Active frontage	A front of a building which provides activity to the street or space onto which it faces. Please note that this also has a specific policy definition - see policy CR7.
Adoption	Adoption is the point at which a planning document becomes official policy.
Affordable housing	Housing provided at below market price to meet the identified needs of an area.
Air Quality Action Plan	An action plan for addressing air quality issues in an Air Quality Management Area.
Air Quality Management Area (AQMA)	An area where air quality objectives are not likely to be met. There is a requirement to draw up an action plan for each AQMA.
Air Quality Objective Levels	Local authorities are required under the Environment Act 1995 to review and assess air quality against a series of Air Quality Objectives set at national level.
Annual Monitoring Report (AMR)	A yearly report showing how the Council are keeping to their timetable and what the effects of their plans are.
Apart-hotel	A use falling between hotels and housing, providing basic facilities for self-sufficient living but also the amenities of a hotel. Generally classed as C1 hotels for planning purposes.
Area of Outstanding Natural Beauty (AONB)	A landscape protected at national level due to its character and natural beauty.
Article 4 Direction	A direction which can be made by the Council to remove normal permitted development rights.
Base station	A base station is a macrocell, microcell or picocell site and consists of radio transmitters and receivers in a cabin or cabinet connected to antennae by feeder cable.
Biodiversity	The diversity of plant and animal species
BREEAM	A widely used means of reviewing and improving the environmental performance of buildings. BREEAM assessment methods generally apply to commercial developments (industrial, retail etc).
Brownfield	Land which has been previously developed.
Brown roof	A roof surfaced with a broken substrate, e.g. broken bricks.
Building line	The general line of buildings along a street, beyond which few or no buildings project.
Bulky goods	Goods which are large and often require shopping trips to be made by car: e.g. furniture, DIY products etc.

Classified Highway Network	The network of identified main roads, consisting of A, B and C roads.
Combined Heat and Power	Combined Heat and Power (CHP) units generate electricity through an engine and capture the by-product, combustion heat, for use in heating and hot water systems.
Community facilities	Facilities and services which are of benefit to the wider community. See policy OU1 for a definition of community facilities as it applies to the Local Plan.
Community Infrastructure Levy (CIL)	A charge which local authorities can charge on most types of new development in their area, to be spent on infrastructure to support the development of the area. CIL was introduced in Reading in April 2015.
Community involvement	Involvement of various individuals, groups and organisations and the general public in preparing planning documents.
Comparison retail	Retail of goods, such as clothes, records, books which are often purchased after a comparison of prices and available alternatives.
Compulsory Purchase Order (CPO)	This is a means for local authorities to acquire land needed to help deliver economic and social change, under the Acquisition of Land Act 1981.
Conservation area	Defined areas of special architectural or historic interest which are worth preserving.
Control of Major Accident Hazards (COMAH)	The Control of Major Accident Hazards Regulations 1999 (COMAH) and their amendments 2005, are the enforcing regulations within the United Kingdom of the Seveso II Directive devised in Brussels following the Seveso disaster . They are applicable to any establishment storing or otherwise handling large quantities of industrial chemicals of a hazardous nature. Types of establishments include chemical warehousing, chemical production facilities and some distributors.
Crossrail	A transport project to provide east-west rail links across London, which will terminate at Reading station.
Design and Access Statement	These accompany a major planning application, or a minor planning application in a designated area, to explain the design of the proposal.
Development briefs	Documents setting out planning principles for a specific site. Also known as planning briefs.
Dormer window	Located in the roof of a building, it projects or extends out through the roof, often providing space internally.
Downlighters	A type of lighting where the light is projected downwards - in the case of advertisements often illuminating a sign below.
Dwelling	A single housing unit - a house, flat, maisonette etc.
Economic Development Needs Assessment (EDNA)	An assessment to calculate the needs for economic development uses, which mainly constitute offices, industry and warehouses. The Central Berkshire EDNA was produced in 2016.

Energy Service Company (ESCO)	Companies concerned with maximising efficient and cost-effective supply and end-use of energy for their customers. This can encompass a mixture of the following as appropriate; competitive purchasing of various fuels; CHP; end-use efficiency measures; consumption monitoring and management and others. Found on http://www.encyclo.co.uk/define/Energy%20services%20company%20(ESCO)
Evening Economy	A term for the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and some arts/cultural uses.
Examination	Local plans are considered at an examination, during which the Planning Inspector assesses the soundness and legal compliance of the document.
Flood Risk Assessment (FRA)	A requirement at planning application stage to demonstrate how flood risk will be managed.
Flood Zones	The Environment Agency designate flood zones to reflect the differing risks of flooding. Flood Zone 1 is low probability, Flood Zone 2 is medium probability, Flood Zone 3a is high probability and Flood Zone 3b is functional floodplain. See the NPPF.
Functional Economic Market Area (FEMA)	An area in which there are particular economic interrelationships, and which therefore functions as an economic whole, regardless of authority boundaries.
Geodiversity	The diversity of the geology in a location.
Granny annexe	A self-contained area within a dwelling house/ the curtilage of a dwelling house, that does not have all the facilities to be a self-contained unit of accommodation and is therefore dependent on the main house for some functions. It will usually be occupied by a relative.
Green roof	A roof with vegetation on top of an impermeable membrane.
Hazardous Substances Consent	Consent required for the presence on, over, or under land of any hazardous substance in excess of controlled quantity. Determining body is the Local Planning Authority.
Heavy Goods Vehicles (HGVs)	A truck or lorry, defined by the EU as being over 3,500 kg.
Historic Environment Record	A source of information on all aspects of the historic environment in a given area.
Historic Parks and Gardens	Parks and gardens of special historic interest, designated by Historic England.
House in Multiple Occupation (HMO)	A house occupied by unrelated individuals. Please note that the specific definition of an HMO changes depending on the legislation covering a specific area, e.g. planning or licensing.
Housing Association	An independent not-for-profit body that provides low-cost 'affordable housing' to meet specific housing needs.
Housing and Economic Land Availability Assessment (HELAA)	An assessment that examines the capacity of an area for housing and economic development uses. National Planning Practice Guidance provides more information on such assessments.

Housing Market Area (HMA)	'A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work' (<i>source of definition: Planning Practice Guidance</i>).
Housing trajectory	A tool to compare how much housing the authority will provide against its requirement, and manage the supply.
ICNIRP declaration	A declaration from telecommunications code systems operators which confirms that any specific telecommunications proposal will adhere to ICNIRP guidelines on the limitation of exposure of the general public to electromagnetic fields.
Illumination	The act of lighting something - in the case of this document, usually an advertisement or sign.
Information and Communications Technology (ICT)	Equipment, applications and services that involve communication.
Infrastructure Delivery Plan (IDP)	A plan for providing the infrastructure necessary to support growth.
International Commission for Non-Ionising Radiation Protection (ICNIRP)	International Commission for Non-Ionising Radiation Protection (ICNIRP) Electromagnetic Field: The International Commission on Non-Ionizing Radiation Protection is a body of independent scientific experts consisting of a main Commission of 14 members, 4 Scientific Standing Committees covering Epidemiology, Biology, Dosimetry and Optical Radiation and a number of consulting experts. This expertise is brought to bear on addressing the important issues of possible adverse effects on human health of exposure to non-ionising radiation.
Inner Distribution Road (IDR)	Inner Distribution Road - the road circling Reading's core, made up of Queens Road, part of Caversham Road, Vastern Road, Forbury Road and part of Watlington Street.
Issues and Options	The first consultation stage in producing the local plan.
Implementation	The means by which aims and strategies are carried out.
Infrastructure	The basic services and facilities needed for the smooth running of a community.
Lattice grilles	A type of protection for shopfronts and windows that is in a lattice-pattern and allows views through the window.
Lead Local Flood Authority (LLFA)	An authority responsible for strategies for managing flood risk in their areas. These are usually county or unitary authorities.
Legibility	'The degree to which a place can be easily understood and traversed' (<i>source of definition: By Design, 2000</i>).
Listed building	Buildings of special architectural or historic interest. Permission is required before works that might affect their character or appearance can be undertaken. They are divided into Grades I, II and II*, with I being of exceptional interest.

Local Development Order (LDO)	A Local Development Order is a tool that a local authority can use to grant permission for certain types of development within a specified area, and can therefore be used to simplify the planning process.
Local Development Scheme (LDS)	The programme for producing planning documents.
Local Green Space	A type of green space protected for its particular local significance according to criteria in the National Planning Policy Framework.
Local Plan	The main document setting out planning policies for a District or Borough.
Local Transport Plan (LTP)	A five year plan setting out the strategy and priority for transport.
Locally listed building	Identified locally-significant buildings, which do not benefit from the same statutory protection as buildings on the national list.
Macrocell	A macrocell provides the largest area of coverage within a mobile network. The antennae for macrocells can be mounted on ground-based masts, rooftops or other existing structures. They must be positioned at a height that is not obstructed by terrain or buildings. Macrocells provide radio coverage over varying distances depending on the frequency used, the number of calls made and the physical terrain. Macrocell base stations have a typical power output in tens of watts.
Main town centre uses	Uses defined in the NPPF - retail; leisure, entertainment and more intensive sport and recreation; offices; and arts, culture and tourism.
Mass Rapid Transit (MRT)	A proposal in Reading for a completely new or hybrid public transport system to complement the existing provision.
Massing	'The combined effect of the height, bulk and silhouette of a building or group of buildings' (<i>source of definition: By Design, 2000</i>).
Microcell	Microcells provide additional coverage and capacity where there are high numbers of users within urban and suburban macrocells. The antennae for microcells are mounted at street level, typically on the external walls of existing structures, lamp-posts and other street furniture. Microcell antennas are usually smaller than macrocell antennas and when mounted on existing structures can often be blended into building features. Microcells provide radio coverage over distances, typically between 100m and 1000m and operate at power levels substantially below those of macrocells.
Microclimate	The climate of a small area.
Mixed-use	Where a site contains more than one use.
Morphology	The historic pattern and grain of development.
Multi-modal interchange	A transport interchange which is served by a number of modes of transport.
Multi-Use Games Area (MUGA)	A fenced, non-turf surfaced area, marked out, and an adequate size for, at least two of the following sports: tennis, netball, basketball and five-a-side football. (<i>Source of definition: Sport England</i>)
National Planning Policy Framework (NPPF)	A document setting out national planning policy for England. This was finalised in 2012, and replaces a variety of previous national guidance within a single document.

Park and Ride	A transport system where drivers leave their cars in a car park and continue their journey on public transport.
Permeability	'The degree to which an area has a variety of pleasant, convenient and safe routes through it' (<i>source of definition: By Design, 2000</i>).
Permitted development	A type of development that is specifically excluded from the need to apply for planning permission.
Picocell	A picocell provides more localised coverage than a microcell. These are normally found inside buildings where coverage is poor or there are a high number of users such as airport terminals, train stations or shopping centres.
Planning briefs	Documents setting out planning principles for a specific site. Also known as development briefs.
Planning condition	A condition that is attached to a planning permission.
Planning Inspector	A Planning Inspector is appointed by the Secretary of State to examine planning proposals and documents, and issue a binding report.
Planning Practice Guidance (PPG)	An online resource offering more detailed guidance on the operation of national planning policy, particularly that in the National Planning Policy Framework (NPPF)
PM₁₀	"Particulate Matter of less than 10 millionths of a metre in diameter. These particles have the greatest potential of reaching the furthest parts of the lungs." (<i>source: Health Protection Agency</i>)
Previously developed land	Land which has been previously developed. Also known as brownfield.
Projecting box type signs	A box-shaped sign projecting from a building or structure, often illuminated internally.
Proposals map	A map on an Ordnance Survey base which shows the sites and locations to which policies apply.
Public realm	'The parts of a village, town and city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks' (<i>source of definition: By Design, 2000</i>).
Reading UK CIC	The economic and marketing company for Reading, formed as a Community Interest Company.
Retail and Leisure Study	A study identifying the needs for retail and leisure space in an area.
Retail warehouse	A large, often single-level store, often specialising in the sale of bulky goods such as furniture or DIY, catering for mainly car-borne customers.
Scheduled Ancient Monument	Specified nationally important archaeological sites. The two scheduled ancient monuments in Reading are Reading Abbey and the High Bridge.
Section 106 agreement	A legally binding agreement or obligation entered into by the local authority and a land developer over an issue related to a planning application, under Section 106 of the Town and Country Planning Act 1990.
Sequential approach	A method of considering and ranking the suitability of sites for development, so that one type of site is considered before another. Different sequential approaches are applied to different uses.

Serviced land	The roads and necessary infrastructure including drainage are provided by the developer. Plots are then available to build a house and connect it to relevant services.
Soundness	When holding an examination into planning documents, the role of the Inspector is to decide whether the documents are 'sound'.
Spatial options	Options for the future development which covers specific areas or sites.
Strategic Environmental Assessment (SEA)	A European directive means that an SEA must be completed for all local development documents. This has been made part of the sustainability appraisal process.
Strategic Housing Market Assessment (SHMA)	An assessment that looks at which areas can be defined as housing market areas, and identifies needs for different sizes and types of housing within those areas. The Berkshire (with South Bucks) SHMA dates from February 2016.
Student accommodation	Living accommodation provided specifically for those in education.
Submission	The stage at which a draft Local Plan is submitted to the Secretary of State for examination.
Sui Generis	A use not specifically defined in the use classes order (2004), which has its own category.
Supplementary Planning Document (SPD)	Planning documents which provide more detailed information than development plans, but do not have the same weight.
Surface Water Management Plan	'Surface water flooding describes flooding from sewers, drains, small water courses and ditches occurring during heavy rainfall in urban areas. A SWMP is a framework through which key local partners with responsibility for surface water and drainage in their area work together to understand the causes of surface water flooding and agree the most cost effective way of managing surface water flood risk. The purpose is to make sustainable urban surface water management decisions that are evidence based, risk based, future proofed and inclusive of stakeholder views and preferences'. ¹¹²
Sustainability Appraisal	A sustainability appraisal should be completed for all local development documents at all stages. It highlights the main environmental, economic and social effects of the document.
Sustainability objectives	The twenty objectives against which policies and documents are appraised in the sustainability appraisal.
Sustainable development	Development to improve quality of life and protect the environment in balance with the local economy, for now and future generations.
Sustainable Drainage Systems (SuDS)	For the purposes of this document, this term is taken to cover the whole range of sustainable approaches to surface water drainage management.
Tree Preservation Order (TPO)	An order made by a local planning authority in respect of trees and woodlands. The principal effect of a TPO is to prohibit the cutting down, uprooting, topping, lopping, wilful damage or wilful destruction of trees without the LPA's consent.

¹¹² <http://www.defra.gov.uk/environment/flooding/documents/manage/surfacewater/swmp-guide.pdf>

Undercroft parking	Car parking located beneath a development.
Uplighters	A type of lighting where the light is projected upwards - in the case of advertisements often illuminating a sign above.
Urban design	'Urban design involves the design of buildings, groups of buildings, spaces and landscapes, ... and the establishment of frameworks and processes which facilitate successful development' (<i>source of definition: By Design, 2000</i>).
Urban renaissance	Making towns and cities places where people want to spend time and live.
Use class	There is a list of 13 use classes introduced through the Use Classes Order legislation. Planning permission is not needed for a change of use within a single use class.
Waterspace	The areas alongside and close to main river and canal corridors.
West of Berkshire Spatial Planning Framework (WoBSPF)	A non-statutory document published in December 2016 looking at opportunities for growth in the West of Berkshire, along with the cross-boundary implications and the essential infrastructure needed.
Western Berkshire Housing Market Area (WBHMA)	The area defined as forming a single housing market area by the Berkshire Strategic Housing Market Assessment, comprising the local authority areas of Reading, West Berkshire, Wokingham and Bracknell Forest.
2FE	2-Form Entry. A school which admits two forms of new pupils per year.

APPENDICES

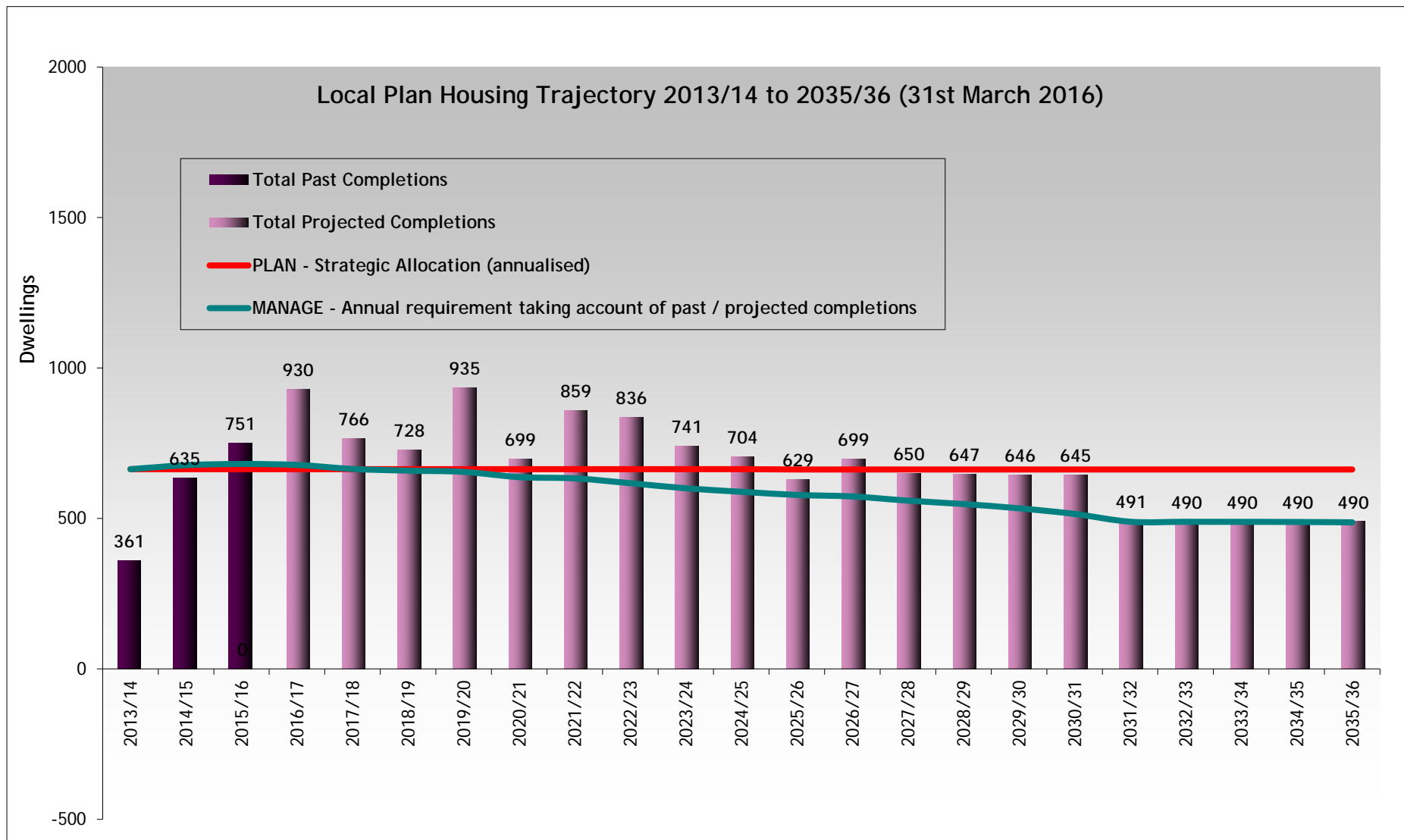
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Appendix 1: Housing Trajectory 2013/14 to 2035/36 as at 31st March 2016

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL	
Small Scale unidentified sites (<10 units)	123	129	80	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	3092	
Permitted and under constr (10+), no lapse rate	44	44	180	792	448	216	201	100	100	100	100	69	0	0	0	0	0	0	0	0	0	0	0	0	2394
Permitted and not started (10+), 10% lapse rate				0	164	262	194	50	54	72	72	72	72	49	0	0	0	0	0	0	0	0	0	0	1060
Permitted subject to S106 (10+), 10% lapse rate				0	0	77	122	151	135	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575
Permitted since 15/16 ¹¹³ (10+), 10% lapse rate				0	16	34	93	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
Sites in Local Plan, 10% or 20% lapse rate	0	0	0	0	0	0	189	198	432	436	431	425	419	512	512	509	508	507	353	352	352	352	352	352	6837
Past completions (C3 housing)	361	635	751																						1747
Past completions (non-C3 residential) ¹¹⁴	0	-41	-5																						-46
Total past completions (all)	361	594	746																						1701
Total projected completions				930	766	728	935	699	859	836	741	704	629	699	650	647	646	645	491	490	490	490	490	490	13562
Cumulative completions	361	955	1701	2631	3397	4125	5060	5759	6617	7453	8195	8899	9528	10226	10876	11524	12169	12814	13305	13794	14284	14774	15263		
MONITORING AGAINST LOCAL PLAN TARGETS																									
PLAN - Housing (per annum)	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	15134
PLAN - Non-C3 residential (resi equiv per annum) ¹¹⁶	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	127
PLAN - Total strategic allocation (annualised)	664	664	664	664	664	664	664	664	664	664	664	664	663	663	663	663	663	663	663	663	663	663	663	663	15261
MONITOR - No dwellings above or below cumulative allocation	-303	-373	-291	-25	77	141	412	447	641	813	891	931	897	932	919	903	886	868	695	522	349	176	2		
MANAGE - Annual requirement taking account of past / projected completions	664	677	681	678	665	659	655	638	634	617	601	589	578	573	559	548	534	515	489	489	489	489	487		

¹¹³ Or with resolution to grant subject to Section 106

¹¹⁴ Expressed as a dwelling equivalent – see paragraph A1.1



A1.1 The Housing Trajectory shows how much housing is expected to be delivered and when, and how this relates to the housing provision in the Local Plan. It shows the components of expected supply. An updated version of the Housing Trajectory will be included in each Annual Monitoring Report.

A1.2 In general, the trajectory deals with dwellings within the C3 use class. Where residential accommodation falls within the C3 or C4 use class, it is considered to be a single dwelling. However, in line with National Planning Practice Guidance, other types of residential accommodation can be counted towards meeting housing needs on the basis that it frees up existing residential accommodation, as long as the need for those forms of accommodation are also part of the calculation.

A1.3 The way that the different types of accommodation are converted into dwelling equivalents in the Housing Trajectory is set out below:

- Student accommodation: There is potential for new student accommodation to free up existing housing. Where there is a cluster of bedrooms with shared kitchen and living room facilities, this is considered to be equivalent to a single dwelling, as are studios which are entirely self-contained. More frequently, accommodation is in the form of study bedrooms with some shared facilities, and in these cases we assume that four bedrooms equates to one dwelling.
- Houses in multiple occupation: The approach to HMOs is largely similar to that for student accommodation. Small C4 HMOs are already counted as 'dwellings' in the Council's monitoring in any case. For larger 'sui generis' HMOs, it is considered that, where it is a cluster of bedrooms in a dwelling style with shared kitchen and living facilities, it is equivalent to a single dwelling. Where it comprises bedsits with shared toilet facilities, it is assumed that four bedsits equates to one dwelling.
- Residential care and other accommodation for older people: Some accommodation for older people, such as extra care housing, tends to count as a C3 dwelling anyway, where it is a wholly self-contained residential unit. In care accommodation with shared facilities, the assumption is that two new residential care spaces free up one new home.
- Serviced apartments (where authorised) are considered to fall within the C1 hotel use class and will not be counted against housing supply.

Appendix 2: Criteria for Locally Listing Buildings and Structures

CRITERIA FOR LOCALLY LISTING BUILDINGS AND STRUCTURES

Exclusions

Buildings and structures will not be considered for the Local List when they are already part of a Conservation Area, Scheduled Monument, or subject to an Article 4 direction relating to historical or architectural interest.

Principles of Selection for the Local List

This guidance sets out the general principles that Reading Borough Council applies when deciding whether a building, group of buildings or structure should be added to Reading's List of Locally Important Buildings and Structures:

- a. pre-1840: Any building, structure or group of buildings where its/ their original character and form are clearly identifiable.
- b. 1840 - 1913: Any building, structure or group of buildings that is/are of clearly-defined significance in the local context and where elements that contribute to its/ their heritage significance remain substantially complete.
- c. 1914 - 1939: Any building, structure or group of buildings where the elements that contribute to a high level of significance in the local context remain substantially complete.
- d. post-1939: Any building, structure or group of buildings where the elements that contribute to its/ their exceptional heritage significance in the local context are wholly complete and unaffected by inappropriate changes.

In identifying significance in the local context it must be shown that the building, structure or group of buildings contribute(s) to the heritage of the Borough in accordance with at least one of the significance criteria detailed below:

Historic interest

- a. Historical Association
 - i. The building or structure has a well authenticated historical association with a notable person(s) or event.
 - ii. The building or structure has a prolonged and direct association with figures or events of local interest.

- b. Social Importance

The building or structure has played an influential role in the development of an area or the life of one of Reading's communities. Such buildings/structures may include places of worship, schools, community buildings, places of employment, public houses and memorials which formed a focal point or played a key social role.

- c. Industrial Importance

The building or structure clearly relates to traditional or historic industrial processes or important businesses or the products of such industrial processes or businesses in the history of Reading or are intact industrial structures, for example bridges.

Architectural interest

- a. Sense of place
 - i. The building or structure is representative of a style that is characteristic of Reading.
- b. Innovation and Virtuosity
 - i. The building or structure has a noteworthy quality of workmanship and materials.
 - ii. The building or structure is the work of a notable local/national architect/engineer/builder.
 - iii. The building or structure shows innovation in materials, technique, architectural style or engineering.
- c. Group Value
 - i. The buildings/structures form a group which as a whole has a unified architectural or historic value to the local area.
 - ii. The buildings/structures are an example of deliberate town planning from before 1947.

DRAFT READING BOROUGH LOCAL PLAN PROPOSALS MAP

Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

April 2017



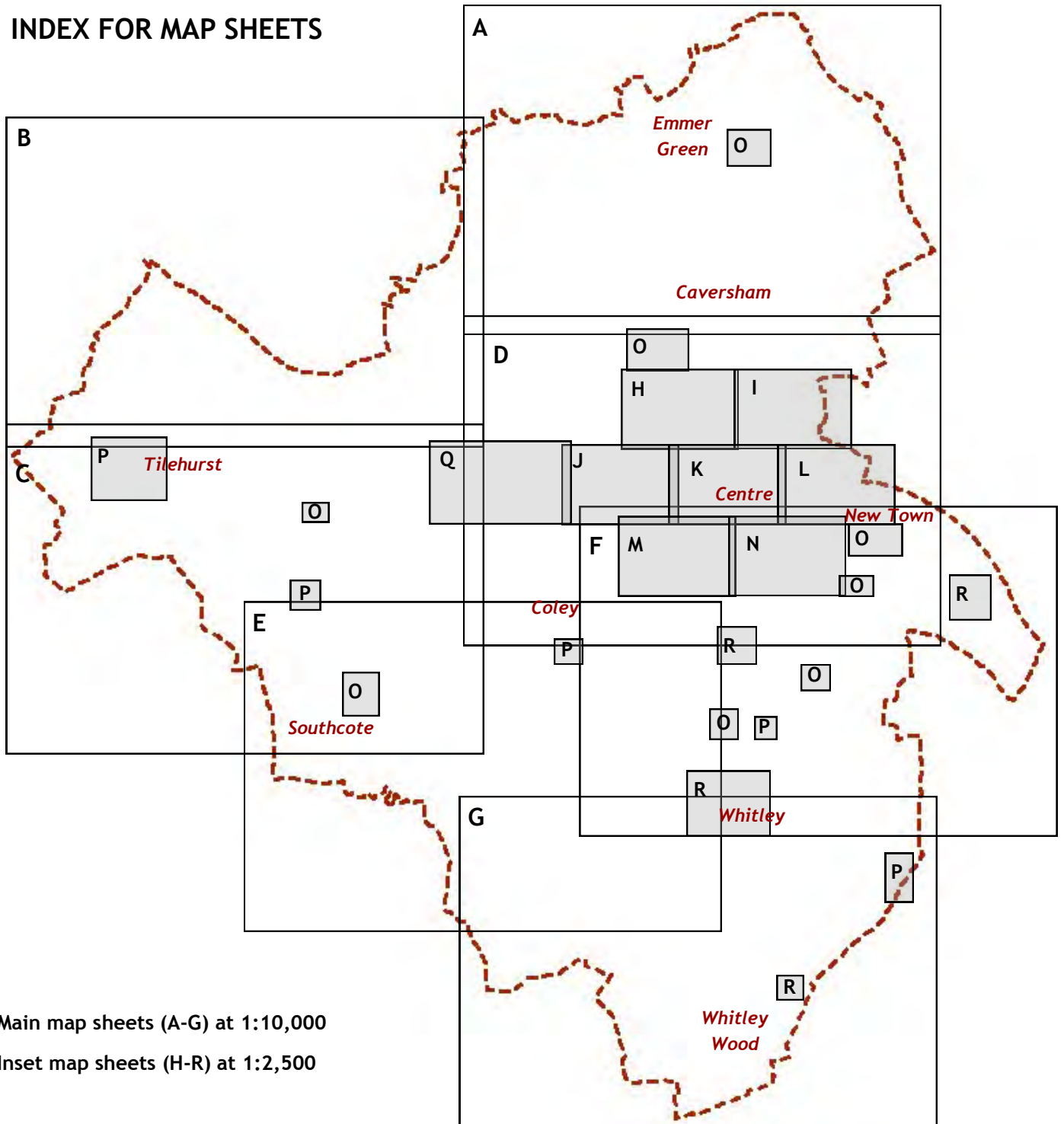
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Reading
Borough Council

Working better with you

INDEX FOR MAP SHEETS



Main map sheets (A-G) at 1:10,000

Inset map sheets (H-R) at 1:2,500

PROPOSALS MAP KEY

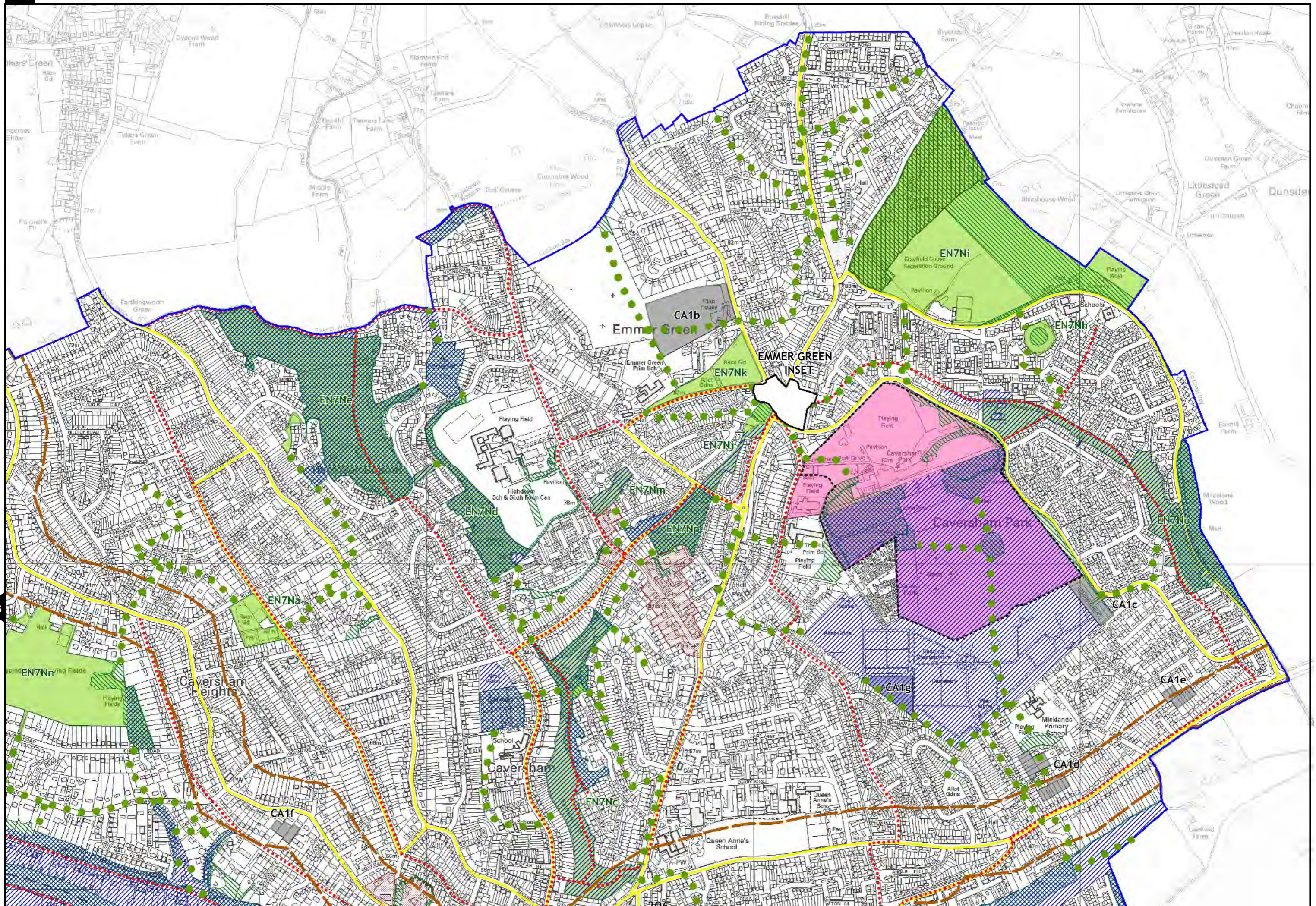
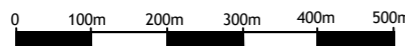
	Reading Borough boundary		Cycle Routes* (see policy TR4)
	Conservation area* (see policies EN1, EN3)		Boundary of identified centre ³ (policy RL1) (also shows boundaries of inset maps)
	Boundary of Article 4 Direction* (see policies EN1, H7)		Key frontage in district and local centres (policy RL3)
	Scheduled Ancient Monument* (see policy EN1)		Major Hazard Sites* (see policy OU2)
	Historic Park or Garden* (see policy EN1)		Primary Shopping Area (policy CR1)
	Area of archaeological potential (policy EN2)		Office Core (policy CR1)
	Local Green Space and Public Open Space (policy EN7)		Central Core (policy CR1)
	Area of identified biodiversity interest* ¹ (see policy EN7)		Designated primary frontage in Central Reading (existing) (policy CR7)
	Existing or proposed Green Link (policy EN7)		Designated primary frontage in Central Reading (proposed) (policy CR7)
	Major Landscape Feature (policy EN13)		Terraced housing in Central Reading (policy CR9)
	Boundary of Area of Outstanding Natural Beauty* (see policy EN13)		Tall buildings cluster (policy CR10)
	Ancient Woodland* (see policy EN14)		Major Opportunity Area boundary (policies CR11-13 and SR1-3)
	Air Quality Management Area* (see policy EN15)		Site identified for development or change (policies CR11-14, SR1-4, WR1-3, CA1, ER1)
	Core Employment Area (policy EM2)		Abbey Quarter (policy CR15)
	Major Transport Project ² (policy TR2)		Leisure and recreation use of the Kennetside areas (policy SR5)
	Area safeguarded for Crossrail* (see policy TR2)		Caversham Park (policy CA2)
	M4 Smart Motorway project* (see policy TR2)		Whiteknights Campus, University of Reading (policy ER2)
	Classified Highway Network* (see policy TR3)		Royal Berkshire Hospital (policy ER3)

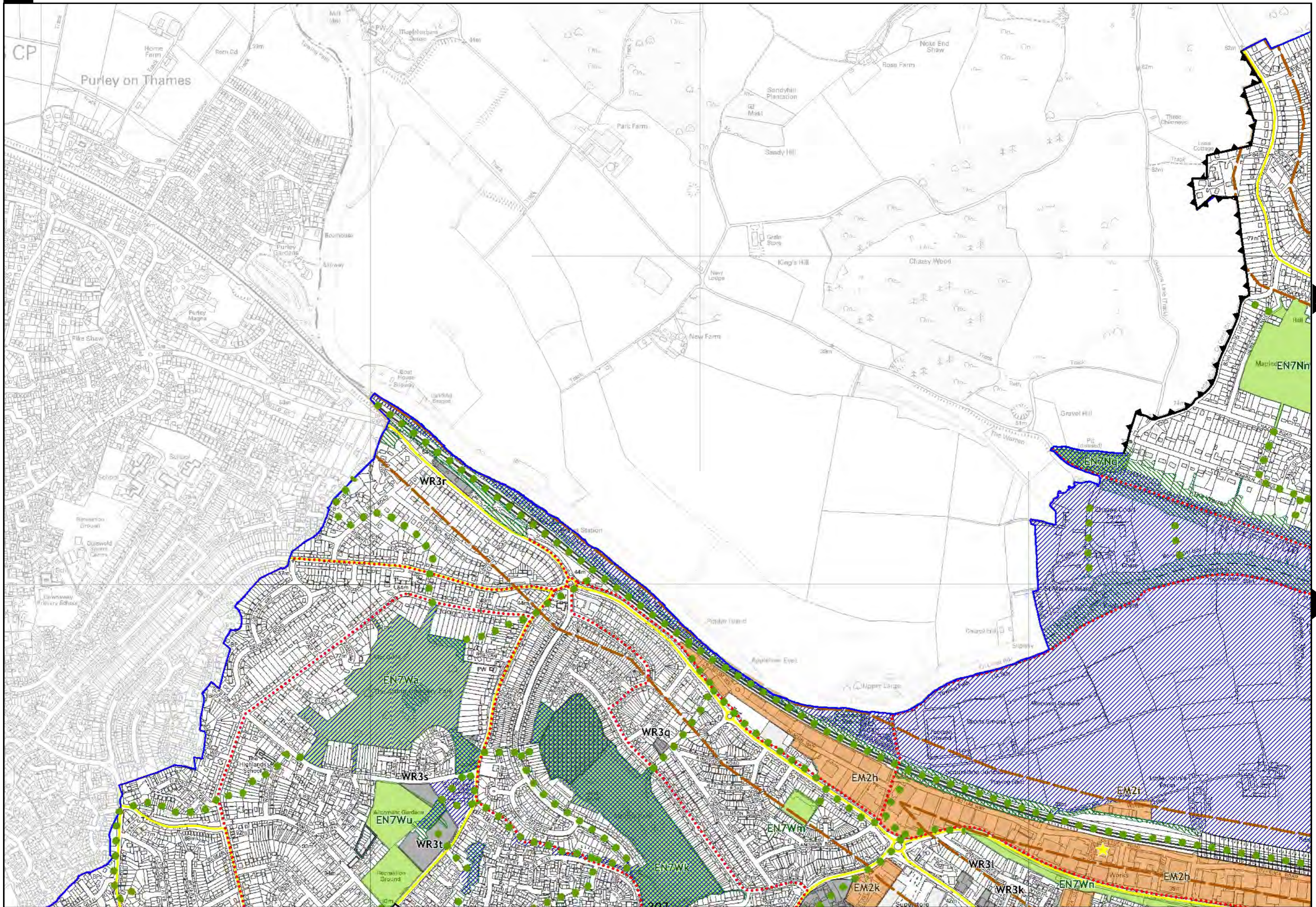
* Denotes a contextual designation, i.e. a designation that the Local Plan does not control.

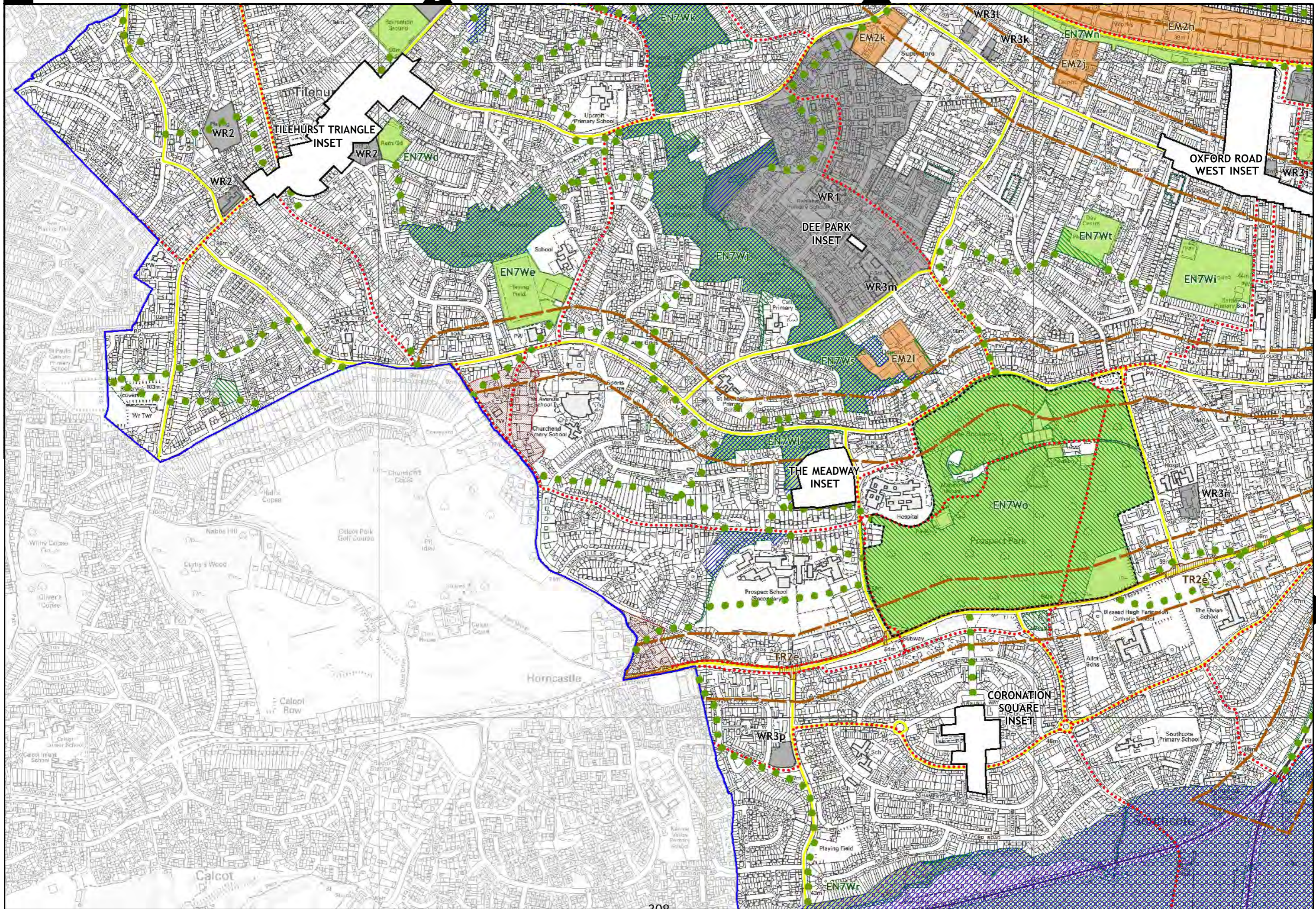
¹ Includes Local Wildlife Sites, Local Nature Reserves, Biodiversity Opportunity Areas, protected and priority species and their habitats, Priority and Biodiversity Action Plan habitats, the River Thames and its tributaries (including the River Kennet and the Kennet and Avon Canal)

² Shows only those Major Transport Projects that are at a stage where they can be shown on the Proposals Map—please see policy TR2 for a full list

³ Where the boundary of Reading Centre is shown, this is the boundary within which the Central Reading policies (CR1-15) will apply

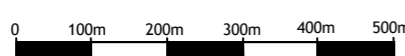






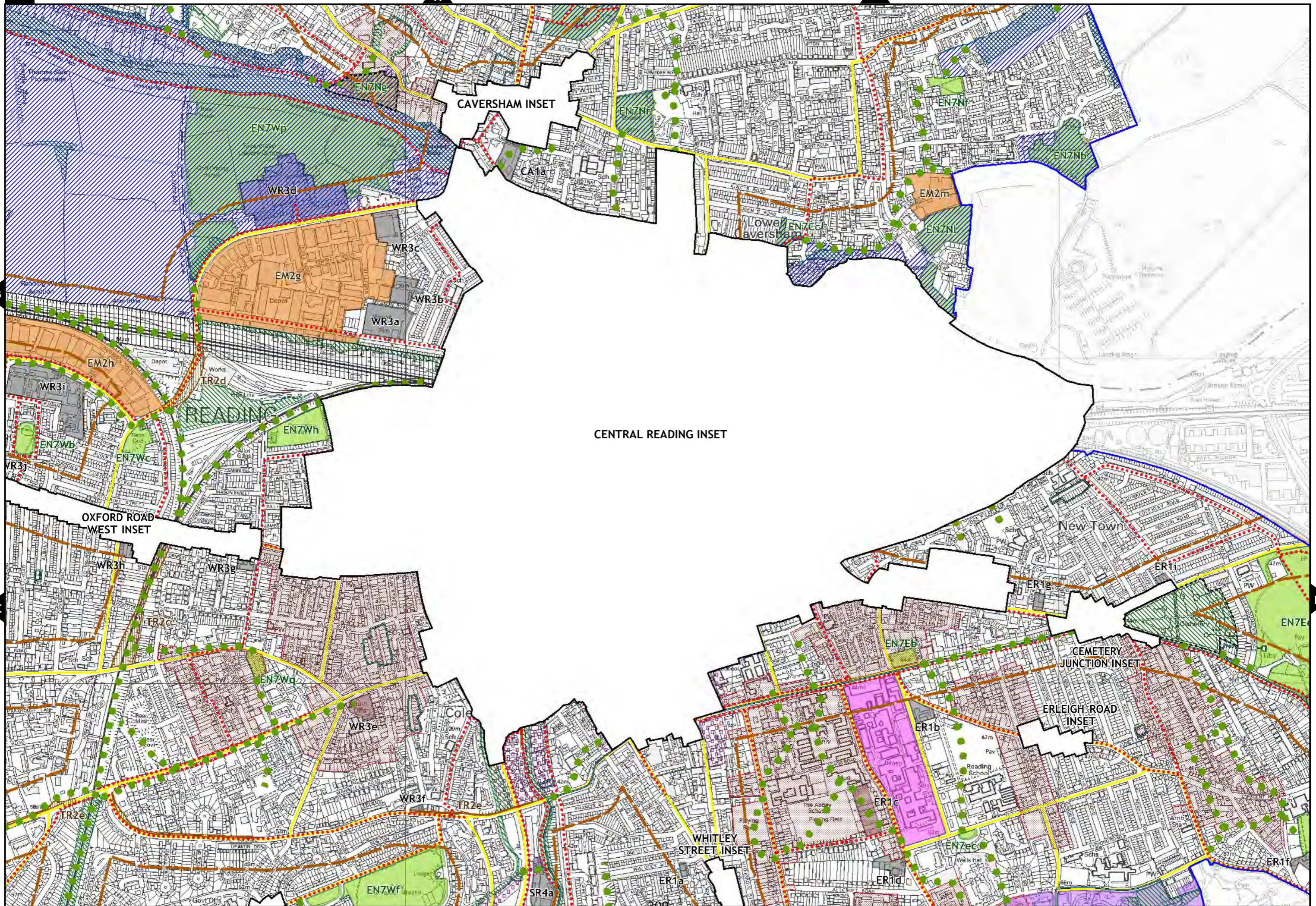
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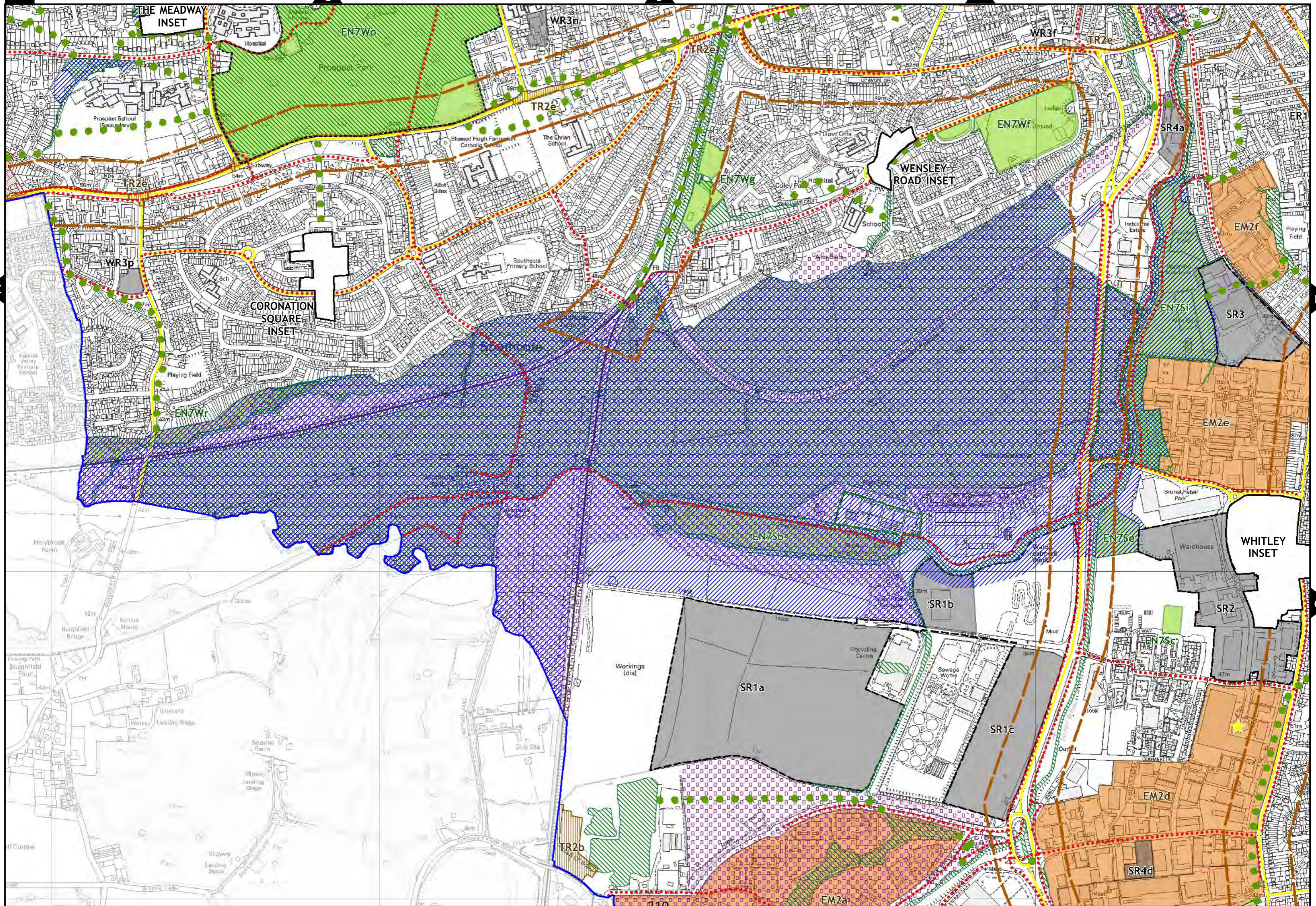
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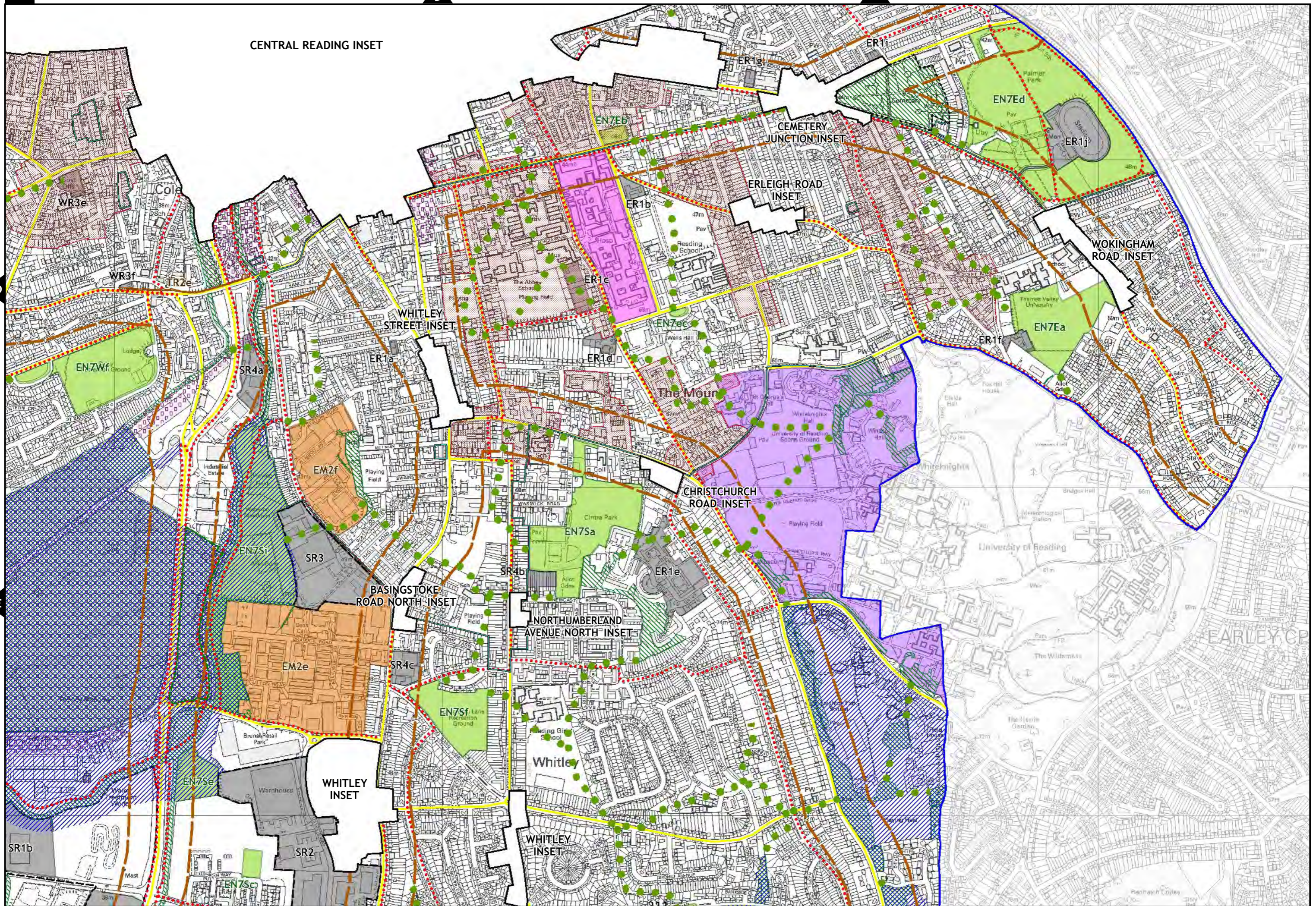
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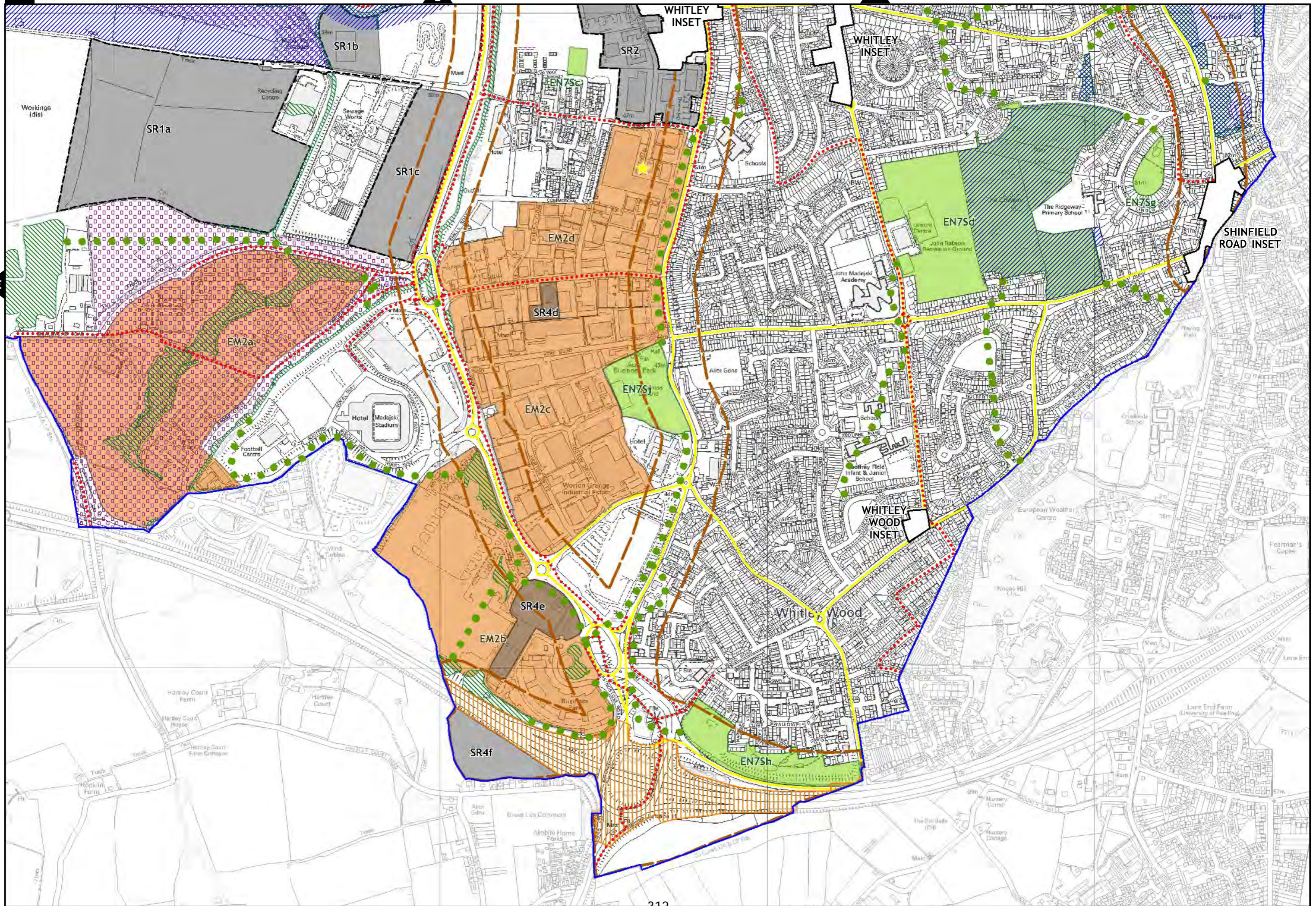
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CENTRAL READING INSET





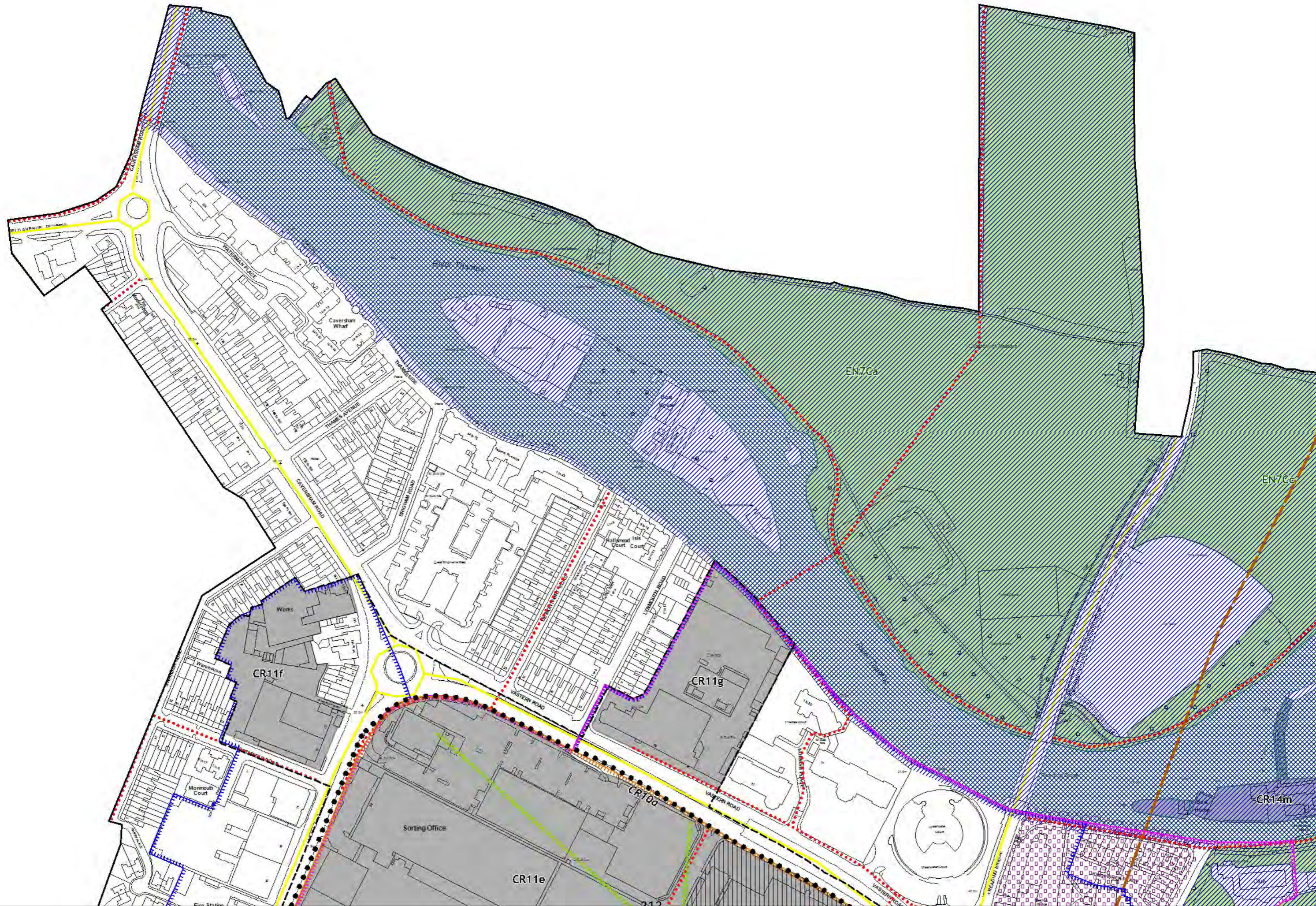
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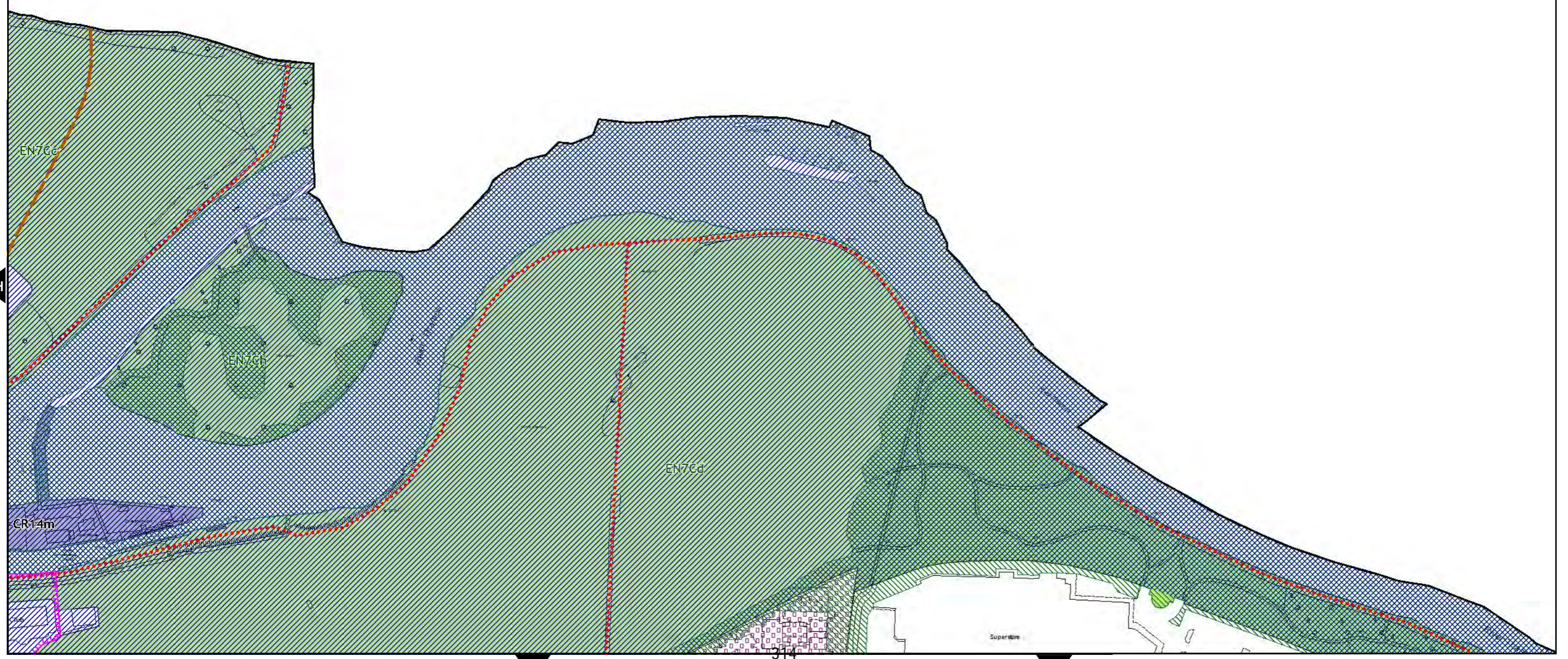


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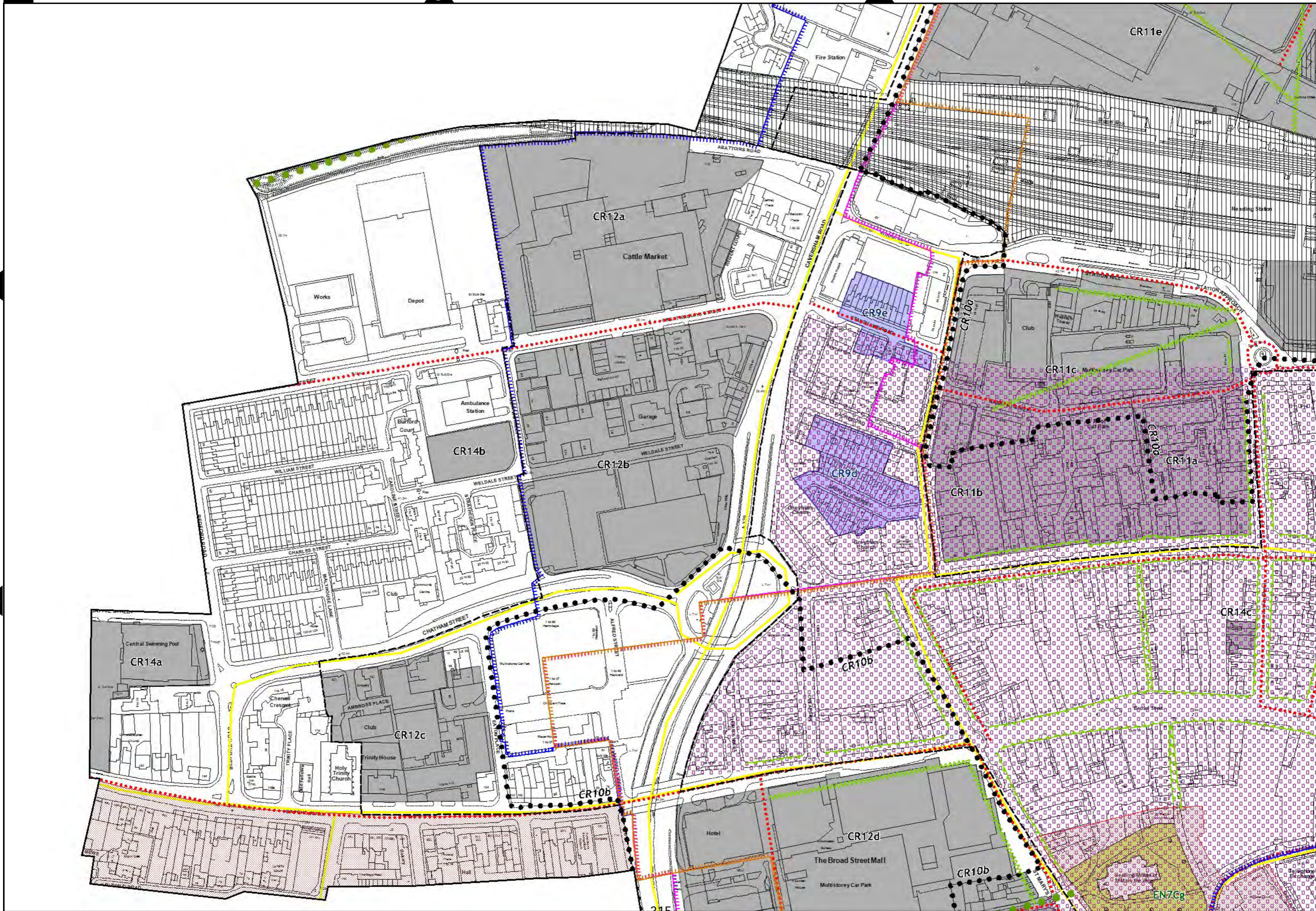
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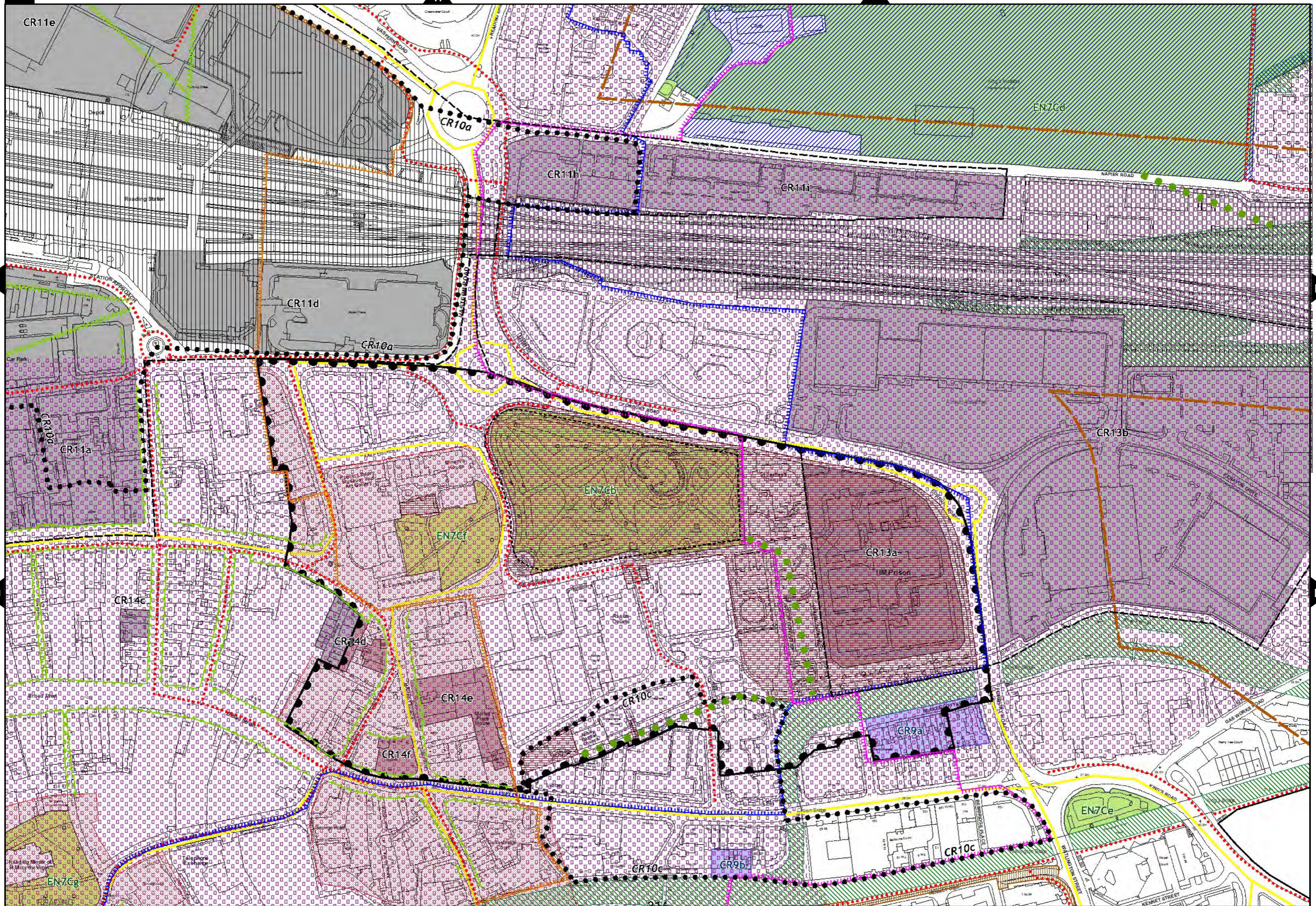
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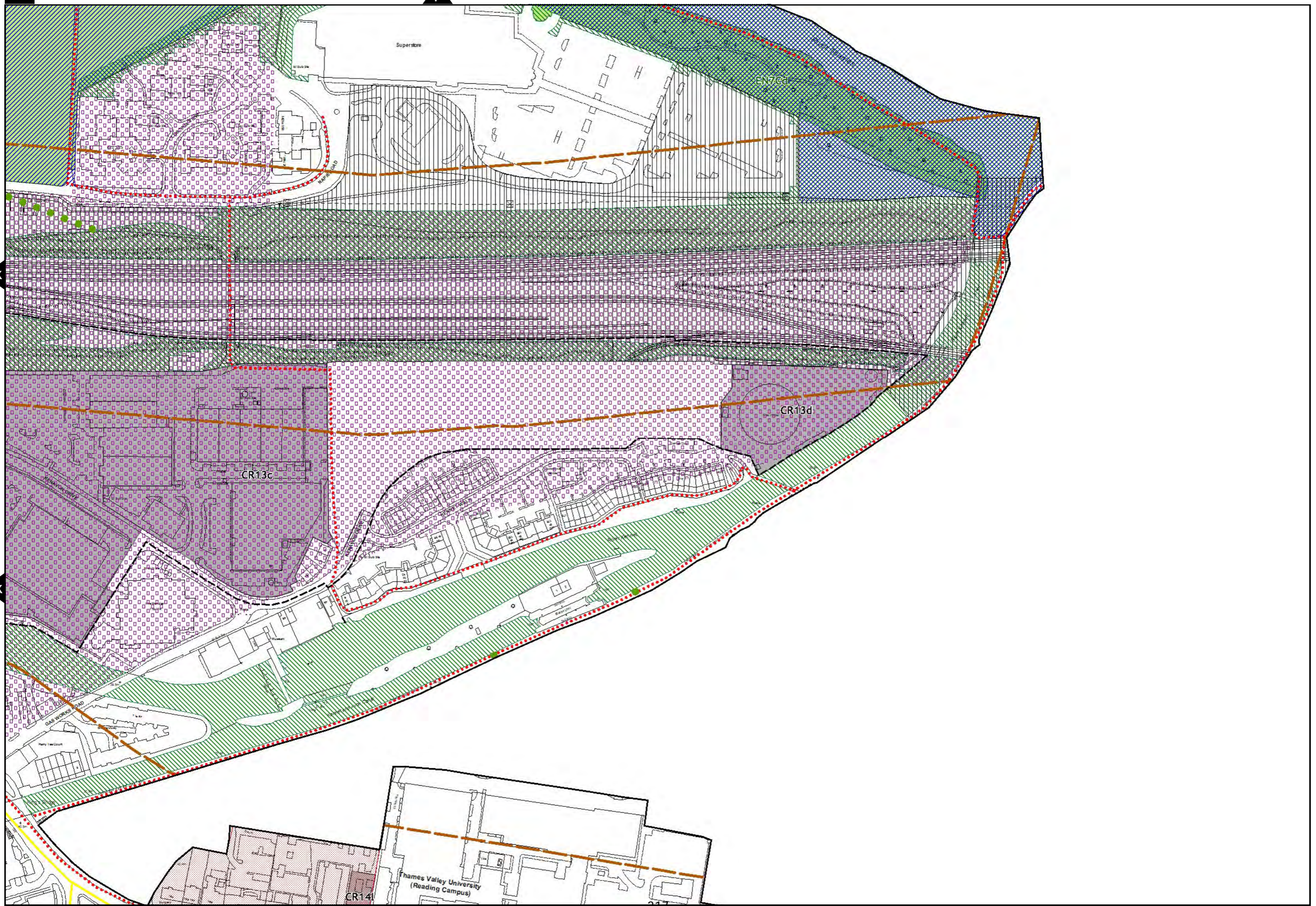
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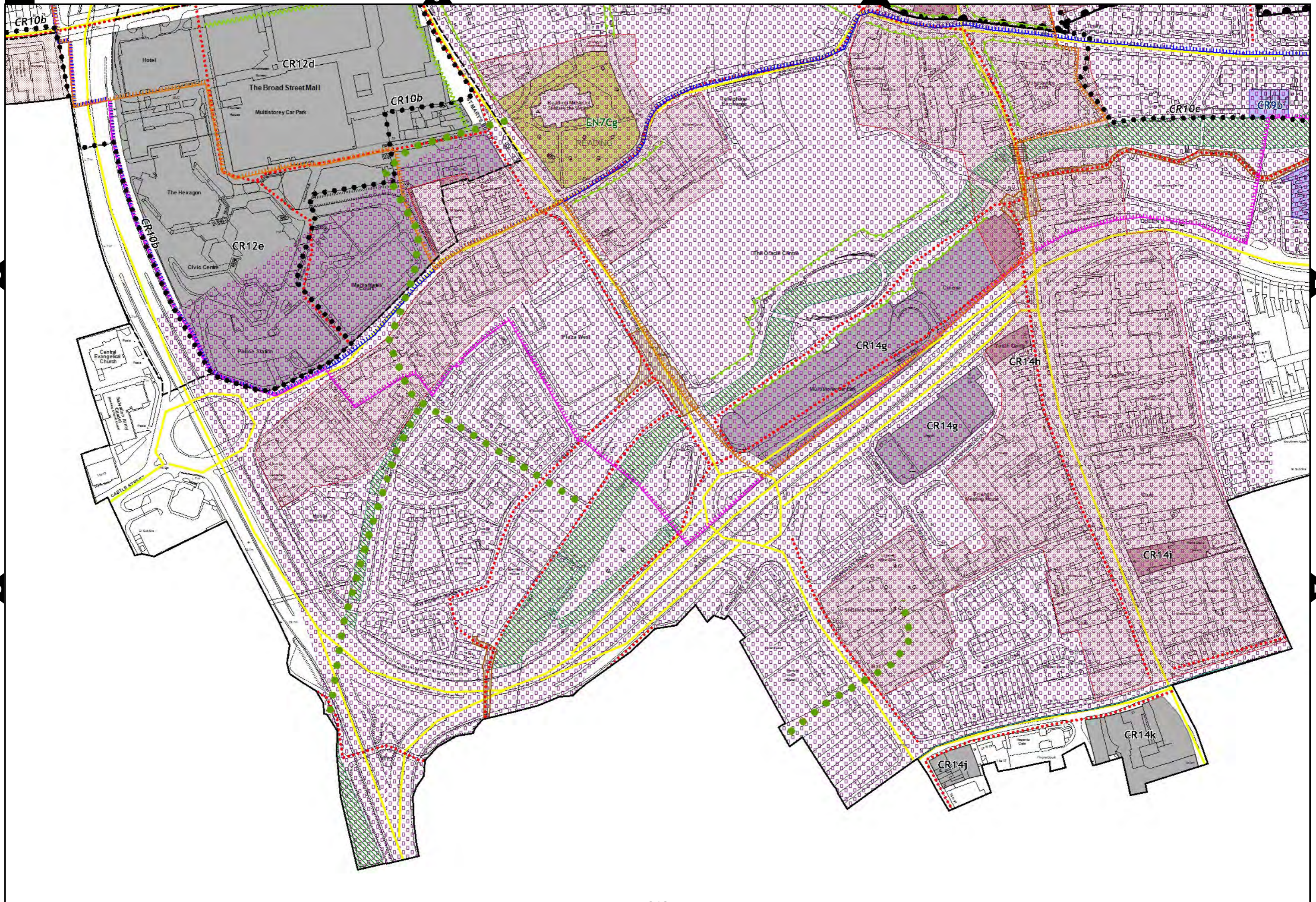
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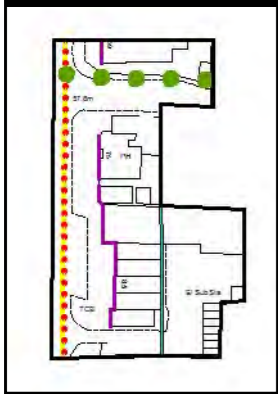
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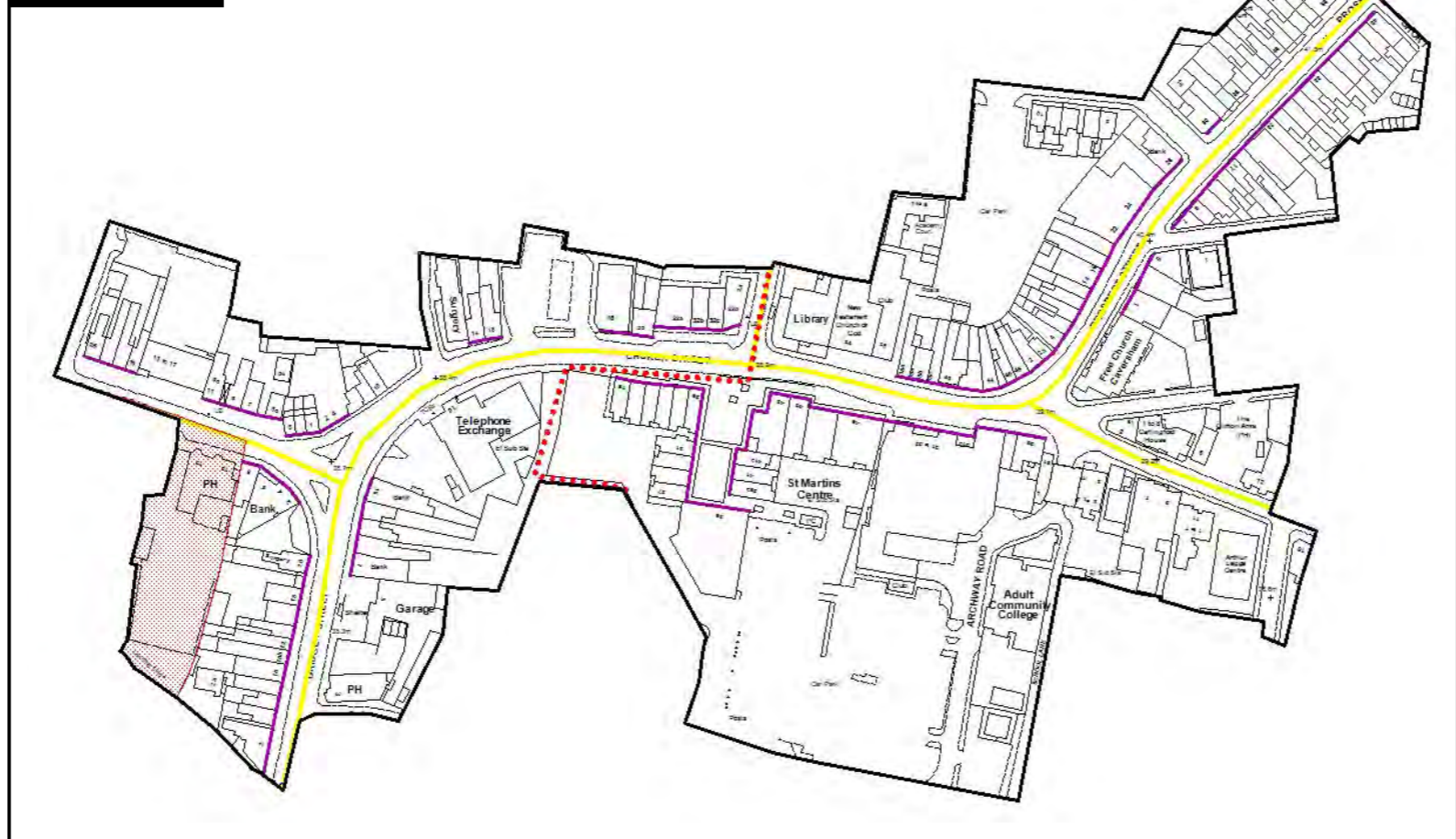




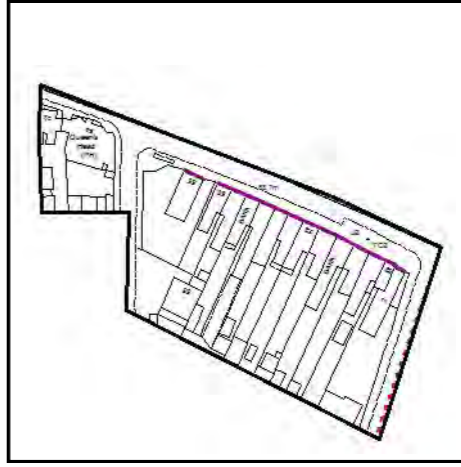
BASINGSTOKE ROAD NORTH



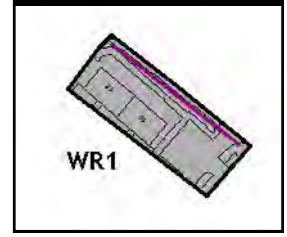
CAVERSHAM



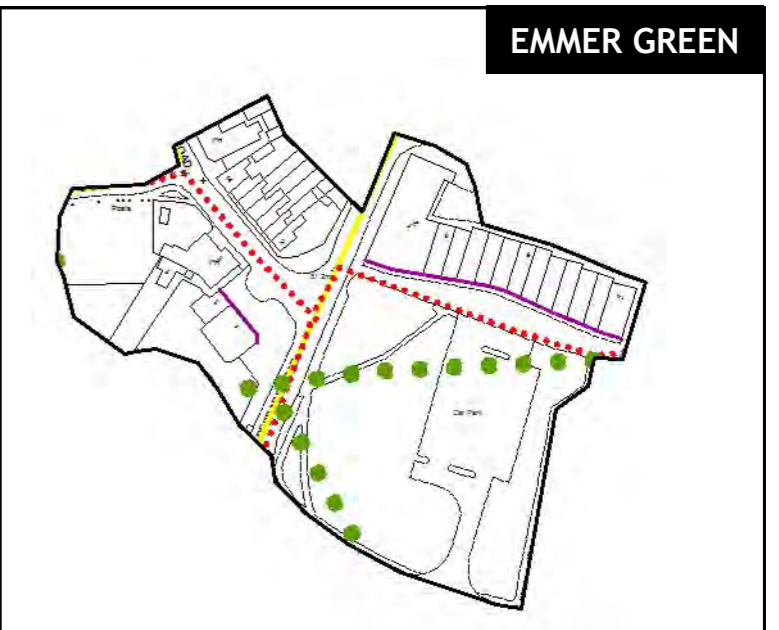
CHRISTCHURCH ROAD



DEE PARK



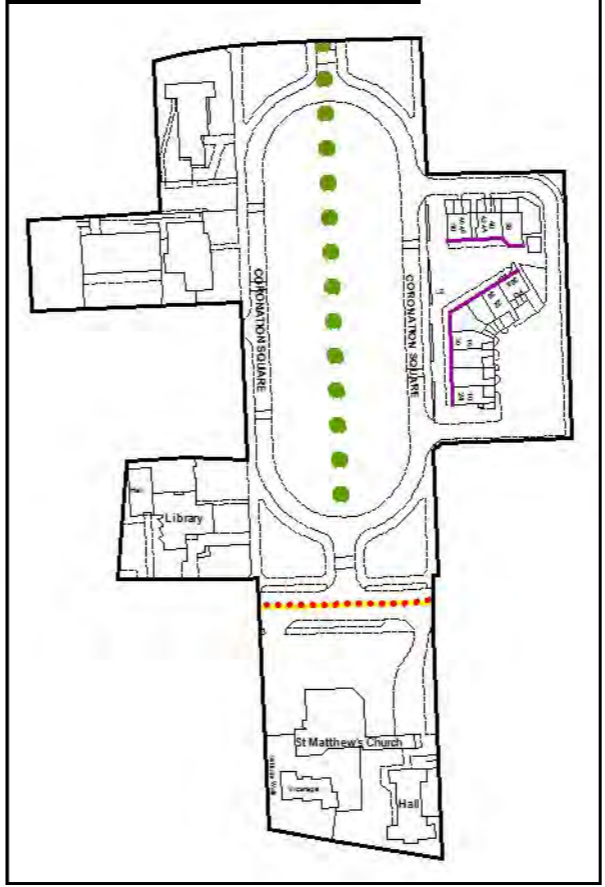
EMMER GREEN



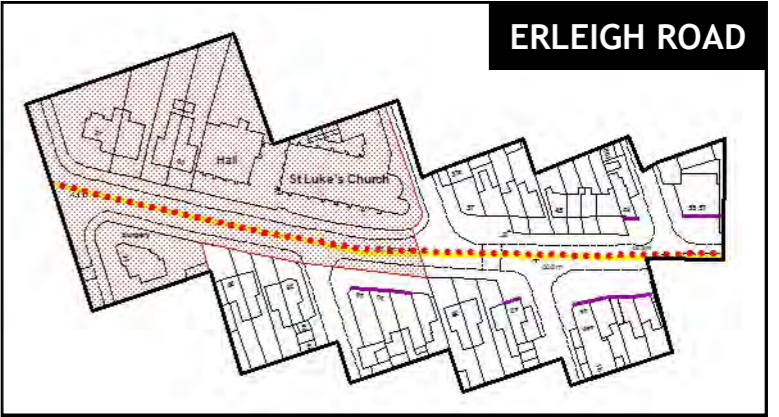
CEMETERY JUNCTION



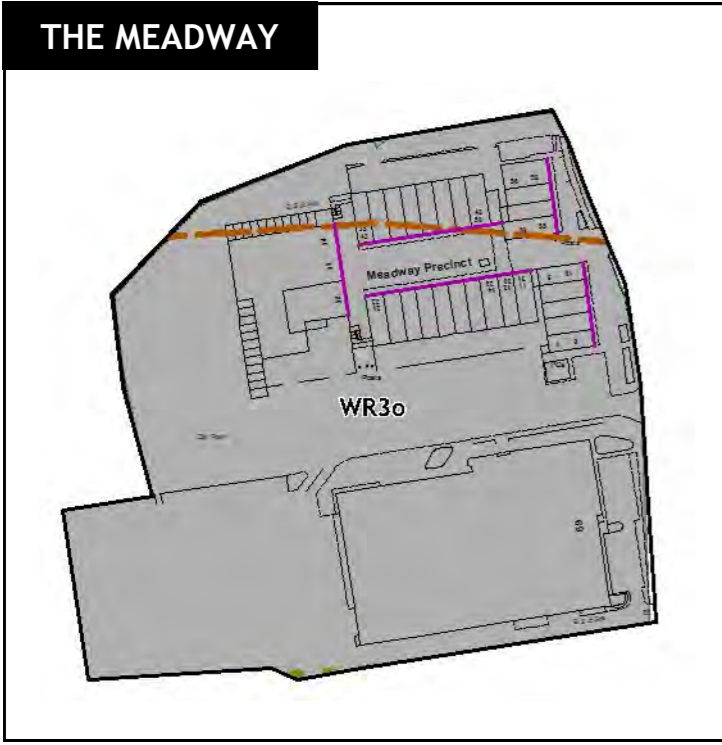
CORONATION SQUARE



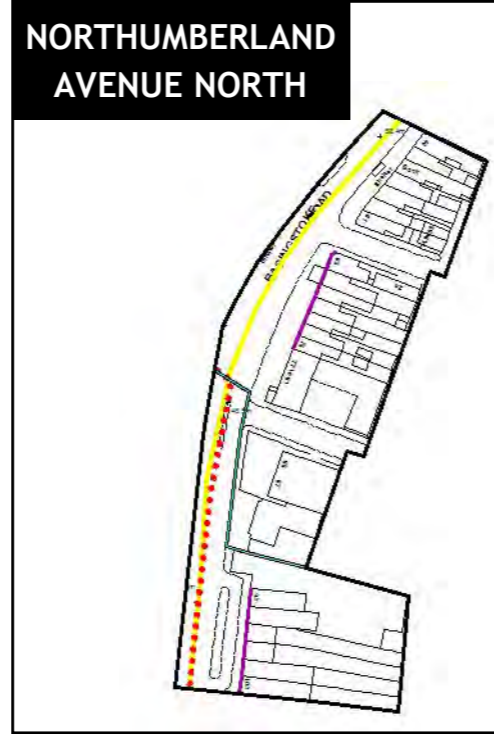
ERLEIGH ROAD



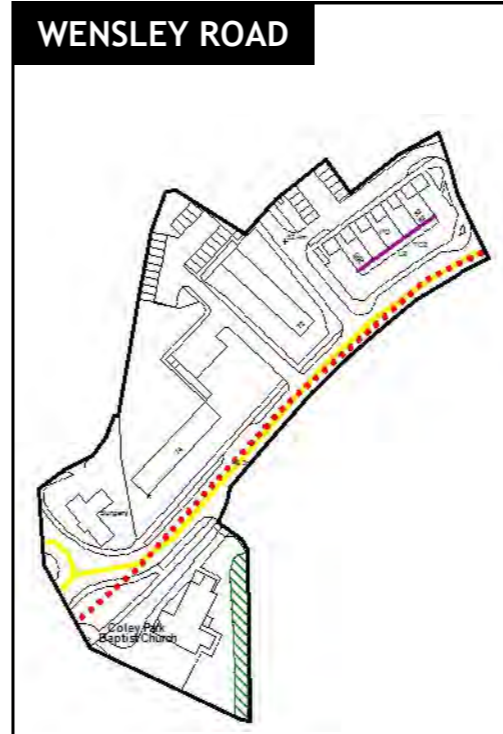
THE MEADWAY



NORTHUMBERLAND AVENUE NORTH



WENSLEY ROAD



SHINFIELD ROAD

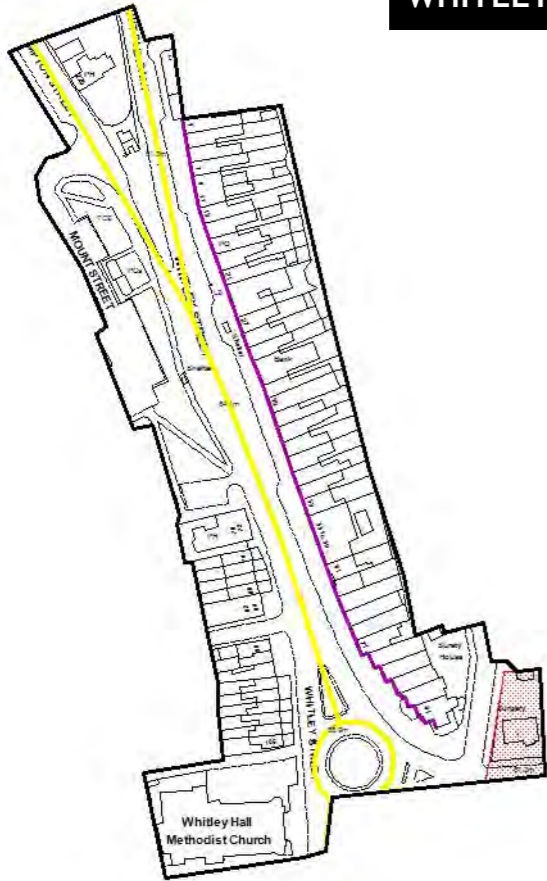


TILEHURST TRIANGLE

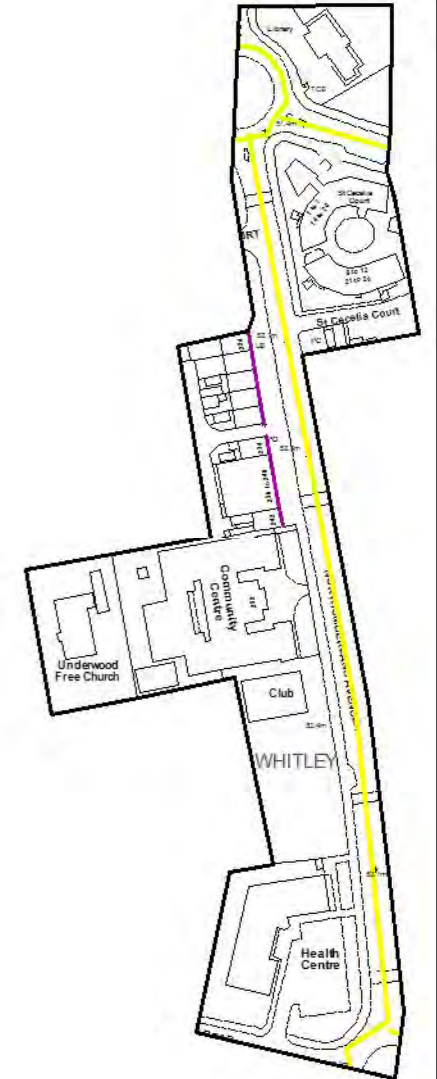




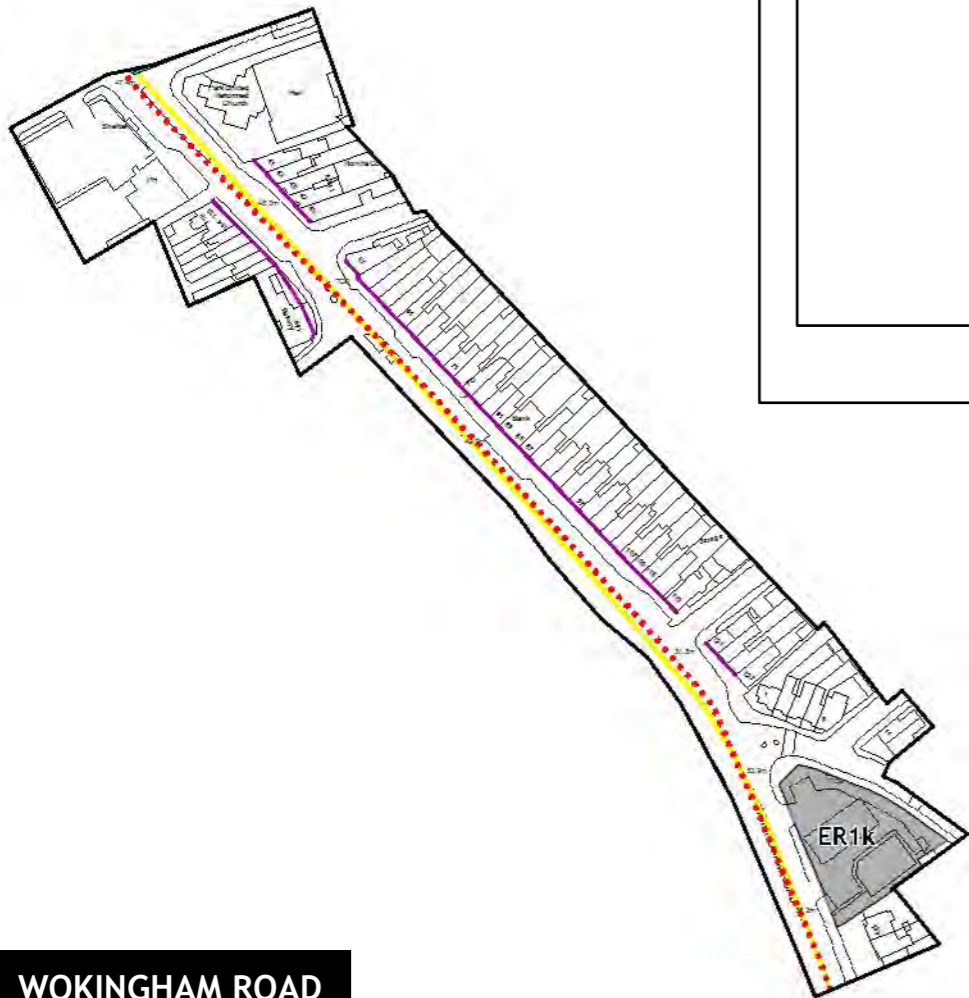
WHITLEY STREET



WHITLEY



WHITLEY WOOD



WOKINGHAM ROAD

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Civic Offices

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APPENDIX 3: ISSUES AND OPTIONS REPRESENTATIONS AND DRAFT COUNCIL RESPONSES

Respondent	Section of Document	Summary of Response	Reading Borough Council response
Aviva Life and Pensions UK Ltd	General	<p>Our client fully supports the objective and principle of putting in place an updated Local Plan that will help to continue to bring about positive change in the borough.</p> <p>Bearing in mind many of the current land uses across the Borough and their income generating nature, the challenge for the delivery of this plan for RBC is to ensure that it contains enabling planning policies in order to present an incentive for landowners and developers to want to embrace change and realise the aspiration of the Plan and to avoid where possible inactivity and CPO.</p> <p>As such, we consider that the plan's preparation needs to be based on updated and robust assessments of issues such as housing, employment, retail and town centre uses before detailed policies are drafted. The plan, once adopted must be capable of delivery and present an integrated vision collectively based on individual land owners and developers which generates sufficient profit/income when compared to the current site operations, to make it a worthwhile enterprise to progress.</p>	Noted.
Basingstoke and Deane Borough Council	General	<p>The council does not have detailed comments to make at this stage. However, we would like to take the opportunity of highlighting the need to fully take into account the impact of future proposals on the borough's strategic road network, most notably the A33 corridor which is a primary link between the settlements of Reading and Basingstoke. Whilst the borough does not immediately adjoin the administrative boundary of Reading Borough Council, there is significant economic movement between authorities as Reading is both an employment and retail destination for residents of the borough.</p>	Noted. Work on transport modelling is underway, and this will include examining the implications for the A33 corridor.
Ian Campbell	General	<p>In the event that satisfactory long term housing supply provisions cannot be agreed with Reading's neighbours and there is as a result locally an impasse between neighbouring councils there is no considered and tenable plan to then seek government intervention to</p>	It is not considered at this stage that national government intervention will be required. The four authorities of the Western Berkshire Housing Market Area are making good progress on

		<p>resolve a locally and nationally unacceptable stale-mate. If this interpretation too is correct it will due to a failure of local leadership. Or, if Reading Council do have a practical policy in place to ensure they can deliver a sustainable local plan for the national interest, with if need be the intervention of the government, there is no mention of it. Which is the case?</p>	<p>considering options for growth in the wider area.</p>
<p>Environment Agency</p>	<p>General</p>	<p>Any site allocations within Flood Zones 2, 3a and 3b will need to be sequentially tested in accordance with paragraphs 100 and 101 of the NPPF. The aim of the sequential test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites with a lower probability of flooding.</p> <p>The exception test in accordance with NPPF paragraphs 100 and 102 will also need to be applied to any site allocations where necessary. If you do have sites within Flood Zone 3a and they are more vulnerable, sites within Flood Zones 3a and 3b which are in the 'essential infrastructure category or highly vulnerable and within Flood Zone 2 then you will need to be sure that these site pass the exception test at this stage sure you can be sure that the sites are deliverable and developable.</p> <p>There are three tables in the PPG you will need to be aware of when formulating your flood risk policy and looking at options for site allocations. Table 1 'Flood Zones' sets out the different types of flood zones 1,2, 3a and 3b. Table 2 'Flood Risk vulnerability classification' sets out which type of development falls within each vulnerability. Table 3 shows which of these vulnerabilities are acceptable in each flood zone. Please note that Table 3 should only be used after the application of the sequential test and the development will also have to have a satisfactory flood risk assessment.</p>	<p>Noted. Any development proposals in Flood Zones 2 and 3 has been subject to the Sequential Test and, where necessary, the Exceptions Test.</p>
<p>Highways England</p>	<p>General</p>	<p>We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in Reading without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place.</p>	<p>Noted. Work on transport modelling is underway, and this will include examining the implications for strategic road network.</p>

		<p>When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the M4.</p> <p>In general we are supportive of the approach set out in the consultation document. We will continue to engage with all parties to develop the Local Plan.</p>	
Kidmore End Parish Council	General	The Council has no concerns about the content of the published documents.	Noted.
Mayor of London	General	We stressed the importance of collaboration in our response to your Duty to Co-operate Strategy. Reading is the largest city in close proximity to the west of London with a substantial level of economic activities and significant attractiveness for inward investment. Reading sits within the 'Western Wedge' Coordination Corridor extending from west London into the Thames Valley. These corridors are recognised in Policy 2.3 of the London Plan for the co-ordination of planning and investment. Within this context it may be useful to explore relevant economic linkages with London further.	<p>Noted.</p> <p>The Council has continued to liaise with the Mayor of London under the duty to co-operate.</p>
Oxford City Council	General	Whilst we have no comments to make at this time, we look forward to a continuing dialogue regarding the similar issues affecting both Oxford and Reading as outlined in our letter dated 5.11.2015 at the Duty to Cooperate Scoping Stage.	Noted.
South Oxfordshire & Vale of White Horse District Councils	General	On behalf of both South Oxfordshire and Vale of White Horse District Councils, I confirm that we have no comments to make about the Issues and Options stage of the local plan.	Noted.
Tilehurst Poor's Land Charity	General	At this stage, we do not comment on the detailed development management policy criteria (including affordable housing provision) but our client reserves their position to do so within subsequent iterations of the emerging development plan as their emerging proposals for the	Noted.

		site evolve.	
Wokingham Borough Council	General	This is an early stage of the Local Plan process and more detail will be provided at the next stage of the process. Reading Borough Council therefore needs to take into consideration the impact of the Local Plan on Wokingham Borough Council in terms of housing, cross-boundary movement, infrastructure, jobs and transportation. Wokingham BC therefore requests that Reading Borough Council continues to consult with Wokingham Borough Council as work on the Local Plan progresses, through the Duty to Cooperate.	Noted. These matters have been taken into account, and will continue to be considered throughout the process, in liaison with Wokingham Borough Council and other partners.
Wycombe District Council	General	We have no comments to make at this stage but would ask to be kept informed on future progress.	Noted.
Dr Megan Aldrich	Question 1	In a rapidly globalising world, the aim of 'multi-culturalism' is beginning to sound very dated and even slightly patronising; the old idea of 'ethnic minorities' has been completely overturned by mass migration from a variety of locations and under a variety of circumstances. This needs re-thinking.	It is considered that reference to multiculturalism remains valid in a Reading context, and the reference is retained.
Aviva Life and Pensions UK Ltd	Question 1	Aviva welcomes the strategic vision that the Local Plan will continue to strengthen the role of central Reading and maintaining its role within the Thames Valley.	Noted.
John Booth	Question 1	Assessed levels of housing growth for Berkshire pose a great threat to environmental sustainability and quality of life. Every effort should be made to reduce these targets, particularly in the longer term. Reading should be a hub for the TV, but its 'strength' in relation to other settlements should be set on long-term environmental sustainability criteria - reducing demand for travel, maintaining countryside and agricultural potential.	There is a clear, significant need for new housing in Reading, and improving access to this most basic requirement should remain a very high priority. Boosting housing supply is a requirement of national policy. Doing so within an existing urban envelope provides the best opportunity to provide homes in a sustainable manner.
John Booth	Question 1	Second Objective says new development should be accessible and sustainable - a key objective should relate to sustainability and carbon footprint of the entire area, not just new build.	The objectives have been amended to refer to the sustainability of both new developments and existing communities.
John Booth	Question 1	Accessibility is an issue - peak hour congestion seems to me to be at unacceptable levels. Objectives and policies need to tackle this before it gets worse. Volumes of traffic are just too high and are projected to increase further. Road pricing and carbon taxation should be applied and public transport services enhanced, roads should be made safer for cyclists, and planning rules applied to reduce demand for movement.	Accessibility is included as a specific objective.

The Butler Partnership	Question 1	The objectives make no reference to the need to support tourism in the Borough.	Agreed. The objectives reference visitors to the Borough and visitor facilities.
Ian Campbell	Question 1	<p>There is an important omission. No information is provided which addresses a fundamental handicap unique to Reading. There is very little suitable land available within Reading's borders.</p> <p>Para.4.16 states it is too early to say whether provision (for development) will need to be made outside Reading, adding this should be considered as a last resort. There are two questions. Why is it too early? Why is it a last resort? Now is the correct time to think strategically, to think about and decide long term, sustainable objectives. Unfortunately there are also echoes of past short-sighted policies.</p> <p>The inconsistency between strategic long term needs on the one hand, the essence of sustainable development, and detailed site by site analysis in the draft Local Plan needs to be resolved. Now is the time. If discussions are going on with adjoining unitary and county authorities why, on such an important issue which will play a key role in deciding the future quality of life of the town's residents are all the options not to be open for consideration?</p> <p>The draft Local Plan shows there is no sub-regional strategic leadership. Successful town planning needs a long term visionary approach.</p> <p>There is ample unprotected agricultural land in Reading's adjoining unitary and county authority areas. A lack of consideration of such alternative locations means the Local Plan ignores the future: what happens after 2036? What about the needs of the next generation?</p> <p>In the eighties and nineties Berkshire County Council tried to slow down growth. In consequence it failed to plan far enough ahead. The result is what residents face today; time consuming road congestion; an incomplete public transport network; and unaffordable rents and house prices due to an inadequate stock of homes. Continuing the same short sighted policies today will make today's problems worse in the future, leading to a decline in the future quality of life of the residents.</p>	<p>Providing homes outside the local authority area in which the need arises is clearly regarded as a last resort under national policy, against which the Local Plan will ultimately be judged at Examination. This is why the Issues and Options states that it is a last resort.</p> <p>The Issues and Options document was developed against a background of a considerable amount of joint work with neighbouring authorities, which has resulted in the production of the West of Berkshire Spatial Planning Framework, and this work continues. The work was not at a stage where it could be fully set out in the Issues and Options document. However, even in this context, the Council needs to follow statutory procedures and national policy in progressing with its Local Plan, and can still only work with the land that is within its control.</p>

Ian Campbell	Question 1	<p>If the objectives remain unchanged then the new Local Plan will ignore important regional and sub-regional changes which now need to be considered. These are:</p> <p>a. London's residential overspill into east and central Berkshire. The draft Local Plan is silent on this point.</p> <p>b. Central Berkshire will have a unique land supply role to perform. Because much of the land in the rest of Berkshire is greenbelt or AONB, market generated pressured means demand from these areas is historically diverted to central Berkshire and Reading to provide the additional supply. There is no recognition in the draft Local Plan of this additional role Reading must fulfil in the core objectives list.</p> <p>c. The unaffordability ratio has grown since 2008. This is a clear measure of the housing supply failure. Will strict adherence to the SHMA numbers mean prices and rents will again become affordable? Current rates of price increase suggest this assumption may need to be reviewed.</p> <p>d. Impact on Reading's popularity due to opening of Crossrail in 2019. The draft Local Plan is silent.</p> <p>e. Impact on local demand pressures , if it happens, of a 3rd runway at Heathrow airport.</p>	<p>In terms of the points below:</p> <p>a. It cannot be for the authorities of Western Berkshire to arbitrarily determine that London will not meet its needs and that a portion of this should be accommodated in this area. It is for London to consider the extent of their unmet needs, and to make an approach. No such approach has been made.</p> <p>b. This needs to be considered in conjunction with neighbouring authorities, and the appropriate level is through the ongoing joint work, not the Local Plan objectives.</p> <p>c. The SHMA need figures have taken the affordability issues into account in generating the need figures. We cannot however guarantee that provision of these homes will return prices to historic levels, as this is dependent on a whole range of factors.</p> <p>d. The SHMA sets out in more detail the effects that Crossrail might have, but impacts on Reading are expected to be significantly lower than on London and on areas around stations to the east.</p> <p>e. The impact of a third runway at Heathrow will be extremely significant. However, there is some way to go in terms of the decision. Even at the most optimistic, it is not considered that any development will take place until late in the plan period. With the proposed statutory five-year plan review periods, there will be many opportunities to review the plan before that happens.</p>
Ian Campbell	Question 1	<p>Those who attended the workshop were told the core strategy adopted in 2008, set. Over the last one and a half decades London, another area like the Thames Valley of fast growth and continuing strong development pressures, shows how strong regional leadership can bring good outcomes for its residents and increasing wealth to the nation.</p>	<p>The Council has been working with neighbouring authorities to investigate how the issues of the area can be better resolved across local authority boundaries. The Local Plan cannot resolve these issues on its own, and therefore it is not</p>

	<p>The current mayor has set up mayoral development corporations to fast track planning arrangements in 20 housing zones and to oversee the regeneration of vast railway sidings at Old Oak. City Hall, has gained new powers and provides a long term strategic input.</p> <p>The unitary local authorities of Berkshire, of north Hampshire, south Oxfordshire, northwest Surrey, and south Buckinghamshire are also, like London and regardless of their boundaries comprise a single economic entity. They too also need a long term strategic horizon. Forty years local and national failure show it is not one individual authorities can individually provide. Strategic governance is missing. Reading is the obvious authority to take the lead. It is the economic capital of the Thames Valley, and indeed of all the Home Counties to the west of London.</p> <p>Government policies that rely on localism are not consistent, as Reading's draft Local Plan demonstrates. There are four reasons why relying on localism is insufficient and will fail to deliver sustainable development.</p> <ul style="list-style-type: none"> • A twenty year Local Plan period in an area of strong growth cannot provide sustainable development. It is too short. • The 15 year London mayoral example shows what local strategic leadership can achieve. • Post war local experience shows that local authority co-operation does not come naturally, and has neither a long term perspective nor a visionary dimension. • The success of the Commission for New Towns was based on a national consensus about how to solve a national housing deficit problem. Success was based upon strategic, financial and long term policies which took several decades from conception to completion and saved the Treasury a lot of money. <p>From a long term point of view the Local Plan has nothing to say. This is not sustainable planning. In order to deliver sustainable development</p>	<p>appropriate to respond to this in depth here.</p> <p>However, the reality is that a local plan, even within its own limitations, is a requirement if Reading is to help meet the needs for new homes and employment development, whilst at the same time balancing this against retaining the key elements that contribute to the character of the town.</p>
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		Reading Council must now consider whether to inform the government there is an epic problem which the government must resolve.	
Mrs Jenny Cottee	Question 1	On balance there should be no changes to the core objectives, however it feels as the reality of the seamless nature of 'Greater Reading' and the throbbing powerhouse of Wokingham Bracknell Reading Triangle, and the invisible imaginary boundary are ignored. By 2036 this approach will be even more dated, and ridiculous. Anachronistic legislative boundaries exist; strategic overview seems in short supply.	Noted. The four authorities within the Western Berkshire area have been working together to examine options for growth jointly, which led to the production of the West of Berkshire Spatial Planning Framework in December 2016, which provides the context for the Reading Borough Local Plan. This joint work continues.
Dr Antony Cowling	Question 1	Low energy use in all buildings	Noted. Achieving high standards of energy efficiency in all buildings is an expectation of the Local Plan.
Dr Antony Cowling	Question 1	No more park homes	The Local Plan does not specifically plan for any park homes.
Dr Antony Cowling	Question 1	All existing stock brought up to Minergie energy use standard	It is not within the remit of the Local Plan to upgrade the energy performance of existing homes.
John George Ltd	Question 1	We agree with the general thrust of the Council's objectives. It is noted that the Council are seeking good access to decent and affordable housing. Further comment is reserved until the detail of the policy is released, however affordable housing requirements should not stifle the viability of new housing, particularly smaller scale housing developments.	Noted.
James Lloyd	Question 1	More work needs to be done to look at how Reading can grow in a sustainable way. All the scores in the environmental appraisal are negative. Växjö in Sweden is the "greenest city in Europe" half the CO2 emissions per resident of Reading. They managed to halved the emissions without sacrificing growth: 90% increase per capita GDP over the same 20 year period. I think with a bit of research Reading would be able to match areas of growth against local natural resources that can be sustainable harvested.	The Council is seeking to achieve the most ambitious standards possible within the national framework that has been set. This includes requiring zero carbon homes for major new-build housing schemes and increasing the expectations for non-residential schemes.
London and Quadrant	Question 1	We agree that the core objectives remain appropriate and should be brought forward into the new local plan, but with the following additions: <ul style="list-style-type: none"> 'Increasing housing densities on allocated sites to help meet the Council's Objectively Assessed Housing Need (OAN)' 	These can be seen more as means to achieve the objectives, rather than objectives themselves. Whilst high densities and tall buildings are part of the picture, they do not form overall objectives in themselves.

		<ul style="list-style-type: none"> 'The introduction of taller buildings on allocated, sustainably located development sites to aid increased legibility and a high quality public realm.' 	
Elaine Murray	Question 1	Housing strategy has to be linked to the provision of schools- primary and secondary. I can't see any comments or reference to education provisions strategy?	The Draft Local Plan contains information on infrastructure requirements, including for education, and relevant policies support this.
Eleanor Pitts	Question 1	<p>Reading could be courageous and try for sustainable development that prioritises values of citizenship and health. Running a genuine consultation that people can understand with the vision to plough a new furrow rather than following an old one would be brilliant.</p> <p>Prioritise healthy environments, clean air, sustainable living, good transport links, reverence for and support of the natural environment, carbon footprints in all aspects of life from food production to industrial output. Lead by example and encourage true participation in green issues. Protect and Retain green spaces.</p> <p>Reading is strong it now needs to be wise and think outside of the box that pushes economic progress over everything else. Become the place where people want to live rather the place where people come to work and shop.</p>	Noted. Many of these elements are included within the Draft Local Plan. However, these issues must be balanced against the needs for new homes and for development that ensures economic growth.
Reading Climate Change Partnership	Question 1	There should be an objective for accessibility and sustainability of the whole of Reading, not just new development.	Agreed. The objectives now make reference to existing communities as well as new ones.
Reading Climate Change Partnership	Question 1	Needs to be recognition of the challenge of reducing existing (housing) stock impacts, not just new developments.	Objective 5 now also refers to the sustainability of existing areas.
Reading Climate Change Partnership	Question 1	Climate change mitigation and adaptation should be mentioned in this clause. Note that retro-fitting offers a good opportunity to consider adaptation measures (e.g. flood risk reduction and overheating) at the same time as implementing water and energy efficiency schemes.	Agreed. Objective 5 now refers to mitigation of and adaptation to climate change.
Reading Football Club	Question 1	The core objectives are considered to remain appropriate given the focus on supporting strategic development across the Borough. We would consider it appropriate to consider the inclusion of references to the objective of delivering 'social and recreational facilities' to support community needs in appropriate locations over the Plan period in line	Agreed. Sport and recreation facilities as well as social and community facilities now referred to in objective 3.

		with paragraph 156 of the NPPF.	
Reading Climate Change Partnership	Question 1	Possibly refer to Climate Change Strategy Vision and Objectives.	Agreed. Reference has been made to the Climate Change Strategy in this section.
Reading Urban Wildlife Group	Question 1	Add something about improving air quality in the town	Reference to ensuring that Reading is a 'clean' community has been made in the objectives.
Reading Urban Wildlife Group	Question 1	Expand section on sustainable transport to ensure it includes pedestrian and cycling options	Agreed. Objective 7 now refers specifically to walking and cycling.
Tarmac	Question 1	Reading has long term growth requirements that will necessitate on-going collaboration with adjacent local authorities and the intelligent application of the "Duty to Co-operate". This imperative should be recognised in the list of bullet points in Section 2.2. An additional bullet point should be added to deal with this important point, as set out below. "Ensure that Reading can continue to grow and fulfill its role as the hub for the Thames Valley by co-operation on long term spatial planning with the adjacent local authorities."	Agreed. Objective 4 refers to co-operation with the wider area as a whole, although the wording is different from that suggested.
University of Reading	Question 1	The core objectives remain relevant and appropriate, and align with national policy guidance contained within the NPPF.	Noted.
West Berkshire Council	Question 1	As per paragraph 31 of the NPPF, West Berkshire Council would wish to be involved with any improvements and the development of any transport measures and solutions particularly given that another objective is strengthening the role of central Reading as a hub for the Thames Valley. The economic domination of the Thames Valley within the sub region means that for West Berkshire, significant economic influences lie to the east. Commuting data highlights that 14% of West Berkshire's resident working population work within Reading – a significant single flow of outward commuting.	Noted. The Council will continue to liaise with West Berkshire Council on key strategic matters.
Evelyn Williams	Question 1	Changes to the last objective to something like: Improve social inclusion by taking positive steps to reduce social exclusion for all communities, residents, visitors and those working in Reading.	The final objective touches on more than social inclusion, and is worded to try to cover all of these elements.
Evelyn Williams	Question 1	Change the first objective to something like: Ensure that Reading meets the needs of residents, workers, visitors, those who study in Reading Borough, and the wider area for	It is considered that these elements are covered within objective 1.

		employment, housing, services and facilities.	
BBOWT ¹	Question 1	Do not think that there should be any changes to the core objectives.	Noted.
Emmer Green Residents' Association			
Brian Jamieson			
Scott Versace			
Willowside Homes			
Dr Megan Aldrich	Question 2	If you create a plan up to 2036, you need to recognise that the pace of change in the world has accelerated to such an extent that within ten years it may be completely obsolete. The old planning approach of study - forecast - create a long-term plan may itself be nearing obsolescence.	It may be that the plan needs to be reviewed within ten years. However, the Council can only plan within the framework that exists, and the Government has clearly stated the importance of getting a Local Plan in place.
John Booth	Question 2	Reading should be thinking and planning very long-term - beyond 2036 - present trends are not environmentally or economically sustainable. But planning for constant growth rates for 20 years is not sensible - need to plan for a 'soft landing' with falling rates of new development.	The Local Plan must strike a balance between long-term, consistent planning, and what it is actually possible to foresee and plan for. Whilst visions, objectives and potentially longer-term strategies could go beyond 2036, the actual mechanics of the Local Plan would need to be so flexible to adapt to changing circumstances that they would ultimately be meaningless. The Government now intends to introduce statutory five-year review periods in any case. National policy is clear that all authorities need to plan for continuing economic growth.
The Butler Partnership	Question 2	Agree that the plan period should be up to 2036	Noted.
Mrs Jenny Cottee			
Dr Antony Cowling			

¹ Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust

Emmer Green Residents' Association			
Elaine Murray			
Viridis Real Estate			
Willowside Homes			
Ian Campbell	Question 2	<p>If Reading Council is to successfully plan for the future and exploit the opportunities above average growth creates from which Reading benefits, whilst mitigating and removing most of the problems above average growth also creates, the evidence of the last forty years shows there is a need is to plan more than one generation ahead. In fact we need to plan 40/60 years ahead. The minimum period to maintain policy consistency is 40 years. Long term delivery timetables will enable far better design solutions to be put in place. Creative design will be the key to turning an enduring problem into a successful solution. It needs consistent long term policies.</p> <p>If the planning horizon remains short-sighted the result will be much higher house prices and rents in real terms; local households will carry far more debt; residents spendable income will be less; travelling times will be longer; and the unprotected rural countryside of the Thames Valley will continue to be eroded, but on a piecemeal, unpredictable basis with minimal new social services to match the needs of new and existing residents.</p>	The Local Plan must strike a balance between long-term, consistent planning, and what it is actually possible to foresee and plan for. Whilst visions, objectives and potentially longer-term strategies could go beyond 2036, the actual mechanics of the Local Plan would need to be so flexible to adapt to changing circumstances that they would ultimately be meaningless. The Government now intends to introduce statutory five-year review periods in any case.
Eleanor Pitts	Question 2	Need much longer than 2036 and not just for housing	
Reading Climate Change Partnership	Question 2	Reading should be thinking very long-term about sustainable development - well beyond 2036. Planning for a constant growth rate for 20 years is not sensible.	
James Lloyd	Question 2	Agree that the plan period should be up to 2036. It is essential that the Local Plan also is designed to meet the objectives set out in the Climate Act and need to there for have a time frame up to 2050. This does not stop it being amended but will mean that it will set out a similar trajectory of 80% cuts in emission.	
Brian Jamieson	Question 2	Agree that the plan period should be up to 2036. Planning is essential,	Noted.

		though some flexibility must be retained.	
Mount Properties Ltd	Question 2	Planning up to 2036 corresponds closely with the NPPF and time periods of key documents of the Council's evidence base (including the Strategic Housing Market Assessment 2016 - 2036) and will take account of the longer term requirements of the Borough and is therefore strongly supported.	
Reading Football Club	Question 2	A plan period of up to 2036 is considered appropriate given the requirements at paragraph 157 of the NPPF for plans to be drawn up over ideally a 15 year period. In addition, given the conclusions of the recently published SHMA, the plan period is considered entirely appropriate.	
Ropemaker Properties	Question 2	The plan period should be for a minimum of 15 years in accordance with paragraph 157 of the NPPF. Planning up to 2036 is therefore seen as appropriate.	
Tarmac	Question 2	Agree with 2036. This is an appropriate time period.	
University of Reading	Question 2	The intention to plan to 2036 is considered appropriate having regard to national policy guidance and the emerging evidence in respect of housing need, i.e. the recently published Berkshire SHMA which provides information up to 2036.	
Reading Urban Wildlife Group	Question 2	Agree with 2036. Should have five year review periods.	Noted. The Government now intends to introduce statutory five-year review periods for all plans.
Evelyn Williams	Question 2	Agree with 2036. It would make sense, though to have a medium term rolling plan for 10 years, within the framework of the plan to 2036.	
Scott Versace	Question 2	Agree with 2036. As a resident who's concerned about the environment and sustainability I would hope that any plan the council seeks to put into place would consider these issues.	Noted.
Dr Megan Aldrich	Question 3	These figures for projected needs of housing may be nearing obsolescence. For example, if Britain votes to leave the EU in June, this would partially wind down demand for housing over the next five years. I don't think a community should tear itself apart on the basis of projections which may not have a direct relationship to rapidly evolving events. Reading should undertake what is sensible and desirable in terms of development, and proceed accordingly. Undeveloped land should be a last resort, as once gone it can never be regained. Likewise development which threatens the character of heritage assets,	The Draft Local Plan seeks to meet as much of its need that it can accommodate within Reading's boundaries. This is 659 dwellings per annum, which falls midway between options 3.1 and 3.3. This figure has been arrived at after a thorough analysis of the potential of sites within the Borough to deliver new homes through the Housing and Economic Land Availability Assessment, and represents as much as the

		which are constantly under threat in Reading.	<p>Borough can realistically accommodate. It is approximately 95% of Reading's identified need. This process follows national policy closely.</p> <p>The remainder of the need would have to be accommodated elsewhere. The Council is liaising with neighbouring authorities to seek to identify how this remaining need will be accommodated.</p> <p>Ultimately, where a site with potential for housing development is suitable, and has some prospect of availability and achievability within the plan period, it is included. Densities are reviewed, and set at a level that will ensure efficient use of the land that is available. Major urban extensions within the Borough are not an option with the very significant flood risk constraints affecting the limited areas outside the settlement. Wholesale releases of employment land are also not possible, given the identified competing need for industrial and warehouse space.</p>
John Booth	Question 3	Agree with Option 3.2. Sustainability Appraisal shows more is worse. At least in the short term there appear to be plenty of consented and planned sites. In the longer term would like to see less development.	
The Butler Partnership	Question 3	Agree with Option 3.4. This is the only option that would accord with paragraph 47 of the NPPF, which requires Local Planning Authorities to significantly boost the supply of housing. The housing requirement should also be set as a minimum, in line with the said document.	
Mr Aaron Collett	Question 3	Option 3.4 reflects the best option for Reading, if you build more than the demand for houses, it will help first time buyers such as myself stay in the local area instead of moving away.	
Mrs Jenny Cottee	Question 3	Of the three provided option 3.2 is the most sensible. The alternatives would not significantly meet the housing need- far more radical measures are needed , but might well endanger the quality of life in Reading -'once lost gone forever'. We need a major housing development within travel to work distance of Reading not pin pricks.	
Dr Antony Cowling	Question 3	Agree with Option 3.1. Economic factors have a bigger impact on plans than anything the council can do.	
De Merke Estates Ltd	Question 3	<p>There is a requirement through the NPPF and the PPG for a Local Plan to be 'positively prepared' by proposing strategic objectives which seek to meet objectively assessed requirements. Given this is one of the tests of soundness, the Local Plan must provide for an OAN of at least 699 dwellings per annum. At present, the SHMA has yet to be tested at Examination in terms of the appropriateness of the methodology in determining the OAN and the soundness of its findings. Therefore, the Local Plan should plan for this as the minimum requirement and engage with neighbouring local authorities through the Duty-to-Cooperate in order to ensure that that strategic priorities, including housing delivery, are address collaboratively and effectively.</p> <p>There is an opportunity for the housing need to reach in excess of 700 dwellings per annum to help deliver affordable housing within the area as advised within the PPG, and as a result the Local Plan should make allowance for any additional housing requirement above the OAN considering the strategic priorities of the Borough over the Plan period.</p>	

		The issue of OAN and the most appropriate housing requirement for Reading is particularly pertinent given the constrained nature of the Borough and the manner in which it is physically able to accommodate housing growth that is quite significantly higher than that currently being planned for. It is entirely feasible that review of the spatial strategy will emerge as being essential to full delivery of the final figure.	
Emmer Green Residents' Association	Question 3	OPTION 3.2 is our preferred option, on the grounds that point 4.1 states "Reading Borough is a very small geographical area, most of which is already relatively densely developed"; therefore, there is a real danger of Reading overly stretching its resources and losing its character by too much housing development.	
John George Ltd	Question 3	We welcome the testing of all options; however Options 3.1 and 3.4 would be favoured. As a minimum, option 3.1 would ensure that the Local Plan complies with the NPPF paragraph 47, which states that LPA's should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. Option 3.4 should be considered in order to deliver higher levels of housing, including affordable housing. This approach is endorsed by the NPPF paragraph 47, which states that LPA's should "boost significantly" the supply of housing.	
Brian Jamieson	Question 3	Agree with Option 3.4. Provided the affordable housing objective is securely stitched into the Plan.	
Kier Property Developments Limited	Question 3	Support Options 3.1 and 3.4. Meeting or exceeding the objectively assessed need for housing should be a priority objective for the Council and only 3.1 or 3.4 are suitable housing targets. Land at Hosier Street site can contribute significantly towards achieving this objective in a sustainable manner without developing green field land, provided that the appropriate strategy is taken towards the site's allocation.	
James Lloyd	Question 3	Agree with Option 3.3. Reading needs more homes but this must not been done at the expense of green space. Any new urban planning needs to ensure access to quality green space. It is possible to increase	

		<p>density of the central reading with planning gain from brownfield that is not yet vacant.</p> <p>Reading plan could be more ambitious and actively follow a 'Smart Growth' approach of increasing housing density and prioritising pedestrian and public transport for new developments therefore minimising the environmental impact of any new developments.</p>	
London and Quadrant	Question 3	<p>We believe that the new Local Plan must follow option 3.1 as a minimum, identifying land to deliver the level of housing to meet the full OAN for Reading in line with the NPPF (paragraph 47).</p> <p>Reading has a very significant need for affordable housing that will continue to be strong across the plan period. We understand that Reading Borough Council has a current waiting list of 5,200 people who are in need of affordable housing. The SHMA also confirms that there is a net need for 406 affordable homes per annum over the plan period which means that the Council must continue to seek affordable housing wherever possible. The NPPG states that an increase in the total housing included in a Plan should be considered where it could help to deliver the required number of affordable homes.</p> <p>The only way in which the Council will be able to plan for a lower figure than its objectively assessed need is for some of its needs to be met outside Reading Borough. However given the constrained nature of surrounding authorities, this is unlikely to be a realistic prospect.</p> <p>We believe that there are suitable sites already identified within the existing local plans, which could accommodate this figure over the plan period, such as the Toys R Us and Homebase site located in the Kenavon Drive area.</p>	
Mayor of London	Question 3	<p>The Mayor welcomes the Council's approach to housing need set out in the SHMA. From a transport perspective connectivity and capacity of the strategic transport links with London will considerably improve. Great Western Mainline improvements with electric trains on Thames Valley services will provide a very significant increase in peak capacity into London. At Paddington there will be an interchange with Crossrail as well as HS2 at Old Oak Common. Reading will also benefit from the</p>	

		Western Rail Access to Heathrow. The Council may wish to look closely at Option 3.4 and consider the potential intensity and scale of development capacity and opportunities in particular around its stations and bus corridors into stations in the light of these transport improvements during the further preparation of the Local Plan.	
Elaine Murray	Question 3	Prefer Option 3.2	
Oxford Properties	Question 3	<p>The Berkshire SHMA identified a need for 2,855 homes a year up to 2036 in the Western HMA. The identified need for Reading is currently set at 699 homes a year. OP supports an approach that meets this objectively assessed need, in accordance with paragraph 47, bullet point 1 of the NPPF. Delivering sufficient housing in the HMA is essential to support economic growth and Reading's status as the hub for the Thames Valley.</p> <p>Reading BC must ensure, however, that in setting the housing need for the Borough, it is set as a policy off unconstrained figure in order to meet the requirements of the NPPF in relation to creating a sound policy making process. This must be supported by an up to date evidence base.</p>	
Reading Football Club	Question 3	<p>Option 3.1: There is a requirement through the NPPF and the PPG for a Local Plan to be 'positively prepared' by proposing strategic objectives which seek to meet objectively assessed requirements. Given this is one of the tests of soundness, the Local Plan must provide for an OAN of at least 699 dwellings per annum. At present, the SHMA has yet to be tested at Examination in terms of the appropriateness of the methodology in determining the OAN and the soundness of its findings. Therefore, the Local Plan should plan for this as the minimum requirement and engage with neighbouring local authorities through the Duty-to-Cooperate in order to ensure that that strategic priorities, including housing delivery, are address collaboratively across local authority boundaries.</p> <p>Option 3.2: Option 3.2 is not aligned with the PPG guidance which requires that the OAN is based upon 'fact and unbiased evidence' (PPG, paragraph ID2a-004). It is contrary to further guidance within the PPG which considers that constraints should not be applied to the overall assessment of need, which includes 'historic underperformance'. Option</p>	

		<p>3.2 is not appropriate and should not be used as a basis for pursuing within the Local Plan.</p> <p>Option 3.3: Given that this is based on a constrained approach of considering the potential supply of land within the Borough to determine the OAN, this is not in line with PPG guidance (paragraph ID2a-004) and should not be adopted within the emerging Local Plan.</p> <p>Option 3.4: Whether more than 700 homes is appropriate will be dependent on whether the SHMA findings are sound, which will be determined through the figures being examined as part of the Local Plan process.</p> <p>It is understood that the OAN of 699 dpa is based on a demographic-led scenario with upward adjustments to account for unmet need from London, economic need, and affordability. Therefore, there is an opportunity for the housing need to reach in excess of 700 dwellings per annum to help deliver affordable housing within the area as is advised within the PPG (paragraph ID2a-029). Therefore the Local Plan should make allowance for any additional housing requirement above the OAN accruing from affordable housing requirements and unmet need of neighbouring authorities, when considering the strategic priorities of the Borough over the plan period.</p>	
Reading Urban Wildlife Group	Question 3	<p>Prefer Option 3.3. Not sensible to offer a number that is set for 20 years since many things may change over this period. Reasonable to commence with the assessed need, but this needs to be reviewed regularly, at least every five years. Windfall sites should be included in the number of housing starts. Reading should seek changes to national legislation such that allocated land for residential development must be used within x years otherwise taken over by the council.</p>	
Rentplus	Question 3	<p>Based on the very significant need for affordable housing Option 3.4 is considered the best approach to significantly boost housing supply and to deliver higher levels of affordable housing within the Borough. To achieve this, the Council will need to look closely at the viability of development across the Borough, including how new affordable housing tenures such as rent to buy homes can contribute to delivering viable schemes.</p>	

		<p>As set out in the accompanying Statement, Government has pledged to deliver 400,000 affordable houses by 2020-21, with a focus on low cost home ownership that includes supply of “10,000 homes that will allow a tenant to save for a deposit while they rent.” As a rent to buy model Rentplus is already enhancing the affordable housing being delivered in other parts of the country, and would make a valuable contribution either as a standalone product or as part of the overall affordable housing offer to boosting the affordable housing supply to meet local needs.</p>	
Ropemaker Properties	Question 3	<p>Prefer Option 3.1 or 3.4</p> <p>In the first instance Reading should plan to meet its own Objectively Assessed Need as a minimum in line with paragraph 47 of the NPPF. The Issues and Options paper suggests that this would not be possible, however it has also recognised that to date detailed assessment has not been undertaken for all sites.</p> <p>Given the governments emphasis on building and delivering new homes, the Council should seek to maximise housing numbers on sites particularly within the City Centre where increasing the density of development is appropriate given the proximity to public transport, employment, retail and leisure opportunities. As part of a comprehensive Sustainability Appraisal it will be appropriate to explore options which include delivery at much higher densities in the most sustainable locations. As part of these options it is entirely appropriate to expand the Tall Buildings Strategy. Land between Weldale Street and Chatham Street provides a suitable location for the expansion of such a strategy to enable the delivery of appropriate and high quality residential development at high density, whilst also delivering public realm enhancements.</p>	
Sonic Star Properties Ltd	Question 3	<p>Agree with Option 3.1. The Council should aim to achieve the full objectively assessed need in terms of housing. The National Planning Policy Framework is clear in this regard (paragraph 47). The Council should be proactive and positive in terms of proposed residential allocations and schemes in order to assist in meeting this identified target.</p>	

Tarmac	Question 3	Agree with Option 3.4. Reading should seek to provide as much housing as possible in order to meet future demands and support the town's important role as the hub for the Thames Valley.	
Tilehurst Poor's Land Charity	Question 3	<p>We consider that it is necessary for RBC to use the development plan process (and the preparation of their evidence base) to ensure that their Local Plan meets the full OAN as required by the NPPF (paras 16, 47 and 156). We anticipate that this process is likely to lead to the identification of a range of appropriate and sustainable locations (including our client's site) to deliver residential development.</p> <p>We see no reason for the emerging Local Plan to pursue lower housing targets and therefore consider that Options 3.2 and 3.3 should not be considered pending a detailed assessment of the residential development potential of the Borough that will arise from this process.</p>	
University of Reading	Question 3	<p>Option 3.1: To comply with the requirements of the NPPF and PPG, local authorities should positively prepare Local Plans (NPPF, paragraph 182). To achieve this the plan should be prepared based on a strategy which seeks to meet objectively assessed development. However it should be noted that 699 dpa is the level of objectively assessed need determined by GL Hearn in the Berkshire SHMA (February 2016). GL Hearn's methodology is open to challenge and there is the potential that objectively assessed need for Reading is higher than 699 dpa. In this context it should be noted that one of the scenarios set out in GL Hearn's SHMA establishes housing need exceeding 1,000 dpa.</p> <p>Option 3.2: By basing future annual delivery on past provision, this would constrain the assessment of need, conflicting with the PPG (paragraph ID2a-004). The PPG states how the assessment of need should be based on the latest CLG household projections as a starting point, before making further upward adjustments based on demographic data, market signals, economic growth and affordable housing need. This option does not do this and should not be adopted.</p> <p>Option 3.3: This option is clearly based on a constrained approach, based on available land, and should not be adopted.</p> <p>Option 3.4: If full unconstrained OAN for Reading is 699 dpa, this</p>	

		should be the figure that the Plan is based on. However if the Berkshire SHMA's methodology is not considered to provide full OAN, the figure may well be higher. Sensitivity testing in the GL Hearn SHMA includes a scenario which establishes demographic-led OAN of over 1,000 dpa, which suggests that provision should be made in excess of 700 homes per year. Notwithstanding this it is understood that the OAN of 699 dpa is based on a demographic-led scenario with upward adjustments to account for unmet need from London, economic need, and affordability. It does not include an upward adjustment for affordable housing need. Accordingly there is an argument to suggest that the Plan should increase the housing target beyond 700 dpa to help deliver affordable housing in line with the PPG (paragraph ID2a-029).	
Scott Versace	Question 3	Prefer OPTION 3.3. Whilst I understand it is essential for the local councils to ensure there are plenty of quality and affordable homes for residents, I believe this should not be done to the detriment of the environment in which we live. Also, I believe that using greenfield land for residential housing can lead to increased flood risk.	
Viridis Real Estate	Question 3	Agree with Option 3.4.	
Evelyn Williams	Question 3	At this point in time Option 3.1 is really the only one to go for, but: <ul style="list-style-type: none"> • The plan must be within the constraints of services and infrastructure. • The plan should take into account the scenario that Reading's population will not continue to grow. • The plan should consider whether Reading has reached an optimal size now and does not and should not expand any further. Small is beautiful. • The homes to be built need to be the sort of homes that people who want to live in Reading want to live in. This may not be the same as the type of home that people who want to live in Wokingham would like. 	
Wiltshire Council	Question 3	The NPPF requires local planning authorities to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF. As such, Wiltshire Council would support option 3.1 in the consultation document to meet the full	

		identified OAN from within the Reading Borough sub-HMA.	
Ian Campbell	Question 3	<p>I agree this is a key issue and welcome the SHMA. On the other hand experience shows that trying to predict housing demand years ahead with numerical precision will fail. It is only possible to forecast housing trends in broad terms. It is not possible to forecast the actual timing or the actual numbers. The tone of the Local Plan Issues and Options document, with its focus on sites and unit number allocations strongly suggests the numbers are seen as the end point, not the starting point. This is a short sighted, unsustainable approach which will forfeit the infrastructure and community gains strategically planned growth can provide through 'land value capture'.</p> <p>The four Western HMA unitary authorities must decide where to put 57,000 new homes. In reality they face a much bigger decision. Unless long term growth pressures in the Thames Valley stop in 2036, in the following 20 years another 57,100 new homes must be built. To proceed the Council must persuade adjoining authorities to also think strategically. Taking account of the Eastern HMA, if Berkshire wants to plan for the next generation, land for 194,000 new homes will be needed within forty years.</p> <p>For these reasons I support Option 3.4 of question 3, which is to provide significantly more than 700 homes each year, but with the proviso that most of them are not built within the boundaries of Reading. It is the only solution to a recent problem and the only realistic way to stop the build-up of under-supply caused by builders and developers who decide to delay new supply in the expectation of higher prices in the future.</p> <p>There is no mention in the draft Local Plan of an intention by Reading Council to take advantage of Paragraph 52 of the NPPF. It recognises that local authorities may plan for the supply of new homes through larger scale developments such as new settlements or urban extensions. Nor is there any mention by the Council of new government proposals that local authorities should take a proactive approach to planning for new settlements where they can meet the sustainable development objectives of national policy.</p>	<p>See comments above regarding options for housing provision.</p> <p>The Issues and Options document was developed against a background of a considerable amount of joint work with neighbouring authorities, which has resulted in the production of the West of Berkshire Spatial Planning Framework, and this work continues. The work was not at a stage where it could be fully set out in the Issues and Options document.</p> <p>The national policy position is clear in that an authority must look first within its own areas. This is why it is critical to consider the availability of specific sites at the same time as housing numbers are identified, to understand the actual capacity. It would be impossible for the Council to convince another authority to help to meet Reading's need, if the Council were unable to show that it had thoroughly examined opportunities within its own boundaries first.</p>
Caversham and	Question 3	We would regret the additional loss of greenfield land. We would not	Please see responses in relation to Question 15.

District Residents' Association		wish to see the loss of employment land as there need to be a careful balance between the provision of housing and a buoyant local economy providing employment for local residents. Local employment is more sustainable as it reduces residents' need to travel by private car. And we would not support an increased role for the use of garden land for housing, which we believe should continue play a very limited role, with careful consideration given to the appropriateness of any development proposals. Gardens, collectively, provide an important habitat for many wildlife species.	
The Englefield Estate	Question 3	The Berkshire SHMA identifies the OAN for Reading as being 699 homes per year in the period 2013 to 2036. In accordance with the NPPF, the Local Plan must therefore, as a minimum, identify land for at least 699 homes per annum. However, the NPPF also requires Local Planning Authorities to positively seek opportunities to meet the development needs of their area and more particularly to seek to meet their objectively assessed needs "...with sufficient flexibility to adapt to rapid changes".	A considerable amount of cooperation has taken place across the area covered by the SHMA around housing needs. However, there is no clear understanding at this point of how much of the Eastern HMA's need cannot be accommodated within the HMA boundaries. It must also be noted that the Western Berkshire HMA is not the only HMA adjoining the Eastern HMA. It is for those authorities to examine the degree to which the Eastern HMA can accommodate its own needs, and make an approach to other HMAs if necessary. This should include assessing the potential for Green Belt release. In terms of the figure that the Draft Local Plan plans for, this is in any case considered to be the level that the Borough can realistically accommodate. If the Western HMA were to plan for growth from other areas, it would not be possible for this to be within Reading Borough in any case.
Trustees of the Phillimore Successors Settlement		The Berkshire SHMA identifies that the OAN of those Local Planning Authorities in the Eastern HMA are materially greater than for the Western HMA. Those authorities in the Eastern HMA are significantly constrained by the Green Belt, meaning that opportunities for meeting fully their OAN may be limited. As a result of these factors the authorities in the Western HMA may need to accommodate 'overspill' from the Eastern HMA. In this context the starting point for meeting the Borough housing needs is to identify sufficient housing for 699 dwellings per annum. However, as the need for Reading Borough to accommodate housing from the wider HMA is very likely, and to give sufficient flexibility to respond to changes associated with this, the new Local Plan should be seeking to provide significantly more than 700 homes each year in order to further significantly boost housing supply in Reading Borough and deliver higher levels of affordable housing. Consequently we support Option 3.4 as set out in Question 3 of the consultation document.	
Mr Guest	Question 3	To meet the objectively assessed need RBC will need to fully address the scope for residential development from other sources of land,	The Council has assessed the potential for all sources of land to contribute to housing supply.

		<p>including existing employment areas.</p> <p>We consider that it is necessary for RBC to use the development plan process (and the preparation of their evidence base) to ensure that their Local Plan meets the full OAHN as required by the NPPF. We anticipate that this process is likely to lead to the identification of a range of appropriate and sustainable locations (including our clients site) to deliver residential development.</p> <p>We see no reason to seek lower housing targets and therefore consider that Options 3.2 and 3.3 should not be considered pending a detailed assessment of the residential development potential of the Borough that will arise from this process.</p>	<p>However, it must be noted that the NPPF also requires an objective assessment of the need for economic development uses. This assessment, in the Central Berkshire EDNA, finds a very high level of need for industrial and warehouse space. As such, wholesale release of employment areas will do little to assist in accommodating overall development needs.</p>
Highways England	Question 3	<p>The Local Plan sets out a variety of target number of dwellings per annum (600 - 700+) to deliver within the Local Plan period, 2013 to 2036. We look forward to working with you in order to ensure that as the preferred approach emerges, that it is deliverable in transport terms.</p>	<p>Noted.</p>
Mount Properties Ltd	Question 3	<p>Prefer Option 3.4. The SHMA identifies an objectively assessed need of 699 dwellings per annum. The NPPF states that the Council should plan positively for housing and economic growth, maximising the opportunities that are available. In order to support growth and to contribute towards the significant affordable housing need within the Borough, the Council should seek to significantly boost housing supply above the 699dpa identified within the SHMA and identify sufficient sites to meet this need.</p> <p>The Consultation Paper states that in order to provide 699dpathere would be a need to find 'new' sites for around 4,500 dwellings to 2036. However, in calculating the 'existing' sites the Council has included dwellings expected through planning permissions and sites being discussed through pre-application discussions. Limited weight can be placed on these sites as it is unlikely that all of these will come forward for development. Furthermore, a greater than normal non-implementation rate must be applied to allocated sites carried forward from the existing development plan in recognition of the fact they have not already been developed. On this basis, and given that the Councils</p>	<p>The figure of 4,500 was an interim figure for discussion within the Issues and Options in any case, and has been superseded by more detailed work through the Housing and Economic Land Availability Assessment. The HELAA looks in more depth at the suitability, availability and achievability on a site by site basis.</p> <p>It is not agreed that the fact that some allocated sites have not yet come forward is a reason to change lapse rates. The RCAAP and the SDPD both run to 2026, and some of these allocations were always expected to be longer term. In the case of the SDPD, it was only adopted five years ago. It is hardly surprising that not all allocations have come forward.</p> <p>The Local Plan considers densities carefully, and looks to maximise the potential for new homes</p>

		<p>should be seeking to deliver a housing target above 699dpa, the number of new dwellings that the Council need to identify is likely to be significantly greater than 4,500 dwellings identified in the consultation paper.</p> <p>In meeting this housing need the Council must ensure that efficient use is made of sites, particularly previously developed land within the settlement. Maximising the potential of sites through supporting increased densities, whilst ensuring a high standard of design is still achieved, will assist in the Council's delivery of housing.</p>	<p>whilst balancing it against the need to avoid significant detrimental effects on surrounding areas.</p>
Oxfordshire County Council	Question 3	<p>Should subsequent work demonstrate that there is insufficient capacity within Reading to accommodate the objectively assessed needs, the County Council would encourage the Borough Council to first look to neighbouring councils within the Western Berkshire Housing Market Area to accommodate the unmet need.</p> <p>South Oxfordshire district - within the Oxfordshire Housing Market Area - is under pressure to find additional sites to meet its own increased housing needs figure identified in the Oxfordshire SHMA 2014. In addition, the district is likely to be expected to take on a significant element of Oxford's unmet housing needs (working assumption of 15,000 homes).</p> <p>In the event that South Oxfordshire was expected to also find land for unmet need from Reading, Oxfordshire County Council would have concerns both in terms of the requirements for supporting strategic infrastructure and the likely environmental impacts.</p>	<p>The Council is currently discussing how the unmet need can be approached within the Housing Market Area. At this stage, there is no proposal to seek to export this need to South Oxfordshire. These conversations are ongoing.</p> <p>However, it must be noted that, were developments adjoining the Borough to be permitted in South Oxfordshire (which the Council is not necessarily endorsing), these would be Reading-facing developments, relying on Reading services and facilities, and that they would in reality be addressing a need arising in the Reading area rather than South Oxfordshire.</p>
Reading Climate Change Partnership	Question 3	<p>Noted that the Sustainability Appraisal (page 14) shows that many of the sustainability objectives get negative scores, even with the lowest level of housing provision, and scores get worse with the higher levels of provision. Developments are likely to have a very major impact re increasing emissions - and the difference between 600 or 700 houses per year is small (9,000 - 10,500 houses over 15 years).</p>	<p>Noted.</p>
West Berkshire Council	Question 3	<p>There are close linkages between Reading and West Berkshire as both are identified as being part of the Western Berkshire Housing Market Area. As work progresses on Reading and West Berkshire's Local Plan's, both authorities will need to continue to work together. It should be</p>	<p>Noted. The Council has continued to work with West Berkshire Council throughout the plan preparation process under the duty to co-operate.</p>

		<p>noted that West Berkshire are currently progressing a Housing Site Allocations DPD that will form part of the Local Plan alongside the Core Strategy when adopted later in 2016. Following the adoption of the Housing Site Allocations DPD, work will then commence on a new Local Plan.</p> <p>An application is currently pending consideration (app no: 160199) for a mixed use development on land at Madejski Stadium which includes proposals for c. 633 residential units in addition to up to 102 serviced apartments. If permitted, this proposal will increase flexibility in ensuring that the full OAN can be met.</p>	
Willowside Homes	Question 3	<p>Agree with Option 3.1. It would be inappropriate for Reading to continue to provide housing in accordance with historic levels as this would not reflect demographic and economic projections. There is no basis on which to divert from the OAHN and Reading should seek to meet it in full, in accordance with paragraph 47 of the NPPF.</p> <p>However, it is acknowledged that Reading Borough is a tightly constrained geographic area and it is likely that the 'policy off' figure of 16,077 dwellings pa cannot be achieved. Reading should therefore seek to meet its OAHN, but should that not be possible within its own boundaries, without harming the employment land supply or encroaching onto sensitive sites, then consideration should be given to allocations in neighbouring boroughs, particularly those which abut the urban area of Reading.</p> <p>The boundary of the Western Berkshire HMA is drawn very tightly to the north of Reading such that it excludes any part of South Oxfordshire. This approach appears at odds with the Travel To Work Area identified in the SHMA, which indicates a clear relationship between areas in South Oxfordshire, such as Henley on Thames and Sonning Common, and Reading.</p>	<p>The Council is currently working with neighbouring authorities to consider how the expected unmet need can be accommodated. However, the Council's view is that South Oxfordshire is not the preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues.</p> <p>In terms of the boundary of the HMA in the SHMA, a 'best-fit' to local authority boundaries has been applied, in line with national guidance.</p>
Dr Megan Aldrich	Question 4	<p>My observations about obsolescence also apply to issues of 'affordable housing', which is not defined in the plan. What is 'affordable' -- is it determined solely in terms of cost?</p>	<p>Affordable Housing is as defined in the National Planning Policy Framework, and means housing provided at below market price to meet the identified needs of an area.</p>
The Butler	Question 4	<p>Agree with continuation of the affordable housing policies on the</p>	<p>Noted.</p>

Partnership		proviso that the policies are updated in line with regular reviews of the viability evidence. In addition, the policies should be adopted on the basis of national guidance at the time, which may well change in light of the recent leave to appeal that was granted to the SofS in respect of the recent High Court challenge by Reading BC & West Berkshire DC.	
Mr Aaron Collett	Question 4	I fully support the policy for affordable homes, Reading is becoming an expensive place to live. Any incentive to help put first time buyers on the ladder I am onboard with.	
Emmer Green Residents' Association	Question 4	Agree with the continuation of the affordable housing policies and fully aware of the difficulties that Emmer Green's future generations will have in buying locally, so support RBC's attempts to enforce provision for affordable housing on smaller developments. We further support the closing up of loops that allow developers to avoid this obligation by periodically building less than 10 dwellings within the same area.	
James Lloyd	Question 4	Agree with the continuation of the affordable housing policies. It will be important to ensure that the plan can steer any new development, quality and size of unit to ensure decent mix of housing types are available. There is clearly a place for additional local guidance to ensure that the market delivers this.	
London and Quadrant	Question 4	The delivery of 30% affordable housing on larger sites should be retained in the new local plan in order to meet the pressing need for affordable housing in Reading. A prescriptive split as to the proposed tenure and type of the affordable housing units should be avoided where possible, to ensure the policy remains suitable for the lifetime of the plan (to protect itself against market/need changes etc).	
Oxford Properties	Question 4	OP does not object to the continuation of CS16, which requires that residential development delivers a proportion of affordable dwellings on site.	
Reading Football Club	Question 4	There is an acute affordable housing need in Reading and therefore the emerging Local Plan should continue to require the provision of 30% affordable housing on larger schemes coming forward subject to viability evidence. Given that there will undoubtedly be viability assessments undertaken to support the emerging Local Plan, there may be a requirement to review the provision as and when this information emerges.	
University of Reading	Question 4		
Brian Jamieson	Question 4	Agree with continuation of the affordable housing policies.	

Elaine Murray			
Tarmac			
Scott Versace		Agree with continuation of the affordable housing policies. I would like to commend the council's stand against the Secretary of State on the issue of development sizes. With housing being such a vital issue for so many areas in the UK, limiting developments to more than 10 dwellings makes little sense to me. If suitable space exists for developing affordable housing, whether 2 or 20 dwellings, it should be considered	
Ropemaker Properties	Question 4	The affordable housing policy appears appropriate subject to the continued flexibility of viability assessments to ensure that sites are deliverable, particularly urban brownfield sites.	
Sackville Developments (Reading) Ltd	Question 4	In general, SDRL agree with the principles of setting a target level of affordable housing on larger sites (30% is indicated), provided that this is subject to viability in accordance with the NPPF and there is recognition that provision may be on or off site depending upon the circumstances of specific sites.	
Mrs Jenny Cottee	Question 4	The affordable housing policies should be strengthened. Most housing developments are small. The lower limit is too low. I think developers should contribute more from the massive increase in value obtained when development occurs.	The Council agrees that more needs to be done to provide affordable housing. Affordable housing policies need to be set at a level that it is viable to provide, otherwise no development will occur and no homes will be provided. This is a difficult balance to strike, and viability information will continue to be updated to ensure that the maximum viable level of affordable housing is sought from new developments.
Dr Antony Cowling	Question 4	Do not agree with continuation of the policies. They are not working and some changes are needed. We have people sleeping rough in Reading. Developers horse trade and ride roughshod over the rules and ignore them.	
Oxford Properties	Question 4	OP strongly objects to the continuation of CS13's requirement for new employment developments to contribute to the provision of affordable housing on the grounds that it is inconsistent with the NPPF (paragraph 21) and government guidance. National Planning Practice Guidance (NPPG) on planning obligations states that in all cases the local planning authority must ensure that the obligation meets the relevant tests for planning obligation. Requiring affordable housing contributions from new employment developments represents a significant burden on commercial development. It represents an additional tax on commercial development which is not related to the use.	It is not agreed that this requirements should be abandoned. The extent to which new employment development can put pressure on the housing market and exacerbate housing need is clear. Illustrative of this, the SHMA included an uplift in housing need as a result of economic growth. It is not sustainable for significant amounts of employment development to take place with no supporting mitigation of housing impacts.

		In line with NPPF paragraph 50, affordable housing should be delivered on site where possible and the onus is, therefore, on the Council to positively seek and identify suitable sites for housing delivery, including affordable housing, rather than requiring financial contributions from commercial developers. In order for the Local Plan to produce a sound policy relating to this, it needs to clearly set out the housing needs arising from employment as the evidence base.	
Sackville Developments (Reading) Ltd	Question 4	<p>SDRL, consider that policy CS13 of the Core Strategy should not be carried forward into the new plan. This policy is flawed and unsound. There is no policy justification or evidence base which can be used to substantiate a policy of this kind.</p> <p>There is no mention of the acceptability of seeking affordable housing from other (non-residential) types of development in the NPPF and we consider that a policy of this kind fails to meet the tests in paragraph 204 of the NPPF.</p> <p>The relationship between an individual office development and housing is complex and indirect, and the provision of new jobs in the area should be seen as a direct benefit of the scheme and not an adverse impact to be mitigated. It is not possible even in principle to identify with any accuracy the impacts of a single office development in a highly accessible location, on a strategic housing market of 800,000, such as Reading's, where around one in ten households moves from one Berkshire district to another in any one year.</p> <p>More specifically, we do not consider that it is possible to show that additional office floorspace will result in 'additional' demand for affordable housing, particularly when a prime underlying cause of affordable housing demand is low incomes and high prices. It is noted that it could equally be assumed that providing jobs for local residents would reduce the need for affordable housing by increasing incomes, and for your housing policies to allow the market to respond to this change.</p>	
Rentplus	Question 4	Affordable housing policies may yet have to change following the policy changes emerging at a national level. These may impact on the deliverability of affordable housing.	Any changes to national policy will need to be considered as and when they are made. The Local Plan will not attempt to pre-empt such

		<p>The Government’s current consultation on proposed changes to national policy explicitly indicates that the affordable housing definition may be amended to incorporate ‘innovative’ Rent to Buy housing. The Council are in the fortunate position of being able to respond quickly to these proposed changes through the current Local Plan production; the contents of the recent Government consultation will need to be thoroughly considered in relation to what constitutes affordable housing and how this in all its forms can be delivered. The Council would benefit from updating Policy CS16 as this is effectively superseded by the Government’s proposed changes; affordable housing is not always subsidised, nor is it always retained in perpetuity, as implied by the Council’s definition.</p> <p>The third paragraph of Policy CS16 indicates that an open-book approach will be taken to negotiations on viability. Brandon Lewis’s letter (dated 9 November 2015) was clear that the Minister “strongly encourages local authorities to seek the minimum amount of viability information necessary” when negotiating with developers on straightforward matters such as tenure mix. When presented with an option to vary tenure mix to include an element, or the balance as Rentplus rent to buy affordable homes, the Council should consider the Minister’s advice, and the expected changes to the NPPF and treat such matters favourably. It would be beneficial for the Local Plan to update the approach in Policy CS16 to reflect the Minister’s advice, and the need to take a pragmatic approach to boosting housing delivery, particularly where this would help deliver more affordable housing.</p> <p>Whichever option for sustainable growth is chosen to take forward the new Local Plan, affordable rent to buy housing has the potential to improve the overall viability of residential development across Reading. Due to the ready availability of private funding there is significant scope for early delivery of rent to buy homes on any sites that may be considered for delivery, including on strategic sites.</p>	<p>changes.</p> <p>The needs for affordable homes in Reading are significant and immediate. Whilst Rent to Buy potentially has a place in overall housing provision, it may not meet the needs of the significant number of households in need of genuinely affordable housing. Nor is a form of housing that would not be affordable in perpetuity a sustainable solution to the long-term affordable housing needs shown in the Berkshire Strategic Housing Market Assessment. As such, the policies continue to place the emphasis on forms of housing most likely to meet needs.</p> <p>In terms of viability assessments, given the scale of affordable housing need, it is critical that the Council is able to critically appraise these assessments to ensure that any arguments to reduce the provision of affordable housing on the basis of viability are fully justified. There are no plans to change this requirement.</p>
Viridis Real Estate	Question 4	Do not agree with continuation of the affordable housing policies.	It is not clear on the reasoning for not agreeing.
Evelyn Williams	Question 4	Do not agree with continuation of the policies.	The Council agrees that more needs to be done to

		<p>More has to be done to make affordable housing available provided by the local authority or housing associations (or others), with reasonable security of tenure and rent.</p> <p>The affordable housing policy should be seen to be applied - for example the Lok n'Store development should have provided 40 (36%) affordable homes, this was allowed to be removed for 'viability'.</p> <p>Reading has a housing shortage. Is there really anything wrong with local authority provided prefabs for people on the housing waiting list if other housing stock is not available? Sites that currently have water, sewage, electricity and/or gas connections such as vacant commercial sites or the prison, might be suitable.</p>	<p>provide affordable housing. Affordable housing policies need to be set at a level that it is viable to provide, otherwise no development will occur and no homes will be provided. This is a difficult balance to strike, and viability information will continue to be updated to ensure that the maximum viable level of affordable housing is sought from new developments.</p> <p>There is a role for temporary housing, and permission was recently granted for such a scheme at Lowfield Road. However, the priority in most cases must be on permanent provision.</p>
Willowside Homes	Question 4	<p>Agree with continuation of the policies.</p> <p>The provision of affordable housing up to 30% should to be tested against the viability of each scheme.</p> <p>It is not considered appropriate for schemes of less than 10 units to provide affordable housing, given the disproportionate costs involved in developing smaller sites.</p>	<p>Noted. The affordable housing requirements for smaller sites have been tested for their viability, and therefore take into account any disproportionate costs in developing small sites.</p>
Dr Megan Aldrich	Question 5	<p>I would support the use of redundant industrial sites provided there are no health concerns.</p>	<p>Noted. The policy on Housing Mix sets out expectations in terms of larger developments of houses setting aside a portion for self-build.</p>
Emmer Green Residents' Association	Question 5	<p>We are not aware of any such sites within Emmer Green but support in principle a policy of encouraging self-building, as this is more likely to equate with a better quality of building than those supplied by developers and a greater pride in their homes, as well as more affordability. There are exciting larger scale projects leading the way in other parts of the country, such as Cherwell District Council's Graven Hill site, where nearly 2,000 homes are planned to be built on former MoD land. Reading could be another such pioneering area, taking the continental models as inspiration.</p>	<p>The opportunities within the Borough for projects on the scale suggested are, however, extremely limited, as these lend themselves to large-scale developments on land under a single ownership.</p> <p>The Lok n Store site has planning permission, and therefore, if the development as permitted is built, there are no opportunities for Planning to insist on self-build.</p>
James Lloyd	Question 5	<p>All sites are appropriate for self build and cooperative housing developments. The land next to the river Kennet on the site of the old lock and store. Especially if the self builders were encouraged to be designed in a more interesting style or using a Walter Segal approach</p>	

		like in Lewisham and Brighton.		
Dr Megan Aldrich	Question 6	I would support the use of redundant industrial sites provided there are no health concerns -- students like to live in areas close to town centres.	The emphasis on starter homes in national policy is likely to change with the Housing White Paper 2017. The Council will need to consider what role, if any, starter homes will play in future affordable housing provision, in view of the level of need for genuinely affordable housing. In terms of the sites specified, a number are identified for development, and the policy expects affordable housing provision. This includes Central Pool, the Makro site and land to the rear of the Butler. In terms of industrial and warehouse land, the Central Berkshire Economic Development Needs Assessment has demonstrated a very high level of need for industrial and warehouse space, and this limits the potential for employment land release.	
The Butler Partnership	Question 6	Land to the rear of The Butler, Reading. Part of the site already falls within the existing Oxford Road/Eaton Place/Chatham Street allocation, as detailed at Policy RC4a of the RCAAP.		
Dr Antony Cowling	Question 6	Acre Road, Garrard St, in general older very energy inefficient industrial areas of which we have lots.		
Emmer Green Residents' Association	Question 6	Unaware of any such sites within our area but support this in principle.		
Mr Guest	Question 6	As summarised above the redevelopment of the Bridgewater Close site for residential uses would be entirely appropriate. In line with emerging legislation and national policy guidance it would be likely to present an opportunity for the provision of an element of starter homes on the site. The extent of this provision should be clearer as the legislation I policy guidance crystallises and more detailed design proposals of the potential of the site are undertaken.		
Reading Urban Wildlife Group	Question 6	Tessa Road empty buildings.		
Elaine Murray	Question 6	Site where Central Swimming pool is. The pool could be closed, relocated and facilities upgraded to provide a 50metre pool elsewhere in line with leisure development. Funds from sale of land could be used to redevelop new pool facilities.		
Evelyn Williams	Question 6	The Makro site on Elgar Road is massive, ill-kept and the state of the frontage onto Elgar Road is a blot on the local landscape. It is not a perfect location as there are other commercial buildings around but there are houses opposite and it is a good as some others where development has taken place.		
Scott Versace	Question 6	Currently there is a premises that used to be a used car sales business on Tilehurst Road opposite Prospect Park that has been vacant for some time now. This land could easily be developed for at the very least 4 dwellings.		This site (330 Tilehurst Road) now has planning permission for residential development.
Dr Megan	Question 7	I would support the use of redundant industrial sites provided there are		In terms of industrial and warehouse land, the

Aldrich		no health concerns.	Central Berkshire Economic Development Needs Assessment has demonstrated a very high level of need for industrial and warehouse space, and this limits the potential for employment land release.
Dr Antony Cowling	Question 7	Central Club	Central Club and Reading Prison are proposed as residential-led allocations in the plan. However, the proposal is that new student housing provision should be focused on the existing campuses and accommodation sites.
Evelyn Williams	Question 7	Reading Prison would be suitable for student housing	
Scott Versace	Question 7	Phoenix College on Christchurch Road is a secondary special school currently delivering quality education to students despite being on a site that is not fit for purpose. If alternative premises were located for the school, its current site, containing a 3-storey mansion house and other temporary buildings, could be redeveloped for a considerable number of student housing.	There is no indication that Phoenix College will be moving elsewhere and that the site will be available.
Dr Megan Aldrich	Question 8	I would support the use of redundant industrial sites provided there are no health concerns.	Noted. However, as shown in the Draft local Plan, it will be important to retain much of our existing employment.
Mr Aaron Collett	Question 8	The old Elvian school Site, instead of another Secondary school perhaps a care home in its place?	Elvian School now has planning permission for residential and a school.
Emmer Green Residents' Association	Question 8	We believe 'Highridge', Upper Warren Avenue, the property originally bought by RBC as an option for the Caversham Heights School, could be suitable.	Noted. This site was considered for identification, but was considered to be unlikely to meet the threshold for inclusion, i.e. the equivalent of ten dwellings.
Emmer Green Residents' Association	Question 8	RBC must prevent any future loss of bungalows in our area to overdevelopment. The consultation paper states the need for 52 more dwellings per year of specialist housing for older people and bungalows are in great demand for the elderly to be able to continue living independently, particularly on housing estates where there is a mixture of types of housing and therefore the ages and family make-up of the residents, who can look out for each other in a neighbourly way. The loss of bungalows is now recognised as a national problem and The Joseph Rowntree Foundation is currently championing this issue.	There is a need to balance the provision of housing to meet needs with the efficient use of land. Bungalows provide a suitable type of space for elderly people to live independently, but are also often inefficient users of space. Whilst the plan does not actively seek their loss, this needs to be considered on a case by case basis, and this will be informed by judgements on local character.
Reading Urban Wildlife Group	Question 8	Site A23, and prison site.	Noted. These sites are identified for residential, although an element of residential care could be provided.

Dr Megan Aldrich	Question 9	I would support the use of redundant industrial sites provided there are no health concerns.	Noted. However, as shown in the Draft local Plan, it will be important to retain much of our existing employment.
Dr Antony Cowling	Question 9	Aware of sites, but is that a good idea?	Noted. Meeting needs for gypsies and travellers is an expectation of national planning policy.
Environment Agency	Question 9	Please be aware that this type of development falls within the 'highly vulnerable' category. Please note that highly vulnerable development within Flood Zones 3a and 3b should not be permitted and this would raise a policy objection at the planning application stage. So when looking at site allocations for gypsy and travellers sites the sequential test still applies in Flood Zone 2 but would not be appropriate in Flood Zones 3a or 3b as these are highly vulnerable developments. This also applies to change of use applications to land for a caravan, camping or chalet site, or to a mobile home site or park home site.	Noted. These considerations will be taken into account when looking at potential sites.
Brian Jamieson	Question 9	Not aware of any sites. Don't know enough about the area as whole. This sensitive issue cannot just be ignored.	Noted.
BBOWT	Question 10	Paragraph 21 of the NPPF is clear that a lack of housing should not create a barrier to investment. If the Berkshire SHMA's methodology is not considered to provide the full OAN, the figure may well increase. On this basis we suggest that option 10.1 is the most appropriate course of action in this instance (no limit on employment) in order to allow for the potential for a higher, economic-led OAN figure and resultant flexibility.	The approach in the Draft Local Plan is a combination of options 10.2 and 10.4. Employment needs should be considered over the wider Functional Economic Market Area (covering Wokingham, Bracknell Forest and the Royal Borough of Windsor and Maidenhead), as shown in the Berkshire FEMA study. Where a balance between housing and employment is to be struck, it needs to be considered over the wider FEMA/HMA area rather than within the artificial Borough boundaries.
John Booth	Question 10	Agree with Option 10.4. There certainly need to be limits but limits should depend on complex criteria - demographics, types of future work, transportation systems, working from home (note projections are emerging that automation may drastically reduce the number of workers, or their hours) Presumably want enough employment for local working population to minimise commuting, so a number of issues about how much out-commuting (to London or Heathrow) to expect in the future. Will depend on levels of congestion and fuel prices and availability of work. But not so much employment that people will commute in from great distances.	However, it is agreed with many respondents that overall limitations are a blunt tool and are not appropriate. What is preferable is that the Plan plans for the objectively assessed need for both housing and employment as far as is possible, as these have been assessed using the same basis and are therefore in 'balance', but seeks to ensure that, where that need is exceeded,
Mrs Jenny	Question 10	Option 10.4 is most sensible. I think Reading is a very small	

Cottee		geographical area and so it is foolish to confine decisions based only on the irrelevant borough boundary. The economic success in say the Wokingham Bracknell Reading Triangle does not recognise borough boundaries.	development provides mitigation that preserves that balance insofar as is possible.
The Butler Partnership	Question 10	Agree with option 10.1	
Dr Antony Cowling			
Elaine Murray			
Emmer Green Residents' Association	Question 10	Agree with option 10.2	
Scott Versace			
Brian Jamieson	Question 10	Ideally Option 10.4, but this would be difficult to manage given the leads and lags between commercial and residential development. Also the fluctuations in the economic cycle would make it difficult to tie commercial and residential development too rigidly.	
John George Ltd	Question 10	Given overriding housing pressures and constrained nature of Reading, the Council should approach the issue by placing a limit on employment development, based on how much housing is to be provided in the wider housing market area (Option 10.4). Potential flexibility is welcomed and further policy must allow for redevelopment for alternative uses where benefits arise which would justify the loss.	
James Lloyd	Question 10	Agree with Option 10.2. It is essential that all new development effectively contributes to section 106 payments for public goods. These should be set out in the local plan and developers encouraged to develop.	
Oxfordshire County Council	Question 10	Oxfordshire County Council encourages Reading BC to seek to achieve a balance between the numbers of jobs and workers so as not to lead to an increase in out-commuting from Oxfordshire to Reading, particularly by private car. However, should Reading BC decide not to limit employment growth, the County Council would encourage the borough council to look to locate new employment space so as to make the best use of (and	

		benefit from) committed investment in the rail network and the improved connectivity this will bring.	
Reading Climate Change Partnership	Question 10	Need to consider available workforce: <ul style="list-style-type: none"> • Want enough employment for local working population to minimise commuting • But not so much employment that people will commute in from great distances 	
Reading Football Club	Question 10	Employment and housing will be key strategic priorities for the emerging Local Plan given the focus of Reading being at the heart of the Thames Valley and an area for considerable investment through the Thames Valley LEP. The NPPF requires that through plan-making there should be commitment to 'proactively drive and support sustainable economic development' ensuring that there is sufficient land to take account of the needs of 'the residential and business communities' (paragraph 17): on this basis a lack of housing should not be a barrier to growth (paragraph 21). In this regard, Option 10.1 would provide scope for the Local Plan to pursue higher economic led OAN figure if this is considered appropriate moving forward and would be better aligned with national policy guidance.	
Reading Urban Wildlife Group	Question 10	Agree with Option 10.1. Not possible to control.	
Sackville Developments (Reading) Ltd	Question 10	There should be no need to limit employment development. There is a complex relationship between employment and housing development which is based on sub-regional development patterns not just those in Reading Borough. Reading is the regional hub to the west of London and draws its employees from a wide area. Equally, its resident's works and commute to London and elsewhere and it is not possible to create a system in equilibrium where housing and employment development are linked. For the reasons explained in response to Question 4, we strongly disagree with suggestions that employment development should in some way mitigate housing impacts.	
Tarmac	Question 10	Agree with Option 10.2. Reading is a very successful employment location and its potential will be further increased by the completion of the Cross Rail project. The Local Plan should not seek to limit	

		employment development.	
Willowside Homes	Question 10	Agree with option 10.1. Economic growth in Reading should not be restricted. The town is well placed to accommodate further growth and overspill from London. Crossrail will support additional economic growth and the Local Plan should seek to foster this by protecting existing employment sites and seeking to allocate further sites in accessible locations.	
Ian Campbell	Question 10	<p>Employment, housing and environmental protection in central Berkshire need to be balanced. Finding and preserving the right balance needs a strategic approach. 20 years is too short. National and local economic prosperity is helped by managing growth pressures over 40/60 year timescales. These periods match long term infrastructure delivery timescales.</p> <p>Reading's employment policies over the last two decades are a success. This success is a measure of finding the right balance between demand and supply. It reflects decisions to encourage new employment in two distinct but complimentary locations, Reading's town centre and Reading's new business parks. It is important that this dual policy is maintained and encouraged.</p> <p>Due to increasing house prices and improvements in business sentiment, it is likely that unless there is another recession within two or three years employers concerns about staff availability will again return to levels last seen in 1999/2000 and indeed ten years earlier than that. If this happens, and the Reading area once again wins a reputation for staff shortages, the perceived labour shortage will again become a cause for concern. Staff shortages quickly change perceptions of a location's appeal. Concerns about affordability can rapidly deter new employers from choosing an area like Reading, and deter existing local employers thinking about making long term investment decisions from new investments. As it is likely to happen, it is another reason for increasing the supply of housing to buy and rent as quickly as practicable.</p> <p>For these reasons I support Option 10.1. There is no need for planners to do so. The market will do a good job.</p>	
Highways	Question 10	In reference to the future work for revisiting the need for additional	Transport modelling of the proposals is currently

England		employment development and the associated infrastructure needed to deliver the employment land requirements, we welcome early engagement on providing a revised assessment for the transport infrastructure requirements.	underway, and the report will be shared with the Highways Agency when available.
Mr Ian Mackinder	Question 10	Given Central Reading's extraordinarily good position as a public transport hub, the sub-regional priority should be to locate office, retail and cultural/entertainment facilities in central Reading. This would necessarily be at the expense of housing. However, getting neighbouring authorities to agree to Reading BC having the employment and them having the housing, may not go down too well!	The Draft Local Plan continues to provide for a significant amount of new office floorspace in central Reading. This can be provided alongside additional housing.
Oxford Properties	Question 10	<p>OP does not support any of the options in Question 10.</p> <p>NPPF paragraph 17 bullet point 3 states that plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land, which is suitable for development. The onus is, therefore, upon the Council to identify and allocate sufficient land to meet identified housing and employment needs. Restricting employment development, due to insufficient housing land being identified, is unsound and contrary to the NPPF.</p> <p>Furthermore, paragraph 158 of the NPPF confirms that 'Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated'. Further guidance is in the NPPG. The Local Plan evidence base must assess the economic led need of the wider HMA, and associated housing requirement. The Plan should include a jobs target and in line with the requirements of paragraph 158 of the NPPF, the economic and employment policies of the Local Plan need to be based upon up-to-date evidence, which is robust and credible. The options presented would not see the Plan positively prepared nor encourage economic growth.</p> <p>Limiting employment development contradicts NPPF paragraph 19. The Local Plan includes no headroom for additional sites to come forward which stifles the potential for inward investment and future economic growth within the Borough. This is contrary to the NPPF.</p> <p>OP is keen to ensure that any future Local Plan document meets the</p>	The Plan seeks to provide for the objectively assessed needs for both housing (from the Strategic Housing Market Assessment) and employment (from the Economic Development Needs Assessment) insofar as is possible. These documents were based on the same baseline information, and therefore are compatible and comply with the NPPF. The plan does not seek to limit employment development due to not providing sufficient housing sites. However, there is a clear relationship between additional employment and need for new housing (as demonstrated by the uplift to the SHMA figures as a result of economic growth) and therefore employment growth beyond the identified need should address the issue.

		current and future employment needs of the Borough. Green Park is currently short of built employment space and Oxford Properties are progressing plans for new development. Refusing permission for employment expansion where there is an identified need is an unsound approach to policy.	
Roxhill Developments Ltd	Question 10	<p>The development of A31 for employment uses represents an opportunity to assist in the management of the relationship between employment development and housing in south Reading:</p> <ul style="list-style-type: none"> • The Berkshire SHMA highlights that, with the development of internet shopping, there has in recent years been a growing demand for B8 space for high spec warehousing; • The development of A31 would provide employment opportunities across a range of occupation types and skill levels; reflecting the way in which modern large scale commercial developments incorporate a range of usable spaces including for storage, drivers and office-based staff; • The development of A31 would contribute towards objectives that are set out in the Strategic Economic Plan, including addressing the pockets of economic activity and unemployment in Reading; recognising the importance of the connectivity of the area for the growth of the economy, particularly links to London including the M4; and acknowledging that the Reading/Wokingham/Bracknell urban area is a major centre of economic activity with significant potential for future growth; • A large area within Reading has a higher than average proportion of residents employed within the transport and storage sector. There are particular opportunities to make connections between A31 and existing areas within the southern part of Reading with concentrations of residents seeking employment in this sector. 	Noted. This area of Island Road is proposed for a major industrial and warehouse development site.
West Berkshire Council	Question 10	West Berkshire Council agree with the comments at 3.24 in the consultation document which state that more jobs than workers in Reading will lead to high levels of in-commuting and greater pressure on the housing market. There is already a flow of outward commuting from West Berkshire to Reading. Any increase will impact upon highways and transport and create pressure on housing needs in West Berkshire.	Noted. This comes back to the need to plan for a balance of employment and housing across the wider area. The Berkshire SHMA and the Central and West Berkshire EDNAs documents were based on the same baseline information, and therefore are compatible. Planning on the basis of the identified needs across the wider area will help to ensure that the overall balance is struck.

Evelyn Williams	Question 10	None of the options are preferred. Reading currently has many vacant offices etc. and many people who live in Reading work further afield including commuting to London. The options for managing the relationship between employment development and housing need to take these into account.	Noted. Since the permitted development right to convert offices to residential was introduced, much of Reading's vacant office stock has either been converted, or is due to be converted. These figures are accounted for in our calculations, but there is still a substantial need for new homes.
Ian Campbell	Question 11	The evidence of the success in recent years of the area around Covent Garden in London, and the similar success of London's South Bank area as destination locations for social purposes, not retail amply shows the potential for creating this sort of leisure destination. Could the same be done in central Reading around the station and extending these uses to the river Thames? The current weakness is the poor pedestrian connectivity north and south of the railway station. The recently improved links are welcome but are insufficient to link the potential appeal of the river with the area's more established attractions south of the station. But London's successes show that to become a thriving destination location the requisite scale is needed, often on more than one level. Market evidence shows the potential exists for turning central Reading into a popular city centre, and an important national transport hub.	Noted. The Station/River major opportunity area takes this approach of vastly strengthening north-south links to the Thames and beyond to leisure uses around the Thames at the Riverside site and on the North of the Station site.
Mr Aaron Collett	Question 11	Whilst I believe there is no need for major expansion of retail space in the town centre, I feel a proper indoor/outdoor market would be a nice addition to the town. I feel Reading as a retail experience is very copy and paste, retaining Friars Walk or Bristol and West Arcade for the quirky independent retailers would be a very good idea.	The proposals for Hosier Street include provision for a replacement market site. The Bristol and West Arcade forms part of site CR14d. The potential for ground floor retail at this site is included within the policy, and the Small Shop Units policy includes general expectations for small shops.
John Booth	Question 11	Agree that there is no need for major retail expansion.	The Retail and Leisure Study, assessing the need for new retail and leisure facilities within Reading and the rest of the Western Berkshire HMA, has now been completed, and informs the approach of the Local Plan. The levels of need for new retail is lower than was assessed in the previous study that informed the Core Strategy. The Study recognises that there is considerable
Mrs Jenny Cottee			
Dr Antony Cowling			
James Lloyd			
Elaine Murray			
Tarmac			

Emmer Green Residents' Association	Question 11	Agree that there is no need for major retail expansion. The need is in regeneration of existing areas rather than any expansion. The British Retail Consortium has highlighted the threat of closure of thousands of shops and the trend towards online shopping.	uncertainty in planning for retail in the second half of the plan period, which is where most of the need arises. The approach is therefore to plan for up to these levels, in recognition of this uncertainty.
Hammerson plc	Question 11	<p>It is premature to conclude that there is unlikely to be a need for major retail expansion in Reading. It is acknowledged in the Consultation on Issues and Options that the Reading Retail Study dates back to 2005; it has a base Study year of 2004. The retail sector nationally and in Reading has changed substantially in the last 12 years. The quantitative need for additional floorspace should be objectively assessed before any decisions are made in respect of the direction of policy or future growth in Reading Town Centre.</p> <p>As owners of The Oracle Shopping Centre, Hammerson plc are a significant stakeholder in Reading Town Centre and would, therefore, wish to be consulted on the scope, conclusions of the Retail Study at the appropriate time and in advance of publication of the draft Local Plan.</p>	
Brian Jamieson	Question 11	Incremental expansion seems inevitable, but there is no obvious need for a major expansion. This is largely a zero-sum game, so major expansion in one area would cause retrenchment in another.	
Eleanor Pitts	Question 11	No more retail space.	
Reading Football Club	Question 11	<p>The NPPF requires that Local Plans 'promote competitive town centres that provide customer choice and a diverse retail offer' (paragraph 23) and is supportive of further studies being undertaken to support the preparation of the Local Plan to determine whether further retail provision is required.</p> <p>Elsewhere within the Borough there will be opportunities for smaller scale provision to support new development which contributes to the diversity of large scale developments that are not within the town centre location. The NPPF is supportive of such an approach especially to ensure that 'the needs for retail, leisure, office and other main town centres uses are met in full' (paragraph 23). In this regard, the Local Plan must recognise where appropriate retail uses will support the vitality of larger scale developments especially given the role of retail in supporting economic activity over the plan period.</p>	

Reading Urban Wildlife Group	Question 11	Agree that there is no need for major retail expansion. The impact of internet shopping will control retail expansion.	
Scott Versace	Question 11	Agree that there is no need for major retail expansion. With the town centre, the Rose Kiln Lane area, the numerous ward precincts across Reading, I believe there are plenty of retail areas for the size of the town. In my opinion, any extra space should be considered for housing and greenfield/environmental use.	
Willowside Homes	Question 11	Do not agree that there is no need for major retail expansion. If Reading is to continue to fulfill its regional role, with increased housing and employment allocations, it needs to increase retail provision both in the town centre and in out of centre locations which are accessible by public transport.	
Foudry Properties Limited	Question 11	It is not yet possible to comment given that a further new evidence base is being progressed by the Council. However, given the progress now made at Kennet Island, it is considered that the shops and services that operate at the centre of this new community should be designated as a 'Local Centre' within Reading's retail hierarchy. On this basis appropriate policy protection, and therefore investment confidence, would be secured.	Given the very limited facilities on offer at the heart of Kennet Island, it is not considered that it can be designated a local centre. It is very close to the Whitley district centre, which is the main centre for the expansion of facilities in South Reading.
Oxfordshire County Council	Question 11	Work to identify whether there is a need for major additional retail and other town centres uses in Reading should take account of the redevelopment of the Westgate centre in Oxford. This scheme is currently underway and is due for completion October 2017. It will create significant additional retail floorspace and improve the commercial leisure offer in the city centre, attracting expenditure from the wider area.	Noted. The Retail and Leisure Study that reported in 2017 took account of development in nearby centres.
Sackville Developments (Reading) Ltd	Question 11	SDRL note the importance of being flexible, given the rapidly evolving nature of the retail market where shops must compete with on-line retailers and increasing shops have a presence on-line and on the high street, with the latter being increasingly used to showcase goods and be a collection point for goods purchased on line. If major retail expansion is a preferred option, the Council's former Civic Centre appears to be a good location for this to take place. This site is likely to be more attractive to High Street retailers than the more peripheral Station area. It also has much greater potential to	Noted. Allocations on key sites within the town centre are drafted to include a degree of flexibility. The allocation at the former Civic Offices site in Hosier Street includes retail.

		enhance rather than compete with Reading's successful core shopping areas so it should generate positive interest from retailer developers and investors while meeting the principal retail need in Reading in a logical and deliverable location.	
Evelyn Williams	Question 11	Agree that there is no need for major retail expansion. More should be done to encourage independent shops or small chains in the town centre. Apart from Harris Arcade there are few locations. The Bristol & West arcade (site A6) should be renovated and might be suitable. Effort should be expended in reviving local shopping centres and encouraging independent shops or small chains in these areas.	Noted. The potential for ground floor retail at this site is included within the policy, and the Small Shop Units policy includes general expectations for small shops.
John Booth	Question 12	Arts, sports and open space would seem to be obvious candidates.	The plan makes provision for sports and open space provision, as well as a re-provision of the Hexagon.
John Booth	Question 12	Renewable energy and low-carbon heating systems, public transport and cycling infrastructure.	The plan makes provision for transport improvements and decentralised energy.
The Butler Partnership	Question 12	Hotel accommodation - as recognised in the existing Core Strategy, and the RCAAP. The land to the rear of The Butler, would be a suitable site for a new hotel, forming part of the wider redevelopment of the RC4a opportunity area.	There has been a substantial amount of hotel development in recent years, and it is not clear that there is a significant additional need that should be fulfilled. Nevertheless, policy CR4 includes general support for leisure and tourism uses in the centre.
Caversham and District Residents' Association	Question 12	There is a serious under provision of existing leisure facilities in Reading. We would like to see policies included to provide additional leisure facilities both for current residents, and also to meet the needs of the projected increase in population. In particular we regret the paucity and the condition of swimming pools in the borough, and would hope that an aspirational policy to provide new and improved swimming facilities would be included in the Local Plan.	Noted. Proposals for additional leisure provision, particularly for swimming, are included in the draft plan.
Mr Aaron Collett	Question 12	The removal of the Hexagon, civic centre and police station would make a brilliant area for a multi-use bowling/ice skating/theatre one stop destination for entertainment.	The need for bowling and ice skating facilities is noted in the Retail and Leisure Study, and the plan includes sites that could accommodate a range of leisure facilities.
Emmer Green Residents' Association	Question 12	Ten pin bowling alley or skating rink.	
Brian Cottee	Question 12	Why does the consultative document contain no plans for sites that might be needed for cultural and leisure facilities. For a town with city	The Local Plan includes provision for leisure facilities and supports re-provision of the

		aspirations the lack of a theatre is a major embarrassment. Why are possible sites not identified?	Hexagon.
Mrs Jenny Cottee	Question 12	Leisure- theatre, swimming pool, galleries etc- see core strategy bullet point	Noted. The Local Plan includes swimming provision and supports reprovision of the Hexagon. Gallery space, where proposed, is likely to be part of a wider mix of town centre uses.
Dr Antony Cowling	Question 12	Community uses, cycle parking, light rail, hydro electricity. Covered roof over the whole of Broad Street	New community uses and cycle parking are covered in the Draft Local Plan, and the potential for hydropower at Caversham Lock is also highlighted. It is not considered that a roof over Broad Street is achievable or necessary.
James Lloyd	Question 12	A new town centre Swimming Pool, athletics track and astroturf pitch walking distance from the station would encourage youth sports and reduce local levels of obesity.	Noted. The Local Plan includes swimming provision. There are existing athletics and astroturf facilities reasonably close to the town centre.
James Lloyd	Question 12	There needs to be better interpretation to encourage people to walk from out of town to the surrounding area encouraging more leisure activity as part of daily life.	Noted, although this is a detailed matter not within the remit of the local plan.
Elaine Murray	Question 12	Improved cultural facilities, making more of the Town Hall and Abbey area.	Agreed. An Abbey Quarter policy includes more detail.
Reading Football Club	Question 12	<p>Given the quantum of both of employment and residential likely to be required within the Borough over the forthcoming plan period, there will be a need for a range of facilities to support increased community needs. The Council should commit to undertaking further studies in this respect in order to support and inform the Local Plan.</p> <p>The adopted Core Strategy (paragraph 8.4/8.8) refers to a number of aspirations by the Council with regard to specific facilities that were sought to be delivered over the plan period, if sufficient land were to come forward in an appropriate location. It is considered that some of these requirements could be carried forward into the forthcoming Local Plan given the important contribution they will make to increasing leisure and cultural facilities within the Borough, and the fact that they remain a longstanding aspiration for the area. Specific facilities which ought to be referenced include the delivery of a new ice rink and music</p>	The Retail and Leisure Study looked at the leisure facilities needed within Reading, and these are referenced in the retail and leisure section of the plan.

		venue.	
Reading Urban Wildlife Group	Question 12	Arts complex to replace hexagon (in the prison if it is up for redevelopment), swimming pool redevelopment, walking routes around the town, running routes around the town (if we are having more central reading residents	The Local Plan includes provision for leisure facilities and supports re-provision of the Hexagon. The plan generally supports improvement to movement around Reading on foot.
Scott Versace	Question 12	As well as the uses included in the guidance document I believe specific consideration needs to be given for the planning of green spaces. Open spaces providing a link for residents with nature are important for mental and physical health, as well as providing locations for social gatherings and leisure activities.	Noted. The plan includes requirements for the provision of green spaces with new developments.
Evelyn Williams	Question 12	Should be planning for allotments and gardens.	The need to provide allotments and gardens is understood. However, there is no known need that would necessitate a significant allocation in the Local Plan.
Willowside Homes	Question 12	Health and education.	The Infrastructure Delivery Plan covers the health and education infrastructure needs of new development.
John Booth	Question 13	Wildlife corridors, Arts, sports and open space would seem to be obvious candidates. Renewable energy and low-carbon heating systems ... public transport and cycling infrastructure ... waste management infrastructure ... incinerators linked to district heating	Most of these elements are covered within policies in the Local Plan. Waste management and incinerators will be a separate matter to be considered as part of the Joint Minerals and Waste Local Plan.
Ian Campbell	Question 13	I hope the new Local Plan will retain flexibility to respond to new demand. One of the reasons for Reading's success compared to many other towns is the willingness of the Council since it became a unitary authority to respond to new commercial demand. The local business parks are an example of a welcome mind-set which is very important to new companies trying to decide where to set up for the first time. House builders need to be made to feel equally welcome too	Noted.
Mrs Jenny Cottee	Question 13	The list given included in bullets 1 and 2 should be planned for. Development must include matching infrastructure. Reading already has very high density development and poor facilities.	Policies seek to ensure that the needs for community provision are met. In terms of sports provision, the plan includes policies protecting leisure (including sport) and open space facilities, and also providing for new sports facilities, in particular for swimming.

Dr Antony Cowling	Question 13	Should assess the need for churches, ice skating, music and arts	The need for leisure facilities is included within the Retail and Leisure Study. Churches will fall within the general policy on community facilities.
James Lloyd	Question 13	More planning for access to open spaces held in commons ownership, arts areas and better wildlife corridors as part of a plan for Green and Blue infrastructure.	The need for provision of open space is covered in policy, although ownership of the space cannot be governed by the Local Plan. The policy on the green network includes a number of Green Links which should be consolidated and enhanced.
Elaine Murray	Question 13	We would suggest that the Central Swimming pool needs closing and a new 50metre pool and diving facilities built. We don't use Central because of the hygiene - we use private facilities. This is a loss of revenue for the Council.	The Council is progressing with plans for new swimming provision, which includes the closure of Central Pool and Arthur Hill and replacement at Rivermead and Palmer Park. The Local Plan reflects this by identifying the relevant sites.
Reading Climate Change Partnership	Question 13	There was a requirement for energy infrastructure associated with renewable energy and low-carbon heating systems to create local resilience.	The plan includes a policy seeking decentralised energy provision on major schemes, which contributes towards resilience.
Reading Gospel Hall Trust	Question 13	<p>The need of provision for sites for community use and social infrastructure should not be crowded out. I attach a recent publication Faith Groups and the Planning System: Policy Briefing, which covers the needs of all faith groups, and makes recommendations as to a wide range of policy changes needed in the changing social environment of Britain. We suggest that the principles put forward in this policy briefing should be reflected in the new Local Plan.</p> <p>So far as the needs of the Plymouth Brethren Christian Church are concerned, although we cannot at this stage nominate any particular site, we do have a fast growing congregation. Our projection of the number of new Brethren households to be established in the RBC/WBC area over the next 10 years involves the need for at least one further hall, and probably three further halls over the 20 year plan period.</p> <p>In view of the scarcity of community use D1 buildings across the Borough, we trust the wording of relevant policies can be revised to strengthen the resistance to loss of such facilities, and to provide for favourable consideration to be given towards new facilities applied for, bearing in mind that enough suitable provision is not available.</p>	The policy on community facilities seeks to ensure that where development results in needs for community space, those needs are met, and that facilities are only lost where there is no need for them or they are replaced.

Sport England	Question 13	<p>The NPPF is clear about the role that sport plays in delivering sustainable communities through promoting health and well-being. As such, Sport England wishes to see local planning policies that seek to protect, enhance and provide for sports facilities based on robust and up-to-date assessments of need in accordance with paragraphs 73 and 74 of the NPPF.</p> <p>Sound policy can only be developed in the context of objectively assessed needs, in turn used to inform the development of a strategy for sport and recreation. Policies which protect, enhance and provide for sports facilities should reflect this work, and be the basis for consistent application through development management. Sport England is not prescriptive on the precise form and wording of policies, but advises that a stronger plan will result from attention to taking a clearly justified and positive approach to planning for sport. Without such attention there is a risk that a local plan or other policy document could be considered unsound.</p>	The plan includes policies protecting leisure (including sport) and open space facilities, and also providing for new sports facilities, in particular for swimming.
West Berkshire Council	Question 13	<p>There are linkages between the eastern most communities of West Berkshire and Reading. Our Core Strategy DPD and emerging Housing Site Allocations DPD acknowledges that West Berkshire residents will use services and facilities in Reading and vice versa. This is particularly the case in relation to West Berkshire schools educating Reading pupils, especially children of secondary school age.</p> <p>In determining needs, Reading and West Berkshire will need to ensure there is a coordinated approach, particularly as West Berkshire Council will be commencing work on a new Local Plan towards the end of 2016. There is therefore the potential for any discussions/joint work to benefit both emerging Local Plans.</p>	Noted. The Council will continue to cooperate with West Berkshire Council in terms of infrastructure planning.
Evelyn Williams	Question 13	Today there is a gap in the market for housing for nurses and others whose low pay, maybe during training, make living in decent accommodation in Reading impossible.	The need for affordable housing for a range of people, including key workers such as nurses, is significant, and the plan seeks to secure this through policy.
Evelyn Williams	Question 13	The need for long term mooring for people living on narrow boats.	The need for moorings for houseboats is being assessed as part of the Gypsy and Traveller Accommodation Assessment.
Evelyn Williams	Question 13	Allotments. Allotments are not just green space or open space. It is the	The need to provide allotments is understood.

		statutory duty of the council under the Allotments Act to provide sites for allotments that meet demand. Given the fluctuation that occurs in demand a reasonable provision of allotments should be aimed for, but this should be part of the planning requirement for new developments such as Royal Elm Park.	However, there is no known need that would necessitate a significant allocation in the Local Plan.
Evelyn Williams	Question 13	Need for hotels should be assessed.	There has been a substantial amount of hotel development in recent years, and it is not clear that there is a significant additional need that should be fulfilled. Nevertheless, policy CR4 includes general support for leisure and tourism uses in the centre.
Dr Megan Aldrich	Question 14	Reading seems saturated with retail spaces; on the whole I agree with the spatial strategy.	See comments on retail above.
John Booth	Question 14	Need to debate whether/how to enhance suburban centres - 'distributed concentration' - to enhance community spirit and reduce demand for transportation. Hub office-space with hot-desking and fast broadband? Working from home?	The policies on district and local centres seek a diverse range of facilities, including both residential and employment. However, specifying the exact form of that, e.g. home working, is too detailed.
Ian Campbell	Question 14	<p>If Reading is to successfully manage the long term growth pressures in the Thames Valley, there must be a fundamental change in the strategy. The current draft Local Plan approach is parochial; short term; shoe-horned into historic unhelpful boundaries; ignores the rest of the SHMA area; ignores the problems faced by London; ignores the probable east/ central Berkshire pressures, and ignores the lessons of 40 years of local policy failure.</p> <p>High local land values show there is big pool of potential new prosperity. Tapping into this wealth is in the control of the local authorities. Outside London and the south east this opportunity does not exist. It ought to be exploited as part of a long term, strategic house building policy by the Berkshire local authorities.</p> <p>In Reading greenfield sites are a limited and valuable resource. Beyond the boundaries of Reading this is not the case. The Council is already having conversations with its neighbours within the Housing Market Area about how this issue might be addressed. This is welcome. No clues about the objectives of the Council in these conversations are</p>	<p>The draft objectives for the Plan were stated in section 2, so it is unclear what is being referred to when it mentions "not revealing objectives".</p> <p>The many issues raised in this comment are clearly important, but in producing a Local Plan there is a very clear process that must be followed. Lobbying the Government for boundary changes, for instance, is clearly not a matter that the Local Plan can deal with. It is incumbent on London and/or Eastern Berkshire to calculate whether there is a need for other authorities to accommodate their unmet needs, and no such approach has been made.</p> <p>The Issues and Options document was developed against a background of a considerable amount of joint work with neighbouring authorities, which has resulted in the production of the West of</p>

		<p>given in the draft Local Plan.</p> <p>The decision by the Council not to state their objectives at this stage is revealing. Its absence suggests the radical, innovative strategic solutions needed in place of tried, tested and unsuccessful policies of the last four decades may not emerge. For example there is no evidence in the document that the Council will take a case to the government for an extra-territorial, long term, self-funding building solution on the legitimate grounds that there is an impasse locally which it is the responsibility of government to resolve.</p>	<p>Berkshire Spatial Planning Framework, and this work continues. The work was not at a stage where it could be fully set out in the Issues and Options document. However, even in this context, the Council needs to follow statutory procedures and national policy in progressing with its Local Plan, and can still only work with the land that is within its control.</p>
Mrs Jenny Cottee	Question 14	<p>The spatial strategy for land within the borough boundary should remain.</p>	<p>Noted.</p>
De Merke Estates Ltd	Question 14	<p>We would suggest that whilst elements of the spatial strategy may still be relevant given the on-going development occurring across the Borough, a key consideration will be the most up-to-date OAN requirement within the SHMA and how any adopted additional housing requirements will be delivered and accommodated over the Plan period.</p> <p>The administrative boundary of Reading is tightly constrained. It is therefore entirely possible that the full OAN may not be able to be accommodated within the Borough boundaries. As a result, the Council will be required to cooperate with neighbouring authorities through the DtC in order to deliver its housing requirement. There will inevitably be a requirement to consider the release of new green field sites outside of the central and south Reading area. Depending on suitability and availability, there may well be a need for variations to the existing strategy in order to facilitate sustainable development and meet OAN requirements. In our view this should logically include consideration of suitable sites to the north of the Borough including those which tie within the administrative boundaries of South Oxfordshire.</p> <p>Early activity on the Duty to Co-operate (paras 4.15 and 4.16) is of course welcome. That said, we would urge the Council to include South Oxfordshire District Council in ongoing discussions - though it is not in the Western Berkshire HMA, in spatial terms the southern part of the South Oxfordshire district offers obvious potential to provide</p>	<p>The Local Plan has identified that the shortfall against objectively assessed need will be in the region of 1,000 homes.</p> <p>However, the Council's view is that South Oxfordshire is not the preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues. As a result, the Council has approached Wokingham and West Berkshire Councils to consider meeting a proportion of these needs.</p>

		<p>sustainable options to help address Reading's housing requirements. Further consideration of the potential in this area is considered entirely logical - and potentially critical.</p> <p>Locations such as Emmer Green present opportunities to deliver new housing and address a proportion of Reading's housing need in a wholly sustainable and readily accessible location. The southern part of the South Oxfordshire district (including Henley on Thames) is included within the Reading Local Housing Market Area, and is subsequently very well placed to accommodate an appropriate proportion of the Borough's housing needs. It is also relevant to note that the Oxfordshire SHMA of 2014 established that there are links in housing and economic terms between parts of Oxfordshire and the surrounding areas 'including major employment centres close to the county's boundaries, including Reading (the influence of which extends into South Oxfordshire including Henley on Thames)' .</p> <p>We would actively encourage Reading Borough Council and South Oxfordshire District Council to look closely at the cross boundary opportunities that exist in the area to the north of Reading, and should a review of the spatial strategy be necessary we advocate targeting a proportion of development in this broad direction as a logical and sustainable choice for future growth.</p>	
Foudry Properties Limited	Question 14	<p>We agree that South Reading should continue to be a key focus for the Council's Borough-wide land use spatial strategy going forward. This area is highly accessible, in parts underdeveloped and could deliver significant and much needed regenerative benefits for the local communities. In this context, the Southside site (A29) represents a significant development opportunity in terms of scale, accessibility and visibility.</p>	<p>Noted. The Southside site is identified for development in the Draft Local Plan.</p>
Highways England	Question 14	<p>Paragraph 4.7 states that you do not think it is necessary to present a wide range of options for the overall strategy of where development will be located, because significantly different alternative options are not likely to be realistic and questions relating to specific types of sites are deemed more meaningful. Therefore, we would welcome a meeting as the number of site options and associated transport evidence base develops in order to ensure that the impacts on the SRN</p>	<p>Transport modelling of the proposals is currently underway, and the report will be shared with the Highways Agency when available.</p>

		are considered on a cumulative basis and can be suitably mitigated.	
James Lloyd	Question 14	Mixed development with retail space should be encouraged. Brownfield needs to be a priority with sustainable drainage, there should be no building on the flood plain and adaptation and resilience planning needs to be built into all new development. Priority should be given to land that is close to the train stations and existing transport infrastructure.	Noted. These elements are generally reflected within the overall strategy of re-use of urban sites at efficient densities, linking intensity of development to accessibility, mixed uses and measures for adaptation to climate change,
London and Quadrant	Question 14	We agree that the existing spatial strategy of concentrating new development within the Central Reading area and the South Reading area remains appropriate and that there should be no fundamental change to this approach. Reading is a small borough, most of which is already relatively densely populated. It is therefore imperative that in order to deliver sufficient housing, all sites allocated within the local plan within these areas must be redeveloped and optimised to make the most efficient use of the land available.	Noted. The Centre and South continue to form the main elements of the spatial strategy.
Oxford Properties	Question 14	OP supports the Core Strategy Fig 4.1 where Central and South Reading are the focuses of future growth to still be relevant.	Noted. The Centre and South continue to form the main elements of the spatial strategy.
Reading Football Club	Question 14	<p>Whilst elements of the spatial strategy may still be relevant given the on-going development occurring across the Borough, a key consideration will be the most up-to-date OAN requirement within the Berkshire SHMA and how any adopted additional housing requirements will be deliver over the plan period.</p> <p>Given the recognised constraints to the ability of delivering new residential development, there will be a requirement for consideration of the release of new greenfield sites outside of the central and south Reading area. As such, depending on the suitability and availability of sites, there may be a need for variations to the existing strategy in such a way that will ensure sustainable development.</p> <p>In addition, as it is generally acknowledged that the administrative boundary of Reading is tightly constrained, it is entirely possible that the full OAN may not be able to be accommodated within the Borough boundaries. Therefore, the Council will be required to cooperate with neighbouring authorities through the Duty to Co-operate. This will be imperative in understanding the scope for potential adjustments to the existing strategy.</p>	<p>The full range of possible sites for new development have been considered. In terms of greenfield sites for an expansion within the Borough, the options are very limited, in particular by flood risk, with most of these areas falling within the functional floodplain.</p> <p>It is considered that the full OAN requirement cannot be met within the Borough, and the Council is therefore working with its neighbours under the duty to cooperate to seek to meet these needs.</p>

The Butler Partnership	Question 14	The existing spatial strategy is still generally right.	Noted.
Emmer Green Residents' Association			
Reading Urban Wildlife Group			
Ropemaker Properties	Question 14	<p>Within the centre of Reading, there are a number of sites including at Weldale Street (Allocation RC2b in the CAAP) which are still to be developed. Development within the city centre is seen as highly sustainable with employment and leisure opportunities within walking distance.</p> <p>In addition to this Reading railway station has been the subject of significant upgrades in recent years and with Crossrail due to open in 2019 will enhance Reading as a transport hub significantly enhancing accessibility. The general thrust of Government policy from the recent NPPF consultation is a presumption in favour of developing on Brownfield sites and increasing densities around transport hubs. As a result, Policy RC13 of the CAAP and the Tall Buildings Strategy are considered to be outdated and should be updated increasing residential densities in such locations and promoting the delivery of further Tall Building Development in appropriate locations. Between Weldale Street and Chatham Street is considered to be an appropriate location located adjacent to and existing tall building 'cluster', as defined on the Proposals Map and the recently completed Chatham Street development which incorporates only a single tall building, whereas the Tall Buildings Strategy suggests three tall buildings could be provided in the western cluster.</p> <p>The regeneration and redevelopment of the city centre is considered to be in line with the direction of national policy and with a number of sites allocated in the CAAP still to be developed, the emphasis on the development within the City Centre is considered to accord with sections 1, 2 and 4 of the NPPF</p>	The Draft Local Plan has sought to increase densities to help meet needs wherever that is appropriate. The Weldale Street site is identified for high density development. However, high density does not always necessitate tall buildings, and the Council's view is that the tall building clusters identified in the existing RCAAP remain relevant.
Tarmac	Question 14	The existing Spatial Strategy still has relevance. However, it does not take full account of Reading's ongoing development needs. The	The full range of possible sites for new development have been considered. In terms of

		opportunities for the further expansion of the town are limited. In effect, the only major potential expansion areas (within the administrative area of Reading) lie in the south western sector of the town - west of the A33. Large parts of this area are currently shown as "Strategic Green Space". Some limited parts of this land may have development potential - either for built development or as enabling infrastructure to serve adjacent development areas.	greenfield sites for an expansion within the Borough, the options are very limited, in particular by flood risk, with most of these areas falling within the functional floodplain.
University of Reading	Question 14	<p>The assessment of housing need requirements is a fundamental component of plan making as is the way in which they are met. As a consequence, changes to the spatial strategy are considered likely to be necessary given the identified level of OAN and the need to plan for a significant new quantum of housing with the Reading Borough. Given the recognised constraints to the availability of development sites within the Borough consideration will necessarily need to be given the release of sites - including greenfield sites - outside of Central and South Reading, both which are the current focus for growth.</p> <p>In addition, there is a recognition that Reading is a very tightly constrained Borough and consequently there is a likelihood that it will not be able to meet its own development needs in its entirety. In the event that provision for Reading's housing needs is required to be met outside of the Borough, significant cooperation with the neighbouring authorities will be required. Reading's municipal boundaries do not include all of the surrounding suburbs, some of which belong to West Berkshire and Wokingham: this creates a significant challenge for Reading in terms of the delivery of new housing on account of the diminishing quantum of land physically available and suitable for development within the Borough boundary.</p>	<p>The full range of possible sites for new development have been considered. In terms of greenfield sites for an expansion within the Borough, the options are very limited, in particular by flood risk, with most of these areas falling within the functional floodplain.</p> <p>It is considered that the full OAN requirement cannot be met within the Borough, and the Council is therefore working with its neighbours under the duty to cooperate to seek to meet these needs.</p>
Scott Versace	Question 14	Whilst the current spatial strategy is broadly relevant, I would urge the council to protect open spaces, specifically those adjacent to land marked for development.	The Draft Local Plan protects key open spaces
West Berkshire Council	Question 14	Reading Borough Council will need to be mindful of the sites that West Berkshire has selected for allocation within its proposed submission Housing Site Allocations DPD (and due for submission to the Secretary of State in the spring of 2016) and the potential cumulative impact of development upon highways and transport and infrastructure. The cumulative impact may be heightened if densities are increased.	Noted. Site allocations within West Berkshire and close to Reading have been considered within the transport modelling work.

Evelyn Williams	Question 14	<p>The South West Reading Area is a very large one. Nothing has been suggested in relation to the more mature residential areas dating from the 1890s onwards. Some of these streets show up with high housing deprivation scores, because of the age of the housing and possibly they do not have central heating etc. There is also insufficient parking provision. Is Reading Borough Council actually considering the compulsory purchase and redevelopment of such private housing? Reading Borough Council should look again at the renewal of suburban areas. If these have to be on a small scale, then that is good as the success in one area can be re-used and failures would not be as disastrous.</p>	<p>There is general support in the Plan for renewal of suburban areas. However, the priorities are likely to lie in areas other than Victorian terraces. Using CPO powers for areas of existing homes largely in private ownership would require very significant resources and would be a long and complex process. Given the densities of Victorian residential areas, it is also unlikely that it would lead to substantial numbers of additional homes.</p>
Willowside Homes	Question 14	<p>The existing spatial strategy has served Reading well and has brought significant regeneration benefits to the town in the form of new housing and employment opportunities. However, that strategy has led to limited choice in terms of housing and employment in other parts of the town. Therefore in seeking to meet the OAHN, Reading should have regard to sites north, east and west of the town, including those in neighbouring boroughs such as South Oxfordshire and Wokingham.</p>	<p>The Local Plan has identified that the shortfall against objectively assessed need will be in the region of 1,000 homes.</p> <p>However, the Council's view is that South Oxfordshire is not the preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues. As a result, the Council has approached Wokingham and West Berkshire Councils to consider meeting a proportion of these needs.</p>
Wokingham Borough Council	Question 14	<p>Wokingham Borough Council requests that Reading Borough Council continues to engage Wokingham Borough Council over the development of these sites and any others to the south and west of Reading Borough, as part of the Duty to Cooperate process.</p>	<p>Noted. The Council has continued to engage with Wokingham Borough Council under the duty to cooperate, including on potential development sites.</p>
BBOWT	Question 15	<p>1= - Town centre development 1= - Conversion of offices to residential 1= - Conversion of houses to flats 8= - Vacant brownfield sites and infill development 8= - Residential gardens 9 - Development on greenfield sites</p> <p>All allocations of land for development should;</p> <ul style="list-style-type: none"> • prefer land of lesser environmental value (NPPF para 17), 	<p>Noted. These matters have been taken into account in considering site allocations, and, where mitigation is possible, been incorporated into the policy wording. The need to ensure assessment and, where necessary, mitigation of ecological impacts on all sites is incorporated within the biodiversity and green network policy.</p>

		<ul style="list-style-type: none"> • seek to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species (NPPF para 114, 117 and 118), while; • development proposals should actively seek to achieve a net gain for nature (NPPF para 9), in particular within Biodiversity Opportunity Areas. <p>Development plan policies should therefore favour town centre development and seek to avoid greenfield development at all times. Brownfield sites can also provide strategically important locations for protected habitats and species. Redevelopment of brownfield sites should therefore only be pursued following appropriately detailed ecological assessment of existing habitats and species and the importance of the site in terms of landscape connectivity (including habitat and species surveys). Other development that potentially impacts on existing habitats, species and landscape connectivity such as infill development and development on residential gardens should also be subject to appropriate ecological scrutiny before development decisions are taken.</p> <p>My comments above should be applied to the decision making process for all suggested site allocations (Appendix 3) and existing allocations (Appendix 4) of this Issues and Options paper.</p>	
Brian Cottee	Question 15	<p>Since 1980 the policies pursued by Reading BC have been extremely successful in achieving economic development and regeneration. Success has brought with it housing problems. The consultative document seems to contain with it the assumption that this can and should be solved within Reading's boundaries. This is patently absurd. Is Reading exploring the possibility of either satellite towns or suburban developments outside the borough such as Lower Earley or Ford's Farm-Beansheaf Farm which did so much to rein in house prices in the period 1980-2000?</p>	<p>The Issues and Options document followed national policy in looking first within the Borough boundaries. It is considered that the full housing need requirement cannot be met within the Borough, and the Council is therefore working with its neighbours under the duty to cooperate to seek to meet these needs.</p>
The Englefield Estate	Question 15	<p>In calculating the 'to find' figure in paragraph 4.13, the Council has included dwellings expected to be delivered from pre-application sites. However only limited weight can be placed on these sites as it is unlikely that every site that is the subject of a pre-application enquiry will ultimately come forward for development. Furthermore, a heavy</p>	<p>It is agreed that any figure for sites undergoing pre-application discussions needs to be treated with caution, although progress has been made on a number of these sites since Issues and Options.</p>
Trustees of the Phillimore Successors			

Settlement		<p>reliance has been placed by the Council on allocated sites carried forward from the SDPD (2012). However the fact that a number of the allocated sites have not come forward since 2012 suggests that there is a higher rate of non-implementation than has been assumed in the Council's calculations. On this basis, and given that the Councils should be seeking to deliver a housing target significantly above 699 dwellings per annum, the Council will need to identify sites for more than 4,500 dwellings.</p>	<p>It should be noted that the existing allocations included in these calculations already have a lapse rate applied of 10 or 20% (depending on the site), so there is already an allowance for non-implementation. Since consultation on this Issues and Options took place only three and a half years after the SDPD adoption, a document with a 15 year timeframe, it is hardly surprising that some of the allocations have not yet been implemented (many were not expected to be until later in the time period in any case), and is not a reason to add in an additional buffer.</p>
Ropemaker Properties	<p>Question 15</p>	<p>The NPPF emphasises that policies should promote competitive town centre environments and allocate a range of sites to meet retail, leisure, office, cultural, community and residential uses (Paragraph 23). Development within the city centre close to the train station and bus routes is considered to be highly sustainable and therefore development should continue to be focussed in close proximity to the city centre.</p> <p>The Government's recent consultation on changes to the NPPF identified the need to increase residential density around commuter hubs. The Weldale Street site is located approximately 650 metres from Reading Train Station, and given the arrival of Crossrail, the station is and will become a more important key transport hub. It is a site which has been identified within the CAAP for redevelopment and therefore a high density development would be an effective use of the land.</p> <p>Increasing densities on sites particularly within the City Centre would be likely to result in an increase in building heights, however in the case of Weldale Street there are already tall buildings to the south (as part of the Chatham Place development) and it borders the area defined in the Tall Buildings Strategy as the western grouping. It is therefore considered that increasing densities and building heights on suitable sites would be an effective way of helping to meet Reading's Objectively Assessed Need.</p>	<p>The Draft Local Plan has sought to increase densities to help meet needs wherever that is appropriate. The Weldale Street site is identified for high density development. However, high density does not always necessitate tall buildings, and the Council's view is that the tall building clusters identified in the existing RCAAP remain relevant.</p>

Dr Megan Aldrich	Question 15	<p>1 - Vacant brownfield sites and infill development 2 - Town centre development 3 - Conversion of offices to residential 4 - Redevelopment of employment land 5 - Renewal of suburban areas The others are unacceptable.</p> <p>Increasing density: This is deeply damaging to social cohesion and the character of an area, and can undermine years of work cultivating and promoting sensitive areas in terms of historical or other value.</p> <p>Building on gardens: as above. The character of an area, and its monetary value, can be undone in remarkably short time.</p> <p>Houses into flats: as I know from first-hand experience, it is something of a new trend for the younger generations to live with the older. In order for each generation to have its own space, larger homes are essential. Not everyone wants to move into a tiny flat in their old age and not every young person wants to dive into the responsibilities of home ownership.</p>	<p>The scale of the housing need has necessitated looking at all types of site within the Borough. The strategy is inevitably therefore something of a mix of the various sources, but with a focus on some of the elements, largely relating to where sites arise.</p> <ul style="list-style-type: none"> • Town centre development - this will be the largest single source, making up around half of proposed homes; • Increasing densities - there has been some increase of densities over historic levels built into the figures, particularly in the more urban and town centre sites. • Vacant brownfield sites and infill development - wherever there are opportunities, these sites have been included, but the number of these sites is limited. • Conversion of houses to flats - some allowance has been made for this, but too much of this will have a counterproductive effect given the need for family-sized accommodation. • Conversion of offices to residential - given permitted development rules, the Council is not fully in control of this. There are a number of identified sites, but many suitable offices have already been converted. • Renewal of suburban areas - there may be scope for this to contribute towards housing supply in the long-term, and a policy to support this has been included. However, given the timescales of such development, it is difficult to rely on significant numbers in the short-term. • Redevelopment of employment land - since publication of Issues and Options, the Economic Development Needs Assessment has reported, and found a very high level of need
John Booth	Question 15	<p>1 - Increasing densities 9 - Development on greenfield sites</p>	
Tilehurst Poor's Land Charity	Question 15	<p>We consider that RBC should fully consider the potential for development on "vacant brownfield sites and infill development", and the "renewal of suburban areas". Opportunities for development on these sites should be maximised efficiently. As a result of this process we would anticipate that these options should be identified high up the series of options (which we note in any event are not all mutually exclusive).</p>	
The Butler Partnership	Question 15	<p>1= - Town centre development 1= - Increasing densities 1= - Vacant brownfield sites and infill development 1= - Redevelopment of employment land</p> <p>The site of The Butler is in the central area of Reading. It is a brownfield site (being in employment use), which lends itself to a high density residential redevelopment scheme.</p>	
Mrs Jenny	Question 15	<p>1 - Vacant brownfield sites and infill development</p>	

Cottee		<ul style="list-style-type: none"> 2 - Town centre development 3 - Conversion of offices to residential 4 - Redevelopment of employment land 5 - Residential gardens 6 - Conversion of houses to flats 7 - Renewal of suburban areas 8 - Increasing densities 9 - Development on greenfield sites 	<p>for employment space. This severely limits the ability to lose existing space without significant economic effects. Nevertheless, the Plan finds capacity for around 1,600 homes on existing employment or commercial land, which can be balanced against new provision.</p> <ul style="list-style-type: none"> • Residential gardens - in examining sites, only limited opportunities for development in gardens were identified. Where appropriate, these are identified in the policies, but the potential is limited. • Greenfield land - although consistently scoring poorly in consultation, these options were examined. However, greenfield land within the Borough is generally either within the functional floodplain, or is already serving an important open space function. Some limited greenfield sites have however been identified.
Dr Antony Cowling	Question 15	<ul style="list-style-type: none"> 1 - Conversion of offices to residential 2 - Vacant brownfield sites and infill development 3 - Town centre development 4 - Redevelopment of employment land 5 - Renewal of suburban areas 6 - Development on greenfield sites 7 - Increasing densities 8 - Conversion of houses to flats 9 - Residential gardens 	
Emmer Green Residents' Association	Question 15	<ul style="list-style-type: none"> 1 - Town centre development 2 - Conversion of offices to residential 3 - Redevelopment of employment land 4 - Vacant brownfield sites and infill development 5 - Renewal of suburban areas 6 - Residential gardens 7 - Increasing densities 8 - Conversion of houses to flats 9 - Development on greenfield sites 	
Brian Jamieson	Question 15	<ul style="list-style-type: none"> 1 - Vacant brownfield sites and infill development 2 - Town centre development 3 - Increasing densities 4 - Conversion of offices to residential 5 - Renewal of suburban areas 6 - Redevelopment of employment land 7 - Conversion of houses to flats 8 - Development on greenfield sites 9 - Residential gardens 	
James Lloyd	Question 15	<ul style="list-style-type: none"> 1 - Town centre development 2 - Increasing densities 	

		<ul style="list-style-type: none"> 3 - Vacant brownfield sites and infill development 4 - Conversion of offices to residential 5 - Redevelopment of employment land 6 - Renewal of suburban areas 7 - Conversion of houses to flats 8 - Residential gardens 9 - Development on greenfield sites 	
London and Quadrant	Question 15	<ul style="list-style-type: none"> 1 - Town centre development 2 - Increasing densities; 3 - Vacant brownfield sites and infill development; 4 - Conversion of houses to flats; 5 - Conversion of offices to residential; 6 - Renewal of suburban areas; 7 - Redevelopment of employment land; 8 - Residential gardens; 9 - Development on greenfield sites. <p>We consider points 1 and 2 to be equally important and should not be considered in isolation. Increasing densities in sustainable locations is critical if Reading Borough Council wish to realise its ambition to deliver appropriate levels and types of housing for its current and future occupants. This is the most sustainable approach to development, with the effective use of previously developed land being one of the core objectives of the NPPF. This would also help to protect more sensitive sites (such as green belt, employment land etc).</p> <p>Increasing densities on those sites already identified for development within sustainable locations could significantly increase the number of dwellings which could be built during the plan period. Optimising these already identified sites will be essential if Reading is to meet its identified housing need.</p> <p>We advocate the retention and conversion of those sites already identified for redevelopment of employment land for housing, and support the inclusion of further employment sites where it can be demonstrated that the loss of such land would not seriously adversely affect the local economy by pushing existing businesses out of Reading and reducing space for new and growing businesses to occupy.</p>	

Elaine Murray	Question 15	<ul style="list-style-type: none"> 1 - Vacant brownfield sites and infill development 2 - Conversion of offices to residential 3 - Renewal of suburban areas 4 - Redevelopment of employment land 5 - Town centre development 6 - Conversion of houses to flats 7 - Increasing densities 8 - Residential gardens 9 - Development on greenfield sites 	
Oxford Properties	Question 15	<p>In order to ensure that sufficient land is available to ensure that Reading can continue developing as the hub for the Thames Valley, Reading BC should pursue increased densities, in line with Paragraph 47, bullet point 5, of the NPPF.</p> <p>Increasing the height of new developments represents a pragmatic approach to the issues at hand. Allowing high quality and sustainable taller buildings, both for residential and commercial developments, is likely to be the most suitable way of increasing density, representing an appropriate strategy to meet the development needs of the area, in accordance with paragraph 14 of the NPPF. It is also a sustainable approach if those areas of higher density are supported by good public transport and provide a mix of uses to support communities.</p> <p>OP urges caution in Reading BC's approach to redevelop employment land for housing. Whilst there are certainly some defunct employment sites that are suitable for redevelopment, reducing available employment land to provide homes will have a negative impact on Reading's economy; losing significant areas of employment land that are unlikely to be returned to an employment use in the future. Introducing residential uses on land adjacent to established industrial uses could prejudice the continued operation of existing uses due to impacts on amenity.</p>	
Reading Urban Wildlife Group	Question 15	<ul style="list-style-type: none"> 1 - Vacant brownfield sites and infill development 2 - Conversion of offices to residential 3 - Town centre development 4 - Increasing densities 5 - Redevelopment of employment land 	

		<ul style="list-style-type: none"> 6 - Renewal of suburban areas (don't know what this means) 7 - Conversion of houses to flats 8 - Residential gardens 9 - Development on greenfield sites 	
Sackville Developments (Reading) Ltd	Question 15	<ul style="list-style-type: none"> 1 - Town centre development 2 - Increasing densities 3 - Vacant brownfield sites and infill development 4 - Conversion of houses to flats 5 - Conversion of offices to residential 6 - Renewal of suburban areas 7 - Redevelopment of employment land 8 - Residential gardens 9 - Development on greenfield sites <p>The above order is broadly sensible and accords with the thrust of national planning policy. However, it is important that the Council put into place policies which positively encourage development in the right locations. This could be done by positively encouraging development in locations where there few constraints. In Reading Town Centre clear guidance on the location where tall buildings would acceptable would provide clarity for all parties and would be informed by consideration of constraints (e.g. heritage assets) and opportunities (vacant sites).</p>	
Tarmac	Question 15	<ul style="list-style-type: none"> 1 - Development on greenfield sites 2 - Town centre development 3 - Increasing densities 4 - Renewal of suburban areas 5 - Conversion of offices to residential 6 - Vacant brownfield sites and infill development 7 - Conversion of houses to flats 8 - Redevelopment of employment land 9 - Residential gardens 	
Scott Versace	Question 15	<ul style="list-style-type: none"> 1 - Renewal of suburban areas 2 - Conversion of offices to residential 3 - Conversion of houses to flats 4 - Redevelopment of employment land 5 - Increasing densities 6 - Town centre development 	

		<p>7 - Residential gardens 8 - Vacant brownfield sites and infill development 9 - Development on greenfield sites</p>	
Viridis Real Estate	Question 15	<p>1 - Town centre development 2 - Increasing densities 3 - Vacant brownfield sites and infill development 4 - Redevelopment of employment land</p>	
Evelyn Williams	Question 15	<p>1 - Vacant brownfield sites and infill development 2 - Renewal of suburban areas 3 - Conversion of offices to residential 4 - Redevelopment of employment land 5 - Town centre development 6 - Increasing densities 7 - Conversion of houses to flats 8 - Residential gardens 9 - Development on greenfield sites</p>	
Willowside Homes	Question 15	<p>The development strategy should focus on accessible sites within or adjacent to the existing urban area, including consideration of greenfield sites in such locations.</p> <p>1 - Vacant brownfield sites and infill development</p> <p>2 - Town centre development - this is considered appropriate having regard to the accessibility of public transport, employment, shops and services. However, it is important that new residential development does not displace existing uses. Therefore, vacant brownfield sites, in accessible locations, should be prioritised.</p> <p>3 - Development on greenfield sites - this provides an opportunity of developing much needed family housing. It is accepted that many greenfield sites are restricted, and there is a limited availability of greenfield sites within Reading. The development strategy should therefore consider greenfield sites outside the Borough boundary which are adjacent to the urban area of Reading.</p> <p>4 - Conversion of houses to flats - this makes a contribution towards meeting housing need, particularly having regard to Reading's stock of</p>	

		<p>Victorian properties.</p> <p>5 - Residential gardens - this is eroding the character of a number of residential areas. The redevelopment of residential backland sites should be carefully controlled to ensure it does not impact on the character of an area or undermine residential amenity.</p> <p>6 - Conversion of offices to residential</p> <p>7 - Redevelopment of employment land - this should be resisted as it will undermine the employment opportunities within Reading. There is a need to retain employment sites across Reading in order to respond to market demand in other locations.</p> <p>8 - Renewal of suburban areas</p> <p>9 - Increasing densities - this should be resisted as, in most cases, this would impact on residential amenity.</p>	
Gregory and Andrea Grashoff	Question 15	Provision of additional housing for Reading should be focused on brownfield sites within Reading or on areas of land where all the necessary services can be provided within the planned development. The use of existing amenity and greenfield sites should not be considered.	Noted. The vast majority of land identified is brownfield, although the scale of the housing need does necessitate use of appropriate greenfield sites where available.
Mr Guest	Question 15	We consider that RBC should fully consider the potential for option 7 "redevelopment of employment land." As a result of this process we would anticipate that this option should be identified higher up the series of options (which we note in any event are not all mutually exclusive).	The needs for new employment floorspace have been identified through the Central Berks Economic Development Needs Assessment, and the message is that there is substantial need for new floorspace. Loss of existing floorspace will exacerbate this issue. Whilst there are some opportunities to make such a change without a significant impact on employment space, these are limited.
Historic England	Question 15	We note the recognition in paragraph 4.12 that increasing the density of development in some areas may adversely affect historic buildings or areas, and this would obviously be a concern for us. However, there may be areas where an increase in density would be perfectly acceptable in terms of the historic environment, so we do not wholly	Noted.

		oppose the general principle.	
John George Ltd	Question 15	Given the constrained nature of Reading, there is a particular need to identify appropriate sites for potential redevelopment, including sites currently within alternative uses (option 7). This will give Reading the best opportunity to begin to address its unmet housing need.	Noted. A number of sites with alternative uses have been identified for development to meet housing needs.
Kier Property Developments Limited	Question 15	<p>1 - Town centre development 2 - Increasing densities 3 - Vacant brownfield sites and infill development 4 - Conversion of offices to residential 5 - Redevelopment of employment land 6 - Conversion of houses to flats 7 - Renewal of suburban areas 8 - Residential gardens 9 - Development on greenfield sites</p> <p>Kier's firm view is that 'town centre development' is the number one priority source of development sites. In order for the region to grow in a sustainable manner, Reading town centre should be intensified as a top-class location for housing, business, retail, leisure, culture and learning. It should continue to be the focus high quality mixed-use development, building on its regional status. It has excellent transport connections and is nationally significant interchange between European, UK, regional and local services.</p> <p>The land at Hosier Street is in a central, prestigious location within the town centre and represents an excellent opportunity for high-density sustainable development, which can help realise the potential capacity of the town.</p>	Noted. The town centre is expected to accommodate around half of the Borough's housing provision. This includes the Hosier Street site.
Universities Superannuation Scheme	Question 15	USS recognises that there is a lack of suitable land for housing in the Borough, but urges caution when proposing the release of existing employment sites for residential uses. Too much loss of employment land would push businesses out of Reading and reduce space for new and growing businesses to occupy, which could affect the local economy and the availability of employment. Releasing employment sites could also prejudice the continued operation of existing neighbouring employment uses, due to impacts on amenity. The onus should be on the developers of any new residential uses to ensure that	Noted. The needs for new employment floorspace have been identified through the Central Berks Economic Development Needs Assessment, and the message is that there is substantial need for new floorspace. Loss of existing floorspace will exacerbate this issue. Whilst there are some opportunities to make such a change without a significant impact on employment space, these are limited.

		it does not negatively impact neighbouring employment operations.	
Evelyn Williams	Question 15	Many of the sites that are allocated or suggested for residential allocation are in areas prone to flooding or are actually on the banks of The Thames or Kennet. These areas are attractive to live in, but the problems of flooding need to be overcome by some radical measures that do not just allow developers to hide behind the 'Once in a 100 years' phrase; flooding today it is likely to be more often than that. Some revolutionary building techniques should be tried out e.g. building on stilts, building floating homes, building homes resistant to or that recover easily after flooding.	The consideration of flood risk has been a key aspect of determining whether sites are suitable for development. Relevant site allocation policies highlight the need to build flood risk into development proposals.
Evelyn Williams	Question 15	Car parking in residential areas of Reading is a problem. A strategy is needed that will provide more car park spaces, for example secure multi-storey and underground car parks in residential areas.	In terms of car parking, the Local Plan can mainly only deal with new developments. Car parking would be required in line with standards in the Parking Standards and Design SPD, which may be subject to review during the plan period.
Evelyn Williams	Question 15	Wheelie bins are a major nuisance and headache in terraced properties and HMOs, larger communal bins should be trialled.	This is not a matter that the Local Plan can address, although the issue of accumulation of bins associated with HMOs should be part of the consideration under the residential conversions policy.
Emmer Green Residents' Association	Question 16	We feel strongly that any development in South Oxon next to Emmer Green, an area that is currently well defined to the boundary, would result in sprawl that would engulf the South Oxon villages alongside, and in overstressing Reading's supporting infrastructure. It may not do anything to count towards RBC's housing quota.	Noted. The Council is not currently proposing that its housing needs should be met adjoining Reading in South Oxfordshire. This will ultimately be a matter for South Oxfordshire District Council to determine.
The Englefield Estate	Question 16	The hierarchy of sites set out in question 15 will not deliver housing sites for Reading that achieve an appropriate balance between delivering sustainable development and minimising potential adverse effects. Nor is it a hierarchy that is compliant with the aims and objectives of the NPPF. Priority ought to be given to the first three sources of land listed in the hierarchy as follows: 1. Town Centre development; 2. increasing densities; and 3. re-use of vacant brownfield sites.	The list of sites in question 15 is not presented as a hierarchy. The purpose is to ask for consultees to use those sources to create their own ranking. National policy is quite clear that a local authority must look within its own boundaries before it requests that adjoining authorities accommodate its need. Neighbouring local authorities will quite reasonably want to be convinced that the Council does not have enough suitable, available and achievable sites before
Trustees of the Phillimore Settlement			

		<p>However, we considers that an alternative source of land ought to be introduced at number 4 of the hierarchy, as underlined below:</p> <ol style="list-style-type: none"> 4. sustainably located greenfield sites on the edge of Reading but outside of the Borough Council's administrative boundary. 5. sub division of houses into flats; 6. conversion of offices into residential; 7. renewal of suburban areas; 8. redevelopment of employment land; 9. development on residential gardens; 10. development of greenfield sites within the Reading urban area. <p>Sustainably located sites that are on the edge of Reading, but lie outside of the Borough Council's administrative boundary, would allow development to be delivered at a scale that could provide necessary infrastructure and facilities to support the new development. Moreover, the potential impacts of development delivered via urban extensions to Reading are less significant than those associated with sources 5 to 10 as listed above. Sources 5 to 10 would result in piecemeal development that would have a range of harmful environmental impacts and are unlikely to be able to deliver infrastructure and services necessary to support new housing development.</p>	<p>they can agree to accommodate any of Reading's unmet need.</p> <p>It is considered that the full OAN requirement cannot be met within the Borough, and the Council is therefore working with its neighbours under the duty to cooperate to seek to meet these needs.</p>
The Englefield Estate	Question 16	Land to accommodate an urban extension to Reading is available and deliverable on the Estate's land in the vicinity of Grazeley. Importantly, this land is not constrained by Green Belt, Area of Outstanding Natural Beauty or Heritage designations.	Noted. The potential for development at Grazeley is referred to throughout the Plan, albeit recognising that this will be for adjoining authorities to decide within their own plans.
Trustees of the Phillimore Successors Settlement	Question 16	Land to accommodate an urban extension to Reading is available and deliverable on the Estate's land in the vicinity of Playhatch and Emmer Green. Importantly, this land is not constrained by Green Belt, Area of Outstanding Natural Beauty or Heritage designations.	The Council's view is that South Oxfordshire is not the preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues.
The Englefield Estate Trustees of the	Question 16	It is very likely that Reading Borough Council will need to deliver more than 699 dwellings per annum over the Local Plan period. Accordingly it is also likely to be the case that the Council will need to identify land for more than 4,500 homes over the Plan period. There is also a very	It is not agreed that Reading's objectively assessed need is higher than 699 per annum, and it is not clear what that would be based on. An urban extension to Reading would not be within

Phillimore Successors Settlement		<p>high likelihood that Reading will need to accommodate some housing from other parts of the Berkshire HMA.</p> <p>For these reasons the new Local Plan must make provision for sustainable urban extensions to Reading to come forward through the Local Plan process. If this Option is not included in the new Local Plan, then the Plan will be unsound on the basis that it will not be Positively Prepared, Justified, Effective or Consistent with National Policy. On this basis the Estate requests that paragraphs 4.14 to 4.16 of the Issues and Options consultation document be comprehensively re-written to allow for sustainable urban extensions to Reading to come forward during the Plan period and to facilitate necessary cross boundary working.</p>	<p>the Borough's boundaries, as there is no land where that could happen, and would therefore not involve Reading accommodating need from elsewhere.</p>
Willowside Homes	Question 16	<p>Having regard to the increased housing need identified in the SHMA and the difficulty of accommodating it within the Borough, there is a need for Reading's housing strategy to actively consider the role of sites outside the Borough boundaries. This is considered an appropriate way forward, particularly given the tightly constrained nature of Reading's geographic area and the proximity of sites within neighbouring boroughs, many of which are contiguous with the existing urban area of Reading.</p> <p>In accordance with the Duty to Cooperate and NPPF, Reading should work closely with South Oxfordshire District Council to review and allocate sites which would assist in meeting the need for market and affordable housing in the town.</p>	<p>It is considered that the full OAN requirement cannot be met within the Borough, and the Council is therefore working with its neighbours under the duty to cooperate to seek to meet these needs.</p> <p>However, the Council's view is that South Oxfordshire is not the preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues.</p>
Dr Megan Aldrich	Question 17/18 General	<p>Anything around the Thames should be considered extremely sensitive.</p>	<p>Noted. The sensitivity of waterside development is taken into account in the relevant allocations.</p>
Ian Campbell	Question 17/18 General	<p>In my opinion specific sites are not appropriate for inclusion at this stage. The focus needs to be on strategic considerations. If omission of sites at this stage means a delay in order to focus attention on the priority issues, deciding and delivering the right medium and long term policy for the existing and future residents of Reading and the Thames Valley, by taking a longer term strategic view, this is the better route to sustainable development.</p>	<p>In a location such as Reading, which is highly constrained, consideration of the overall strategy and the sites cannot be divorced. Arriving at a strategy is not possible without at least a basic appreciation of the where sites are likely to arise.</p>
Brian Cottee	Question 17/18 General	<p>Appendix 3 lists proposals from landowners and others for developing particular sites. What mechanism is available for correcting</p>	<p>Appendix 3 is now part of a historic document, so cannot be corrected. If the inaccuracies are</p>

		inaccuracies in these proposals?	relevant to the Draft Plan, we encourage a representation through the consultation process.
Environment Agency	Question 17/18 General	Where a site is potentially contaminated, site allocations should be justified by an adequate assessment of the risk, and supported by policy that makes clear the requirement for land to be remediated so that it is suitable for the intended use, and at least not able to be determined as contaminated land under Part IIA of the Environment Protection Act 1990.	The policy on Pollution and Water Resources makes it clear that contaminated land will need to be remediated to be suitable.
Historic England	Question 17/18 General	Whatever the potential sources of land for development, Historic England will expect the selection of sites to be allocated for housing (or any development) to be based on, inter alia, full and proper consideration of the potential impacts of development on the historic environment; in particular on heritage assets and their setting, and the need to conserve and enhance those assets. This will require the use of a comprehensive historic environment evidence base including specific studies to understand the significance of assets that may be affected. We will expect the Council to demonstrate how the historic environment has influenced its choice of sites (including those for gypsies and travellers), and to set out detailed overriding justification if it proposes the allocation of any sites that would have an adverse impact on a heritage asset or assets.	It is agreed that any allocations will need to be considered in the light of the significance of any heritage assets. However, evidence to support allocations needs to be proportionate, and in many cases impacts on the historic environment will be dependent on detailed design.
Historic England	Question 17/18 General	A number of the sites include or are adjacent to or nearby designated heritage assets. We are satisfied that the Council has identified these in its site assessments in the Appendix and will expect further assessment to be undertaken of the potential impacts on the significance of those assets (positive or negative) before these sites are taken forward.	
Historic England	Question 17/18 General	Each site should be considered against the Berkshire Historic Environment Record for non-scheduled archaeological remains and the East Berkshire Historic Landscape Characterisation, due for completion in July this year.	Noted. Sites have been considered in the light of the HER and the Historic Landscape Characterisation work.
Harvey Smith	Question 17/18 General	Although for each site you have a box headed 'Issues and constraints' this box does not address key local infrastructure concerns such as roads, schools or medical facilities. Where these are inadequate or only just adequate for the current local population - in other words, where	The Draft Local Plan has a section setting out the infrastructure required to support growth.

		the development would require much more than just building the dwellings - this should really have been addressed before the sites were included in the consultation document.	
Thames Water	Question 17/18 General	<p>Site specific comments from desktop assessments on sewerage/wastewater infrastructure are provided, but more detailed modelling may be required to refine the requirements.</p> <p>These sites have been assessed on an individual base. Therefore, the impact of multiple sites in the same area coming forward will have a greater impact. The scale, location and time to deliver any required upgrades will be determined after receiving a clearer picture of the location, type and scale of development together with its phasing.</p>	Noted. The Draft Local Plan provides more details on the scale and nature of development which can feed into more detailed assessment. The Council is currently considering what evidence will need to be assembled for Submission on water and wastewater issues.
Thames Water	Question 17/18 General	Cumulative impact on Blakes Lock SPS required for following sites: A1, A2, A3, A4, A6, A7, A13, A20, A21, A22, A25, A26	Noted. The Council is considering how best to assemble evidence related to the water effects of development.
Willowside Homes	Question 17/18 General	The majority of sites listed in Appendix 3 are currently in use for retail, employment or leisure activities. Unless it can be demonstrated that these sites are redundant and/or the use can be satisfactorily accommodated elsewhere within Reading, it is not considered appropriate to allocate these sites for housing.	Consideration of sites has also taken account of whether there are existing uses that need to be retained or reprovided, and this has affected whether sites are allocated, and what for.
Historic England	Question 17/18 Site A1	The possible proposal for 300 houses suggests a tall building which would have an impact on nearby listed buildings.	The site is within the Station Cluster where there is potential for tall buildings, based on the Tall Buildings Strategy, so a tall building may be appropriate, although this will of course need to be assessed in terms of impact on heritage assets. The draft allocation as proposed does not necessitate a tall building.
Legal & General Property	Question 17/18 Site A1	<p>We support the suggested alternative option A1b of Question 18, and the inclusion of Apex Plaza as a site allocation within the emerging Local Plan.</p> <p>The site provides significant potential to deliver a range of uses within a redevelopment scheme of significant scale during the Plan period. The following policy principles for redevelopment of the site already apply:</p>	<p>Noted. The Apex Plaza and Brunel Arcade sites are proposed to be allocated in the draft plan.</p> <p>It is considered to be good practice to link the two sites within the policy, given their close relationship and the fact that many issues will apply equally to both sites. This is the case for many sites within Major Opportunity Areas, and, unless the policy states otherwise, does not mean</p>

		<p>In land use terms, this is a highly accessible location, a focus for major office development, with other town centre uses also acceptable, including housing and retail; and there is already support for introduction of mixed use within the town centre.</p> <p>In terms of scale, the site lies within an area defined as being capable of delivering a 'tall building' as part of a new cluster of tall buildings, a tall building in this location should "signify the status of the station area as a major mixed-use destination and the main gateway to and most accessible part of Reading".</p> <p>The Apex Plaza site is capable of making a significant contribution:</p> <ul style="list-style-type: none"> • Capable of providing a mix of uses, including commercial, residential, and retail uses • Provide a significant contribution to the Borough's housing targets • Compatibility with nearby commercial and residential uses, the wider Town Centre, and the adjacent Opportunity Areas • Contribute to wider regeneration and Development Plan objectives • A 'gateway' site in a highly sustainable location, will promote better sustainable travel choices • Potential to optimise the use of the site to provide higher densities and a taller building • An entirely appropriate location for such a building • Sustainable use of previously developed land in a highly accessible location; and • It is capable of being delivered over the course of the Plan period. <p>An allocation that promotes a positive, flexible approach will ensure the Borough's Plan is deliverable, can meet local needs, and can deliver wider development plan objectives, including a vibrant town centre with a mix of uses, and contributing towards the Borough meeting its 5 year housing supply. The site should be allocated in its own right, as opposed to being part of the adjacent 'Brunel Arcade, Station Approach' site. There needs to be sufficient flexibility in the allocations document for these sites to come forward for redevelopment independently, if required.</p>	<p>that sites must be developed at the same time.</p>
Network Rail	Question 17/18 Site A1	Network Rail support the allocation of this site for a mixed use re-development along the lines set out in A1a, although work undertaken	

		<p>by architects appointed by Network Rail in 2013 showed this site alone has potential to accommodate a mixed use scheme with up to 200 residential units. At the time this work was undertaken the re-development of the site, even with 200 residential units, was not viable when prevailing property values and the cost of construction was taken into account. For any redevelopment to proceed it would have to be financially viable and it is felt that the potential to provide up to 200 units would greatly improve the scheme's overall viability.</p> <p>Network Rail support the inclusion of Apex Plaza in this allocation although this is clearly a matter for the site owner. Whether or not the owners of Apex Plaza are willing to re-develop their site, it is considered that Brunel Arcade could be developed independently and there is no reason why the two schemes should be linked.</p>	
Reading Urban Wildlife Group	Question 17/18 Site A1	This is the only part of Reading Station that has retained its historical charm during the redevelopment. Do not allocate anything that changes the skyline here or the frontage. Fine to redevelop inside.	It is recognised that the setting of the old station building, now the Three Guineas, is important to the heritage of Reading. However, it is not agreed that this means that a building on the adjacent Brunel Arcade site cannot be developed at a greater height. This is one of the most accessible sites in the region, and it is considered that a high density development can be achieved without a detrimental effect on the listed buildings.
Thames Water	Question 17/18 Site A1	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	Noted. The draft allocation makes reference to the water and wastewater constraints.
Thames Water	Question 17/18 Site A1	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be	

		<p>required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.</p>	
Reading Urban Wildlife Group	Question 17/18 Sites A2, A3, A4, A6	These are comments for a2.a3.a4.a6. Option d residential with retail at base for all.	Agreed. This is the proposed allocation.
Sonic Star Properties Ltd	Question 17/18 Sites A2, A3, A4, A6	<p>We request that A2, A3, A4 and A6 are dealt with under one site allocation in order to ensure that a comprehensive scheme for redevelopment is brought forward.</p> <p>The previous owner halted redevelopment of the site due to viability reasons. We consider that the suggested use should instead be "Residential development with flexible ground & LG floor A1/A2/A3/A4/A5 uses."</p> <p>This assists in meeting Reading's annual housing target and retains the flexible 'A' use classes at ground floor level which will ensure that the site features active frontages at ground level. This will be a vast improvement on the existing situation, where the ground floor across the site has become vacant over past years and currently has a neglected feel. It will assist in attracting investment and revitalising the area.</p> <p>The document states that the 2006 permission "has not been implemented". We would request that the site allocation does not state that the permission has not been implemented as this position is still to be determined.</p>	<p>These sites are included in the Draft Local Plan as a single allocation for residential with ground floor town centre uses.</p> <p>The work that has been done so far does not identify scope to accommodate up to 90 dwellings on the site. Through the HELAA process, scope for around 36-54 dwellings has been identified. However, the figures in the plan are indicative, and more detailed work may be able to justify a different figure at planning application stage.</p>

		<p>The planning history shows that physical alterations, including partial demolition of the listed buildings, were previously allowed. Whilst we agree that full redevelopment of the listed properties may not be appropriate, we would request that the allocation is amended to state that any development "respects the historic significance of the Grade II listed buildings", as this allows for the possibility of partial redevelopment along the lines of what has historically been approved.</p> <p>We note that, added together, the current allocations document suggests that the site can accommodate up to 37 new dwellings. However, this estimate was based on the previously consented scheme which included proposals for hotel and leisure facilities. As noted above, the land use preference for the site (above ground floor level) is now 100% residential, as such the maximum target for housing should therefore be increased to reflect this. Our initial studies have shown that the proposed redevelopment of the site could accommodate up to 90 residential units. We would propose this is a maximum potential and would request that the allocation is amended to reflect this maximum figure.</p>	
Thames Water	Question 17/18 Sites A2, A3, A4, A6	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Sites A2, A3, A4, A6	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. However, the total development identified in the vicinity of Market Place area may cause concern relating to foul water sewerage if all developments were to go ahead. We would welcome early consultation concerning any proposed development.	Noted.
Evelyn Williams	Question 17/18 Site A2	The sites in Market Place are an opportunity for a creative strategy for heritage. The buildings are deteriorating and may be difficult to let because of their listed status. However it is a convenient central location in a conservation area and the upper floors could be residential. The ground floor is an opportunity for a small business, not necessarily retail.	Agreed. This is the proposed allocation. Whilst ground floor uses may not be retail, they will still be required to be a related town centre use to ensure that important retail frontages are not disrupted.
Evelyn Williams	Question 17/18 Site A3	The sites in Market Place are an opportunity for a creative strategy for heritage. The buildings are deteriorating and may be difficult to let because of their listed status. However it is a convenient central	

		location in a conservation area and the upper floors could be residential. The ground floor is an opportunity for a small business, not necessarily retail. This appears to be the biggest of the three sites on Market Place with plenty of opportunity for a creative residential conversion. Option A3d but not necessarily retail on the ground floor.	
Evelyn Williams	Question 17/18 Site A4	The sites in Market Place are an opportunity for a creative strategy for heritage. The buildings are deteriorating and may be difficult to let because of their listed status. However it is a convenient central location in a conservation area and the upper floors could be residential. The ground floor is an opportunity for a small business, not necessarily retail.	
Thames Water	Question 17/18 Site A5	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A5	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Evelyn Williams	Question 17/18 Site A6	A6c encouraging small independent retailers on the ground floor (such as in Harris Arcade).	Noted. The potential for ground floor retail at this site is included within the policy, and the Small Shop Units policy includes general expectations for small shops.
Reading Urban Wildlife Group	Question 17/18 Site A7	A7c keep the buildings	Noted. This site is now subject to planning permission and is not included within the Draft Local Plan.
Thames Water	Question 17/18 Site A7	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 17/18 Site A7	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Caversham and District Residents' Association	Question 17/18 Site A8	This site is compromised by proximity to the railway facilities and the major disturbance from diesel engines being experienced around Cardiff Road. We therefore believe that it should not be considered for housing development until the railway has been electrified. If housing	Noted. This proposal is not carried forward into the Draft Plan, due to the significant needs for additional industrial and warehouse uses, which will be exacerbated by wholesale losses of

		was eventually considered appropriate, we would expect that there should be provision within any scheme for on-site parking.	employment space.
Environment Agency	Question 17/18 Site A8	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	
Reading Urban Wildlife Group	Question 17/18 Site A8	A8d, put good planting amongst residential. Ensure wildlife corridor n-s leading to riverside area. Assume this will be the start of more residential development. Go for lower end of density	
Thames Water	Question 17/18 Site A8	Water: We are concerned about this developments proximity to Fobney Water Treatment works and the ground water boreholes which serve the works. Fobney takes its supply from both a river intake and groundwater boreholes. A study will be required to ensure that there is no impact on water quality as a result of this development. The Study should have regard to the river floodplain and possible contamination from historic land use in the area. The study should identify and protect drinking water supply mains that may run through the site and should build in a water resource protection zone.	
Thames Water	Question 17/18 Site A8	225mm nearest foul sewer so capacity concern. Due to the size of the potential development, further consultation would be required once the proposals have been confirmed.	
Thames Water	Question 17/18 Site A8	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the	

		recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Evelyn Williams	Question 17/18 Site A8	Erect Reading's Skytower, that will be taller than the Blade. Potential to relocate BBC Radio Berkshire here.	
Thames Properties Ltd	Question 17/18 Site A8	It should be noted that the site plan for site A8 is not entirely accurate as it excludes a portion of land to the east of Tessa Road which is also within Thames Properties ownership. We request that the red line boundary is amended to this effect.	Noted. The whole employment area has been considered within the HELAA and site selection process.
Thames Properties Ltd	Question 17/18 Site A8	<p>Campbell Gordon have prepared a report that deals specifically with the former Cox and Wyman building. The Campbell Gordon report advises that the building 'is highly unusual and was built and expanded on a bespoke basis by Cox and Wyman as a book printing works ... The building is outdated and unsuitable for most modern industrial/warehouse operations due to its layout, specification and design ... The building is in very poor condition ... The offices are extremely dated and extensively worn, and damaged from day to day usual wear and tear.'</p> <p>In terms of letting prospects, the report confirms that 'The property's age, location, layout, size, specification and condition are not suitable for the demands of the current market, and it is therefore highly unlikely to attract a tenant on a normal commercial basis .. it is unsuited to modern industrial processes ... the age of the building means it is in a very poor state of repair.' The building has been actively marketed by Sharps Commercial since Cox and Wyman vacated in April 2015 and has now been let at an almost nil rent basis (10 pence/sq.ft) in order to mitigate business rates and security costs, and the Campbell Gordon report is clear that 'There has been no significant interest to take the unit on for a long term on normal market terms. '</p> <p>The Cox and Wyman Building should be removed from the CEA designation entirely and reallocated for residential purposes. The site could be put into a far more sustainable use on what is plainly a highly accessible brownfield site in close proximity to both Reading Town</p>	It is agreed that the Cox and Wyman building has little future as a wholly employment site, and it has therefore been proposed for allocation as a residential-led scheme.

		Centre and Caversham. Furthermore, given the site's location adjoining existing residential the redevelopment of the site for compatible uses is entirely appropriate and presents an opportunity, through careful masterplanning and visioning to facilitate a clearer demarcation between employment and residential uses. As the consultation document notes, some houses on Cardiff Road are almost entirely surrounded by employment uses, with other houses backing closely on to employment uses. Redevelopment of the Cox and Wyman site presents an obvious opportunity to resolve these issues and deliver an improved living and working environment, whilst making a valuable contribution to the Borough's housing stock (including affordable) on a previously developed site.	
Caversham and District Residents' Association	Question 17/18 Site A9	If used for housing careful attention would need to be given to the density of development and issues on access and parking. Trees should be protected.	Noted. These elements are built into the proposed policy.
Environment Agency	Question 17/18 Site A9	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 17/18 Site A9	Water: We are concerned about this developments proximity to Fobney Water Treatment works and the ground water boreholes which serve the works. Fobney takes its supply from both a river intake and groundwater boreholes. A study will be required to ensure that there is no impact on water quality as a result of this development. The Study should have regard to the river floodplain and possible contamination from historic land use in the area. The study should identify and protect drinking water supply mains that may run through the site and should build in a water resource protection zone.	Noted. The need to ensure that there is no detrimental impact on water quality is set out in the policy.
Thames Water	Question 17/18 Site A9	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	Noted.

Scott Versace	Question 17/18 Site A9	I would support A9a in the allocation for redevelopment for residential use with the provisos that tree preservation orders are upheld and steps are taken to improve the air quality of the area by means of greater tree planting.	Noted. The draft policy highlights the importance of retaining trees.
Evelyn Williams	Question 17/18 Site A9	Erect a large number of prefabs.	The residential allocation does not specify the construction methods.
Historic England	Question 17/18 Site A10	We are concerned at this proposal because of its likely substantial harm to the grade II Tilehurst Road Bridge. The NPPF states that "Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss". In our view, the provision of housing on this site would not be an overriding public benefit and this site should not be taken forward. We therefore object to this potential allocation of this latter site.	Noted. This proposal is not carried forward into the Draft Plan.
Network Rail	Question 17/18 Site A10	<p>Whilst Network Rail are open to fully utilising their land assets, it is considered this particular proposal is not viable on account of the following:</p> <ol style="list-style-type: none"> 1. Whilst building on top of a track in the manner suggested is technically possible, the cost of the necessary engineering work is extremely high and experience has shown that this form of development is only viable where a high value/high density scheme is possible. It is felt that in this case such a development is not feasible as the density required to make the scheme viable would be out of character with the low density nature of the surrounding residential area. A lower density scheme more in keeping with the area would not have sufficient value to justify the high construction costs. 2. Construction over an operational railway as proposed would create serious operating difficulties for Network Rail as the line would need to be kept open throughout construction work. 3. The proposal would have a considerable impact on Tilehurst Bridge which is a grade II listed building. 	

Reading Urban Wildlife Group	Question 17/18 Site A10	Disagree with the suggestion for major development on both sides of the station and redevelopment of the bridge. This is a green corridor and should be protected. Possible potential to develop on one side of the rail cutting only. Do not destroy current bridge	
Thames Water	Question 17/18 Site A10	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Thames Water	Question 17/18 Site A10	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 17/18 Site A10	225mm nearest foul sewer so capacity concern. Due to the size of the potential development, further consultation would be required once the proposals have been confirmed.	
Scott Versace	Question 17/18 Site A10	A10b - no allocation for development due to proximity to the railway line.	
Dr Megan Aldrich	Question 17/18 Site A11	Caversham Weir should not be further developed as the area around the Thames is highly sensitive.	The potential for hydropower at Caversham Weir is now recognised with the site allocation for

Mr Aaron Collett	Question 17/18 Site A11	The Hydropower plan is a very forward thinking idea, would show commitment to greener energy similar to the turbine on Green Park.	Caversham Lock and Weir. It should be undertaken in a way that does not have a negative impact on flood risk, biodiversity or any other sensitivities of the Thames.
Emmer Green Residents' Association	Question 17/18 Site A11	Hydropower generation on this weir with feed-in to the national grid would be of great benefit, both locally and nationally, and local council policy should encourage its go-ahead.	
Environment Agency	Question 17/18 Site A11	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	
Environment Agency	Question 17/18 Site A11	From a flood risk perspective we have no objection in principle to a hydropower scheme at this location and have already been involved in pre-application discussions with the applicant.	
Environment Agency	Question 17/18 Site A11	From a biodiversity perspective any hydropower scheme would need to address all potential impacts of the scheme on the river and incorporate appropriate and sufficient mitigation measures.	
Reading Urban Wildlife Group	Question 17/18 Site A11	Fine with this providing Environment Agency is happy	
Caversham and District Residents' Association	Question 17/18 Site A12	This is pretty, quiet and relaxing island with a natural, open space with grassy paths and seating near to the weir at Caversham Lock. It contains a wildlife pond and several wooden, chainsaw-carved sculptures, an education area and a canoe pontoon. It is managed as a nature reserve by local volunteer groups and is part of very popular circular walk. We believe there should be no allocation for development and we wish to see its present valuable use protected.	Noted. This proposal is not carried forward into the Draft Plan.
Caversham GLOBE	Question 17/18 Site A12	Caversham GLOBE is strongly opposed to View Island being allocated for development. Since being opened up to the public in the 1990s by Reading Borough Council, the island has been managed as a nature reserve by volunteer groups. View Island is designated for protection as open space and as a major landscape feature next to the Thames. The entire island is within	

		<p>the Flood Zone 3 and has been completely under-water during several recent floods.</p> <p>Caversham GLOBE strongly refutes the suggestion by the nominator that View Island "is under used and has become a focus for anti-social behaviour". The island is in fact well used by local residents as a quiet, tranquil place to visit and is on a popular circular riverside walk. Any building on the island would inevitably result in the loss of valuable wildlife habitat and protected open space.</p> <p>A large building with meeting rooms and catering facilities as well as onsite accommodation would be totally inappropriate; such a building would be far more suited to the neighbouring Lock Island.</p> <p>View Island would also fail to meet the exception test since the nearby Caversham Lock Island is already designated for development and would be a more suitable location. The Lock Island is more easily accessible from King's Meadow, and is raised above the flood plain; it would also not involve the loss of woodland or other wildlife habitat on View Island.</p>	
Environment Agency	Question 17/18 Site A12	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	
Environment Agency	Question 17/18 Site A12	This site lies within the functional floodplain (Flood Zone 3b). We would not want any ground level raising on this site and are opposed to the suggestion of a sustainability centre building on this site as it is contrary to the NPPF.	
Environment Agency	Question 17/18 Site A12	As an island, the site is surrounded by water and there is a pond on site. Whilst not convinced of the need for a building on site, there is potential for greater involvement of the local community with ecological management and education.	

Reading Urban Wildlife Group	Question 17/18 Site A12	Option b, no development. This is a good wildlife area and prone to flooding. If sustainability centre should be required or cafe, then put these on lock island or adjacent to swimming pool area.	
Scott Versace	Question 17/18 Site A12	I would back suggestion A12a, to include conservation and an ecology exemplar area.	
Steve Waite	Question 17/18 Site A12	View Island is a nature reserve, designated for protection as open space and as a major landscape feature next to the Thames. As such this should not be considered for development.	
Mr Chris Webster	Question 17/18 Site A12	My conclusion: Do Not Allocate. Twice in recent years the entire View Island has been under several feet of water. Therefore, what sort of building is contemplated? A "small scale" one, but elevated on pillars at least a metre above ground? We hear locally that it is to be occupied day and night - how are Emergency Services to reach it during floods?	
Caversham and District Residents' Association	Question 17/18 Site A13	We believe this site to be unsuitable for housing because of its location in a Zone 3 flood area and the difficulty of providing satisfactory road access.	Flood risk was taken into account in considering whether to allocate the site. The southernmost part of the site is within Flood Zone 3, but the northern half is in Flood Zone 2, and is likely to pass the sequential test for flooding. For this reason, the policy limits development to the northern half, which will also ensure that any impact on the landscape feature is minimised.
Caversham GLOBE	Question 17/18 Site A13	Do not allocate. Caversham GLOBE is strongly opposed to this site being developed. It is within Flood Zone 3. It effectively forms part of the active flood meadow and is adjacent to the public open space and designated major landscape feature of Christchurch Meadows. Safe road access would also be difficult.	
Environment Agency	Question 17/18 Site A13	The site lies partly within the functional floodplain and almost entirely within the current 1 in 100 year plus an allowance for climate change level. It should be noted that there is not much room on site to provide for floodplain compensation. You should consider whether you would accept other forms of mitigation against the loss of floodplain before deciding if this site should go forward as a site allocation. For example if voids are used, floor levels are raised and bearing in mind the new climate change figures, this could have an implication on the roof heights of buildings.	
Reading Urban Wildlife Group	Question 17/18 Site A13	A13a preferred, providing on northern end of the site	
Environment Agency	Question 17/18 Site A13	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what	
			Sequential test work has been carried out in determining which sites are to be allocated. A

		the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 17/18 Site A13	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A13	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
University of Reading	Question 17/18 Site A13	<p>The University is entirely supportive of the suggested use of the site for housing. A13a reflects the submission to the Call for Sites consultation in October 2015 wherein it was indicated that the site is capable of delivery 15 units based on a typical density of 30 dwellings per hectare.</p> <p>Should a higher density development on this site be considered appropriate, the University would endorse alternative option A13b. Given the central location of the site, its clear sustainability credentials and the character and nature of the surrounding area, a higher density development is considered feasible subject to more detailed masterplanning work moving forwards. A higher density development is considered favourable given the pressing need to deliver new housing within the Borough and to make the most efficient use of available development sites within central Reading.</p> <p>The site is capable of making a valuable contribution to the Borough's housing stock in the short term (1-5 years). It should be noted that a small proportion of the site, namely the rectangular piece of land adjacent to 28/29 The Willows is not within the UoR's ownership. This does not affect overall deliverability.</p>	Noted. The site is included as an allocation in the draft plan, albeit that the developable area is reduced for flood risk reasons.
Len Aberly Mrs P Ager Tina Allen	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The	The proposal is to identify two parts of the land on Kentwood Hill and Armour Hill for development and to protect the remainder

Anonymous		land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.	<p>including Victoria Recreation Ground as Local Green Space. The land to be used for housing has not been in use as allotments for some time, and there is no likelihood of allotments being reprovided on this land regardless of whether it is allocated. Given the very significant needs for new housing, it is therefore considered that this is an appropriate balance between provision of much needed housing, with protection of those areas that are of significance for recreation, wildlife and as allotments. It is considered that this approach provides the comprehensive solution that the SDPD Inspector required. An overall comprehensive approach at applications stage is also a requirement of the allocation.</p> <p>In terms of local infrastructure, this clearly needs to be considered as a whole for the area, and the Infrastructure Delivery Plan seeks to pick up on the needs identified. Advice from the transport section has highlighted the need for development to address the main affected junctions. In terms of Polsted Road, no access from this road is proposed.</p> <p>The expectations are that this site will need to provide at least 50% 3+ bedroom homes, in line with the policy on housing mix. Affordable housing provision will also be part of any development in line with policies, and this will ensure that development helps to meet local needs.</p>
L Asbury			
Clive Bedford			
John Berry			
Deborah Dadd			
David Evans			
Louise Fenner			
Joanne Hales			
Gordon Johnson			
Carol McLellan			
K Phillips			
Ruth Shaffrey			
L West			
Gillian Andrews	Question 17/18 Site A14	<p>My preferred option is A14c (do not allocate for housing). My second option if absolutely necessary is A14d (only develop land currently used as a builder's yard), though it would add further pressure on general parking and local infrastructure.</p> <p>This area is identified as open space, with both the Victoria Recreation Ground, and allotments being of significant value, and indeed very popular. It is therefore of great importance to hold this entire area as 'green space'.</p>	
Peter Andrews	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. When will this building madness stop? Enough is enough! Local infrastructure (roads, trains, doctors, schools, hospitals etc) is already stretched to the limit.	
Anonymous	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. This should not include housing development. The land previously used as allotments should be protected for use as allotment	

		land. Victoria Recreation Ground should continue to be used as a playing field.	
Sally Archer	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. The builders yard seems bigger and noiser than it was. Will any expansion become brown fill?	
Bob Asbury M Asbury	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. It should stay as a local amenity.	
David Bailey	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. The fact that there is a waiting list for the local allotments indicates a true need. In a Rat-Race age, people need recreation, in various forms, to relax. Adding more housing, in an already crowded area, needs more infrastructure, which rarely, if ever, happens.	
Joseph Baker	Question 17/18 Site A14	A14 should not be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotments, on the land previously used as allotments, on the builders yard, on the Withies/Copse area. The land previously used as allotments should not be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Housing is more important than hobbies. I am a plot-holder but this is crucial.	
Mary Bartlett	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The	

		land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. It is vital that land is kept for growing for future generations to benefit.	
Lynda Chater	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the builders yard. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Tilehurst has a rich history of horticulture, with a large number of nurseries and allotments having been centred around Tilehurst village until the area was engulfed in housing development from the sixties onwards. This site is one of the few remaining areas in Tilehurst that reflect this heritage.	
Jane Chesterfield	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Development of housing over such a large area would have a considerable impact on local traffic congestion and would require significant investment in local infrastructure (schools, doctors' surgeries, etc), as there is no space capacity in the area at present.	
Mrs Sarah Chilton	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the Withies/copse area. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.	
Lis Clayton	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Tons of wildlife in allotments, badgers, owls, deer, bats, birds (red kites) etc that should not be disturbed. It is extremely peaceful working there on allotments, a great relaxation and	

		therapeutic. More houses would destroy the area and devalue properties already here.
Julia Cooper	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. As more houses are built in gardens and new ones have virtually none, it is even more important to keep green space and the opportunity for healthy exercise and mental recreation.
Peter Andrews Karen Clyne	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the builders yard. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.
Mrs Jenny Cottee	Question 17/18 Site A14	Option 14b. Do not accept any of this land for housing or employment development until a plan for the whole site has been produced. Piecemeal development and erosion of the significant landscape and environmental value must be prevented.
Mrs Jenny Cottee	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Until and unless there is an accurate plan for the whole site all the land should be protected. The current proposal is vague. It seems to disregard the judgement of the previous planning inspector about preventing piecemeal development. I wish to prevent loss of green space. If an accurate plan were available for comment, and reliable future safeguards were in place I might agree to a small amount of building on the lowest part of the site -possibly in compensation for the existence of the builders yard so long unfettered by planning regulation, and freeing the builders yard from 'brownfield' status.
Ian Duddle	Question 17/18	Governments have always wanted land to be used for recreational and

	Site A14	growing/fitness use. Keep the allotment land for allotments.	
Roger Ebbett	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. As usual every piece of green land is considered as potential building land without a thought to how it will affect the existing residents. I suppose the landowner will receive large sums of money and the rest of us can go to hell as we are supposed to just accept it, but why should we? We are important too and pay large amounts of money in council tax and get less and less for it, I'm sick of the council and the way they just ignore everyone except money grabbing landowners.	
Colin Edwards	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.	
Mr R W Embling	Question 17/18 Site A14	<p>A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. I can remember as a lad going to fetes and playing football at Victoria Recreation Ground which gave me much enjoyment and pleasure, I find it hard to believe that this playing field can be allocated for building and just the thought of housing appearing on this area makes me feel sick. This area should be kept as a Recreation Ground for many years to come for our future children, grandchildren to enjoy all the benefits as I had when I was younger.</p> <p>With regards to the Allotments, all younger and older people all need to have somewhere to go and enjoy their hobbies, especially for people who have not got room for growing vegetables in their gardens. We all need open spaces, therefore these Allotments should remain for generations to come. It is my belief that the charity that owns all the</p>	

		surrounding land has become too greedy, what with extortionate prices for Allotment plots, and now the idea of selling parts of this land off.	
Liz Ellis	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. We need more space for allotments. And this site includes Victoria Recreation Ground which is a much used play area. All the site should be protected as local green space.	
Mark Eveleigh	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the builders yard. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. These are vital amenities and should be retained. Allotment space is at a premium - with the Chapel Hills site under threat.	
J Fidler	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. No houses on any of this site, i.e. allotments or playing field.	
Jane Field	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Victoria recreation ground is used by local sports group. It is a very popular area and the only one this part of Tilehurst. The allotment site was left to the people of tilehurst by the person who previously owned the site.	
Mrs Gould	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The	

		land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. It is most important that the Recreation Ground is used as a playing field. This area is used for football, which helps bring the community together. It is used by dog walkers (especially the elderly). Tilehurst Village is already a very built up area	
David Griffiths	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. This land was set aside for the people of Tilehurst by the enclosures act. It is outrageous that it should be hijacked by a small private charity.	
Miss L V Jones	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Victoria Recreation Ground has become part of the Tilehurst community, being well used by children, dog walkers, sports and annual fetes; there would be nothing to replace it & the community would be deprived of a valuable recreation area. To consider building on any of the 'allotment' area would be inconceivable. Even discounting the health & recreation benefits it brings, the road systems around the area are too narrow to cope with increased usage and facilities practically non existent.	
J Kirton	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. I was moved from my allotment site about 20 years ago. This land has stayed empty. Only the builders yard has been used and has got bigger. It has been bad management by the trustees.	
Greg Lewis	Question 17/18 Site A14	I appreciate the need for new housing, however I strongly object to certain sites. These should not be included in any plan.	

		In particular, site A14 the only option here must be A14c (do not allocate for housing). I have been a resident in Tilehurst all my life and have seen a huge amount of development. So much so, few spaces remain un-covered with concrete. This cannot be allowed to continue.	
Melinda Lewis	Question 17/18 Site A14	There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotment land. The land previously used as allotments should not be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.	
Mr William Macphee	Question 17/18 Site A14	<p>The whole site (with the regrettable exception of the builder's yard) should be kept as open space.</p> <p>At the moment the allotment area is more or less fully let and utilized. Until the owner threw tenants off the rest of the site was allotments, which I believe were well used. The fact that that half of the site is derelict wasteland is a function of the owner's actions, and not necessarily an indication of a lack of would be tenants.</p> <p>One cannot tell how the demand for allotments (or other open recreational areas) will develop over the coming decades. There are predictions that population will rise and work will reduce (due to computerization and automation), so in the future there may be more under-occupied people who might like allotments. Once built upon it will be difficult and probably uneconomic to return land to open space.</p> <p>The land, as it is, provides open views northwards over Oxfordshire - these should be preserved, and not blocked by building.</p> <p>The Recreation ground is well used for sport, dog walking, shows and general enjoyment of open space and greenery, and so once again should be preserved.</p>	
Orla McBride	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the builders yard. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. More homes means more people,	

		and as housing is getting denser the requirement for allotments will increase. Please preserve this space for this use. Also, I use the recreation ground most days, and there are always other people using it. I'm not sure why the football has stopped - I've heard a rumour about rats, but this can easily be sorted by pest control if this is the case.	
Gill McDonald	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Leave all valuable green spaces alone.	
Date Newnham	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. This land should be left as allotments and green space. There isn't the infrastructure in place to sustain further large development and the local people do not want it.	
Jennie Newnham	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Precious allotment land and we don't want to lose it to yet more houses.	
J Pritchard	Question 17/18 Site A14	A14 should not be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotments, on Victoria Recreation Ground, on the builders yard, on the Withies/Copse area The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Need to know where access points will be and if Polsted road will be a no through road for traffic and pedestrians	
Natalie Pryor	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The	

		land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. To develop this open space for housing will certainly cause issues especially on the Amour Hill side - this is a dangerous road at the best of times - being used as a rat run and also during extreme weather - ice / snow - sometimes not negotiable because of the steepness. Parking is also an issue, especially when there are events at the Scout Hut.	
Reading Urban Wildlife Group	Question 17/18 Site A14	A14e, do not build on allotments, copse or recreation land. Include wildlife corridor alongside new development to give n-s route	
Tanja Rebel	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. If anything, there should be more space for allotments.	
Miss Karen Reeves	Question 17/18 Site A14	My view is that the best option is A14c, or A14d as the only possible second best option for this site.	
Andrew Scott	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the builders yard. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. The Victoria Recreation Ground is a hub of community activity where the young can run around and partake of the sport and exercise we are told so often that they need. Not everyone can afford a gym membership. The allotments are another focal point of community life. We already have enough housing on postage stamp sized pieces of land, these can be made bearable for some people with an allotment. Also we want a comprehensive plan of what housing is proposed so that we know we are getting the housing the area needs not more detached expensive properties to fill the builders pockets!	
Katherine Slater	Question 17/18 Site A14	A14 should not be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red.	

		<p>There should be housing development on the land previously used as allotments. The land previously used as allotments should not be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. The Victoria Recreation Ground is well-used for all sorts of purposes: dog-walking, football, fetes among them. Arthur Newbury Park is too hilly to satisfy all these needs. If there is more housing in the area then there will be a greater need for this 'green lung'.</p>	
Anita Soulsby	<p>Question 17/18 Site A14</p>	<p>A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotments, on the land previously used as allotments, on Victoria Recreation Ground, on the Withies/Copse area. Victoria Recreation Ground should continue to be used as a playing field.</p>	
Tilehurst Allotments Society	<p>Question 17/18 Site A14</p>	<p>Tilehurst Allotments Society agrees with option 14c, that none of the land should be allocated for housing.</p> <p>All the land is designated as open space apart from the de-facto builders yard. The planning inspector in 2012 rejected the proposal to build on part of the site. He recommended that a plan showing use of all the land on this site should be drawn up and proposals for development of any portion should be considered in context so avoiding piecemeal development. Tilehurst Allotments Society would welcome an opportunity to consider the future of allotment gardening locally in the context of such a plan.</p> <p>Apart from temporary delays in lettings (3%) there are no vacancies on the land currently let as allotments off Armour Hill/Polsted Rd. Even with no advertising the waiting list is currently about 10, which is replicated over Reading. Significant waiting lists are the norm despite the move to small plots (half the traditional size). Smaller gardens, greater housing density and increase in awareness of health/food/exercise issues all tend to mean there is continuing need for allotments.</p> <p>Even in this housing crisis allotments are needed by those who enjoy the healthy hobby, and as mitigation against ever increasing housing</p>	

		<p>densities and urbanisation. We believe that even if left as it is for the life of the revised Local Plan it would be better for the 'reserved lands' to remain as it is than to be built on without any overview of the use of all the site and start a period of piecemeal development.</p>	
<p>Tilehurst Poor's Land Charity</p>	<p>Question 17/18 Site A14</p>	<p>Our assessment of "the site" relates to all of the land at Kentwood Hill owned by Tilehurst Poor's Land Charity recognising that it is unlikely that the entire site will be appropriate for residential development.</p> <p>Given the site's location and proximity to services, we consider it a highly sustainable location which could provide much needed additional housing in Reading.</p> <p>We support the principle of allocating the land at Kentwood Hill for development. Given the need for Reading to deliver 699 new homes a year, and issues RBC faces in identifying suitable sites then appropriate sites such as the land at Kentwood Hill are essential in assisting in meeting the Borough's Objectively Assessed Need. For these reasons we consider that the Option "Do not allocate" is not appropriate, and should be discounted.</p> <p>On the basis that it is entirely appropriate, and necessary, that the site should be allocated, the next consideration is what extent of the site should be allocated. Having regard to the Inspector's comments on the SDPD, we consider that in order for the emerging Local Plan to be found sound, the entirety of the Kentwood Hill site should be allocated as a mixed use development, comprising residential, formal and informal open space. Such an approach would avoid the earlier Inspectors concern about both avoiding "piecemeal development that is not well related to the surroundings" and delivering the "comprehensive approach" sought by the earlier Inspector.</p> <p>A mixed use allocation could comprise the following elements:</p> <ul style="list-style-type: none"> • Approximately 4.7ha of land for residential development of around 141 dwellings at 30 dph. This consists of the builders yard and immediate surrounds, the land to the east of the yard fronting Kentwood Hill and the allotment area; • Retention of Victoria Recreation Ground as formal public open space; 	

		<ul style="list-style-type: none"> Retention of the Local Wildlife Site and Major Landscape Feature; <p>This proposal would involve the loss of the allotments, however, these are non-statutory allotments which are not afforded any protection and whose use could terminate at any point. We consider the pressing need for new homes in sustainable locations and the requirement for the Council to meet its OAN outweighs the need for the retention of non-statutory allotments.</p> <p>As a further consideration, an allocation of this scale could deliver improvements to the formal open space at Victoria Recreation Ground. Development could fund improvements such as improved changing facilities and improvements to the play area.</p> <p>For these reasons our client supports option (v). The proposed allocation at Kentwood Hill should therefore read:</p> <p>"Allocation of site for a mixed use development comprising up to 141 dwellings and including the retention of Victoria Recreation Ground, the Local Wildlife Site and Major Landscape Feature. Development will include opportunities to improve leisure facilities at the Victoria Recreation Ground and maintain or improve the existing Green Network and will maintain or enhance the Major Landscape Feature."</p>	
Lucie Twivey	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotments, on the land previously used as allotments, on Victoria Recreation Ground, on the builders yard, on the Withies/Copse area. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Please don't let's lose this space. If it has to be sold by the present owners perhaps it should be bought for the community.	
Scott Versace	Question 17/18 Site A14	The allotments and adjoining recreational fields are integral parts of the surrounding community, not to mention the value they hold to the ecosystems in place in the area. If any development is to occur in this area I would back suggestion 1 (A14a) or the alternative (A14d).	
Evelyn Williams	Question 17/18 Site A14	The allotments really should stay as allotments as there is the demand for them.	

Frances	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. This should not include housing development. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field. Please do not put housing there especially allotments and Victoria Park, they have fetes, football playing do walking, great place to be, it would ruin it.	
Matt	Question 17/18 Site A14	A14 (apart from the builder's yard) should be identified as Local Green Space. There should be a plan showing proposed land use for the whole area outlined in red. There should be housing development on the allotments. The land previously used as allotments should be protected for use as allotment land. Victoria Recreation Ground should continue to be used as a playing field.	
BBOWT	Question 17/18 Site A14	Site A14 includes an area of land designated as a Habitat of Principal Importance (deciduous woodland), Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in loss or deterioration of this habitat, including loss of its connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in Section 40 of the NERC Act.	Noted. The area designated as a Habitat of Principal Importance will be retained, and the policy seeks to ensure its connectivity with the rest of the Green Network.
Thames Water	Question 17/18 Site A14	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	Noted. The draft allocation makes reference to the water and wastewater constraints.
Thames Water	Question 17/18 Site A14	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage	

		strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 17/18 Site A14	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	Noted. These issues are referred to in the supporting text to the policy.
Reading Urban Wildlife Group	Question 17/18 Site A15	A15b do not allocate. No reason to destroy area of woodland.	Noted. The proposal is not carried forward as an allocation in the Local Plan.
Thames Water	Question 17/18 Site A15	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 17/18 Site A15	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Scott Versace	Question 17/18 Site A15	A15b due to the tree preservation orders in place and previously refused development applications.	
Environment Agency	Question 17/18 Site A16	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Noted. The proposal is not carried forward as an allocation in the Local Plan.
Environment	Question 17/18	This site has the Holy Brook to the rear. Any redevelopment should	

Agency	Site A16	reinstate an ecological buffer zone between the development and the top of the river bank in excess of 10m width. Ecological enhancements to the river bank and the buffer zone should be incorporated into any designs at an early stage.	
Reading Urban Wildlife Group	Question 17/18 Site A16	All options OK. Need wildlife corridor area alongside the Holy Brook in all plans	
Thames Water	Question 17/18 Site A16	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 17/18 Site A16	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 17/18 Site A17	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A17	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 17/18 Site A17	Within larger Dee park regeneration site. Cow Lane SPS has been upgraded to deal with additional flow from Dee Park, Thames Water would require consultation if changes are made to the proposed development.	
Evelyn Williams	Question 17/18 Site A17	Suggestion 1 - Remove any contamination and consider underground parking. Possibly consider for prefabs / starter homes.	Noted. The policy ensures that any contamination is dealt with. The construction methods of new homes are not dealt with in the policy.
Mount Properties Ltd	Question 17/18 Site A18	We support Option A18a for the residential development of the site for 57 dwellings. The site is ideal for residential development, being: <ul style="list-style-type: none"> located within the settlement of Reading; in a highly sustainable location close to Reading Town Centre and Cemetery Junction District Centre; surrounded by and well related to existing residential 	This site is proposed to be allocated for development within the Local Plan. It is considered that, at this stage, the plan is not able to justify an allocation for the number of homes specified here. The allocation specifies 26-38 homes. However, this is an indicative capacity, and if a planning application is able to

		<p>development;</p> <ul style="list-style-type: none"> • well connected to public transport, being on a major bus corridor with regular bus services; • well served by cycle routes and within walking distance of key services and facilities; and • located in a built up area outside any local landscape designations, ecological protections or flood zones. <p>The site should be developed as efficiently as possible. The siting of the development between two existing larger apartment buildings also creates the existing environment within which to provide a higher density development that respects the surrounding context. Through pre-application discussions with the Council it has been demonstrated how 57 units on the site can be achieved whilst providing a high standard of design that will enhance the wider street scene.</p> <p>The redevelopment of the site will also deliver a mixture of 1, 2 and 3 bedroom properties, provide 30% affordable housing and create a high quality development that will enhance the street scene. Air quality and noise will not constrain development and can be mitigated, where found to be necessary, through the design of the development. The site is deliverable and developable and is in a suitable location for development. Furthermore, there is a realistic prospect of housing being delivered on the site within five years.</p> <p>Options A18b and A18c are not viable options. There is limited demand for offices in this location, and through pre-application discussions Officers have advised that on the basis of the information presented the principle of residential development on the site is acceptable. Option A18d should also be discounted due to the need for housing and the sustainable nature of the site.</p>	<p>demonstrate that a different figure is appropriate, the policy recognises that this may be acceptable. A revised draft will need to take account of any changes in circumstances as a result of any planning applications.</p>
Thames Water	Question 17/18 Site A18	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A18	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	

Caversham and District Residents' Association	Question 17/18 Site A19	We understand that this site could only be made available if land could be acquired outside the Borough boundary. Our views on the development of the site would depend on the details of any specific development proposals.	The site is included within the Draft Local Plan as an allocation for residential development. The following comments are made in terms of the specific issues raised
Caversham GLOBE	Question 17/18 Site A19	Do not allocate. The golf course is a well used leisure space and forms part of the open space on the edge of the borough adjacent to South Oxfordshire Countryside. As such it forms part of the green belt on the edge of the built up area and should be retained as open space.	In terms of loss of undeveloped land, the need for new housing means that undeveloped land may be required as part of the strategy. This site is not covered by other designations such as flood risk or biodiversity, and does not have the landscape significance of other nearby open areas. It is not open to the public, and would not result in the loss of a leisure facility as the allocation would result in the retention of the golf course overall.
Mr Aaron Collett	Question 17/18 Site A19	The golf course is not a major loss to the local area, there are at least 2 within 5/10 miles of this. 100 new houses in theory sounds good, but the implications on traffic need to be considered as this area bottlenecks quite quickly.	
Mrs Sadie Cooke	Question 17/18 Site A19	My main worries are about the services i.e., water, sewage etc. and then there are Schools, doctors surgeries, hospitals all of which are working at capacity. There will be many more cars on Kidmore End Road which is already over full with traffic. And apart from all this the environment here will be badly affected as there is an amount of wildlife in that particular area all of which makes Emmer Green one of the nicest residential areas in Reading.	The site has been assessed for its wildlife significance and was not found to be particularly significant in its own right. It performs a role as part of the Green Network, and policy ensures that a link across the site is retained.
Emmer Green Residents' Association	Question 17/18 Site A19	We have concerns that large scale development on Reading Golf Course would result in additional pressures on other facilities such as schools and doctor's surgeries, and road infrastructure: The recent overriding local issue of where to site the Caversham Heights School has only just been resolved after a long battle and there is a danger that this issue would flare up again with a further influx of pupils, even before the new school is built. Development would add significantly to the congestion in the south-eastern part of Kidmore End Road (alongside the recreation ground), which only allows for a single lane of traffic, one direction at a time.	In terms of transport, it is recognised that there may be upgrades necessary to nearby roads and junctions. The policy takes account of this. The education infrastructure necessary to support development north of the Thames will be set out in the Infrastructure Delivery Plan. Specific options are under consideration.
Gregory and Andrea Grashoff	Question 17/18 Site A19	The inclusion of this possible site is counter to the second Core Objective. This is a designated Green Space and environmentally important for wildlife, plants and trees, is also an important local amenity and a key leisure, sport and recreation facility.	The primary healthcare constraints in the area are noted, and this site has scope to provide a site for new facilities. The policy reflects this. The potential for archaeological finds are noted in the policy.

		<p>There is already huge pressure on the oversubscribed school and "education" infrastructure in North Reading. Efforts to provide additional schooling in North Reading have proved to be extremely difficult.</p> <p>The pressure on doctor and "healthcare services" in North Reading is extreme with places at existing practices also oversubscribed.</p> <p>Other essential services are also under severe pressure. Thames Water are already experiencing problems with water pressure due to the additional housing development that has already taken place in Emmer Green.</p> <p>Traffic on Kidmore End Road is already excessive particularly at rush hour and school start/finish times. Any increase in traffic would also adversely affect traffic flow into Reading. Currently queuing traffic occupies Buckingham Drive and Peppard Road for lengthy periods attempting to enter Reading by either Reading or Caversham Bridge.</p> <p>We therefore recommend that the plan removes A19.</p>	
Sheila Harris	Question 17/18 Site A19	<p>Given that recent developments in this area show that each dwelling has an average of 2 vehicles this would result in a potential increase of 200 vehicles using the road. In addition, if the Golf Club extends to incorporate a health club and swimming pool, even more traffic will be generated. Kidmore End Road is virtually a single lane road from its junction with Peppard Road almost to the entrance to Benets Way. This is due to residents of the terraced houses having no alternative parking. As this is also a bus route traffic is frequently held up. The new housing development would presumably require its own entrance separate from that for the Golf Club. That would mean having exits from Benets Way, Lyefield Court, Chalgrove Way, the new Golf Club, the recent development of houses opposite the Golf Course and Twin Oaks within a comparatively short distance.</p> <p>I understand from local residents that pressure on local schools is intense. Is there any plan to provide for the extra influx of children? I presume that most of these dwellings will be family homes.</p> <p>Local doctors surgeries are also under pressure and the ones at Emmer</p>	

		<p>Green, on the Peppard Road and Hemdean Road have to room to expand. Are there plans for provision for extra demand?</p> <p>Are the utilities able to cope with an additional 100 dwellings? Since mid January there have been 2 sudden electricity power failures and a curtailment of supply of about 5 hours while a major fault was repaired.</p>	
Sheillah Higginson	Question 17/18 Site A19	<p>Education: Extra classrooms were provided at Grove Road Primary and I expect they are fully occupied. You also have to consider the early years and childcare facilities locally. Pressure to provide extra school places.</p> <p>Environment: the loss of a leisure facility and open space. The effect on wild life living on the golf course</p> <p>Health: air pollution would increase from extra traffic</p> <p>Highways: this is a very worrying aspect of the proposed development. Kidmore End Road is very heavily used. 100 houses would probably mean 150+ extra cars, add service vehicles. A new access road to the dwellings would be needed, plus an entrance to Reading Golf Club making a total of 2 access roads. Driving north up Kidmore End Road you pass in quick succession a large number of entrances. Poor parking on this road can block buses. To give you some idea of traffic on our development we have visits by doctors, nurses, carers, chemist, milkman, dustbins, cleaners, hairdressers, chiropodists, cleaners, supermarkets and many more, before the residents and their visitors.</p> <p>Housing: I realise all Councils are under pressure to provide extra homes but looking at the area could you really fit 100 dwellings, although I see 3.75 ha comes in the range 85-134 homes. Would these be starter homes? Would you have to include any social housing?</p>	
Bethan Howard	Question 17/18 Site A19	I wish to object to the idea that A19 is suitable for housing. Access on Kidmore End Road is narrow with frequent parked car movements adding to the hazards, plus the entrance to the club house car park is crossed daily by school children and is already a great risk to them.	
Ian Howard	Question 17/18	I wish to object to the proposed housing at Reading Golf Club at	

	Site A19	Kidmore End Road. Access is too limited down Kidmore End Road past the terraced houses and Emmer Green Primary School is already over subscribed.	
Gillian and Dennis King	Question 17/18 Site A19	We are very disappointed to see that Reading Golf Course is being suggested for consideration for possible housing development. We understand this golf course has been in existence for over 100 years and to take away this amenity would be a great loss to the local community. This area has already suffered from a major development recently, commonly referred to as Bugs Bottom which has already made local schools and doctors full to capacity. The road structure from the north of Reading to the town centre has not had any major improvements unlike the roads from the southerly direction and any future development will clearly only worsen traffic flow. Added to the above Thames Water authority has already advised us that the water pressure is so low in this area due to the excess housing development which have been recently built.	
Margaret and Michael Pocock	Question 17/18 Site A19	<p>Schools are already full and overflowing with temporary classrooms occupying playground space. Doctors are becoming desperate. We would refer you to the failure of providing a surgery to cover the "Bugs Bottom" development and of course a school.</p> <p>If the residential development proposed were to come to fruition the numbers of cars exiting on Kidmore End Road (150 plus) would be a major impact on the area. At the moment when there is an event at the golf club parking on the K.E. Road is of considerable inconvenience. At any time parking from a good section of the road is impossible and Chalgrove Way takes the brunt. Our prediction is that this would intensify. The road is also subject to speeding and this will increase and endanger the children walking to the schools.</p> <p>This development cannot take place unless South Oxfordshire agree to the Golf Club proposals to build a clubhouse in Tanners Lane. Even if this was agreed the approach road which is very narrow would need to be considerably upgraded and they would be unlikely to bear the cost. At this time the extra traffic generated by golf club members travelling to the car park in Tanners Lane is mostly only necessary at weekends but the proposal will necessitate all members and event attendees</p>	

		<p>always using this totally inadequate access,</p> <p>We would suggest that the only proposal that is remotely sensible is a new clubhouse as put forward in Option(s) A 19c or (if arms are twisted) A19d</p>	
Reading Urban Wildlife Group	Question 17/18 Site A19	Against development for residential. Wildlife corridor east west to open country, and link to open areas to north east. Only potential area is at the south of the site next to club house.	
Harvey Smith	Question 17/18 Site A19	Kidmore End Road between the Golf Course and Peppard Road, which is a bus route (24), allows for traffic in one (alternating) direction only and is already congested at times and is blocked when refuse is being collected or when there are emergency vehicles or work vehicles trying to access the houses opposite the recreation ground. A solution to the road access situation would need to be found before such a large number of new dwellings should even be considered by RBC. The one surgery in Emmer Green (next to St Barnabas church) seems to be struggling to cope, given how difficult it is to get an appointment there. Schooling may also be an issue. There is also the issue of the character of Kidmore End Road in the area of the Golf Club. The Council should exclude Suggestion A19a from the Local Plan and adopt Alternative Option A19b or A19c.	
Peter and Linda Smith	Question 17/18 Site A19	<p>This plan is in conflict with the Core Objective concerning quality of life. Among the specific concerns are:</p> <ul style="list-style-type: none"> • Access to and traffic on Kidmore End Road: the impact of more traffic turning on to this road will be major and significantly adverse. This road is already subject to heavy through traffic. Residents without garages/parking places have to park on roadside, reducing it essentially to an alternating one way circulation for much of the day. • Access to Caversham and Town: the increase in population would increase further rush hour traffic from Peppard Road and the already inevitable "rat runs" along Hemdean Road, currently heavily congested and add to the heavy traffic over both congested bridges. • Pressure on School places: Already heavily subscribed (viz refer to the recent discussions for extra school on Mapledurham playing fields) 	

		<ul style="list-style-type: none"> • Pressure on Doctor Services: Already heavily subscribed and led to suspension of new patients at a practise for a recent period. • Impact on archaeological sites: Responses to previous planning applications revealed the risk of disturbing remains of adjacent ancient sites and possibly the Golf Course and surrounding area. <p>We therefore request that the plan leaves the utilisation of the Reading Golf Club site unchanged.</p>	
Thames Water	Question 17/18 Site A19	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	Noted. The draft allocation makes reference to the water and wastewater constraints.
Thames Water	Question 17/18 Site A19	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Emmer Green Residents' Association	Question 17/18 Site A20	In our own area, our preferred option is A20.	Noted. This site is a proposed allocation in the Draft Local Plan. The draft policy notes the importance of a north-south green link.
Reading Urban Wildlife Group	Question 17/18 Site A20	This is reducing wildlife corridor from the Thames up through the crematorium area. Important for design of layout to leave a north south	

		corridor across this development	
Thames Water	Question 17/18 Site A20	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 17/18 Site A20	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 17/18 Site A21	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A21	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
University of Reading	Question 17/18 Site A22	The University is entirely supportive of the suggested use of the site for housing in the region of 20 dwellings. A22b is not considered an appropriate strategy given the need to find suitable, deliverable and sustainable sites in the short term in order to boost and maintain the supply of housing in Reading, and of course to assist in the delivery of full OAN. Sites such as A22, which lie in close proximity to central Reading, the University and array of services as well as key public transport routes should be viewed positively with a view to enabling delivery in the short term (1 - 5 years). It should be noted that property no. 18 does not fall within the UoR's ownership, however this does not impede overall deliverability.	Noted. The site is included as a proposed allocation within the Draft Local Plan, although the sensitivities of the site, in particular in terms of trees within a conservation area, mean that fewer dwellings are likely to be appropriate.
Thames Water	Question 17/18 Site A22	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A22	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Reading Urban Wildlife Group	Question 17/18 Site A23	Prefer A23 b or c. This is an important corridor along the long gardens east west linking the university grounds to Kendrick Road north south route. Lower density development could be appropriate, but only if there is a barrier to extending the road into the site. Otherwise, this development proposal will come with a new road and intension to continue back garden development along the length of these long	The proposed allocation is generally in line with the existing plan. It will require a new road accessing the site, but this does not create any presumption that land further west of the site will be appropriate for development.

		gardens	
Thames Water	Question 17/18 Site A23	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A23	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
BBOWT	Question 17/18 Site A24	This proposed site entirely comprises land designated as a Habitat of Principal Importance (floodplain grazing marsh), by Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in loss or deterioration of this habitat, including loss of connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in Section 40 of the NERC Act. Development of this site would therefore be contrary to the statutory obligations of the NERC Act and the policy obligations of the NPPF. This site should remain undeveloped.	<p>Noted. This area is not proposed for development within the Draft Local Plan, particularly due to its flood risk and wildlife significance.</p> <p>The Draft Local Plan includes recognition that an area largely outside Reading Borough may be considered for development (as recognised in the West of Berkshire Spatial Planning Framework). Use of parts of this land for associated open space or flood alleviation would need to be considered as part of an overall whole, and cannot be pre-empted in this plan.</p>
Environment Agency	Question 17/18 Site A24	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	
Environment Agency	Question 17/18 Site A24	This site is functional floodplain and residential development ('more vulnerable' development) should not be an option for this site. This would not be NPPF compliant. The NPPF states that only water compatible and essential infrastructure (with exception test) is compatible on this site as long as it remains safe to users in times of flood, results in no loss of floodplain storage, does not impede flows and does not increase flood risk elsewhere.	
Environment Agency	Question 17/18 Site A24	This land should not be included for development due to the impact on the various watercourses and their associated corridors.	
Reading Urban Wildlife Group	Question 17/18 Site A24	Not suitable for development due to flooding	

Tarmac	Question 17/18 Site A24	The development potential of Searles Farm is intertwined with what might happen in the wider area. Therefore, at this stage it is not appropriate to define particular development land uses or alternative options. There should be a clear recognition that Searles Farm has an essential role to play in the development of the wider area and that its future use will be determined as proposals emerge for some version of the earlier Kennet Valley Park proposal. Specific land uses designations are inappropriate and so a designation as a Major Opportunity Area with a menu of potential land uses is the most robust way forward.	
Thames Water	Question 17/18 Site A24	Water: We are concerned about this developments proximity to Fobney Water Treatment works and the ground water boreholes which serve the works. Fobney takes its supply from both a river intake and groundwater boreholes. A study will be required to ensure that there is no impact on water quality as a result of this development. The Study should have regard to the river floodplain and possible contamination from historic land use in the area. The study should identify and protect drinking water supply mains that may run through the site and should build in a water resource protection zone.	
Thames Water	Question 17/18 Site A24	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 17/18 Site A24	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and	

		potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	
Scott Versace	Question 17/18 Site A24	A24g due to the flood zoning and the town's need for new leisure developments.	
Caversham and District Residents' Association	Question 17/18 Site A25	CADRA has submitted comprehensive comments on the current planning application on this site. Whilst supporting the proposal in principle we have comments about a number of details of the proposed layout. We have especially significant concerns about the proposed 4th storey of the building, which would not only be out of character in the immediate vicinity, but perhaps more importantly, would be clearly visible in views towards Caversham from many vantage points in Reading, thereby destroying a beautiful green skyline which is a valuable part of Reading's heritage.	Noted. This site now has planning permission and is therefore not allocated within the plan.
Thames Water	Question 17/18 Site A25	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 17/18 Site A25	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Dr Megan Aldrich	Question 17/18 Site A26	This is a highly sensitive area either in or contiguous to a conservation area.	The site is not particularly close to a Conservation Area. However, it is recognised that there are particular sensitivities in terms of trees and wildlife that limits the amount of homes that could be provided.
Thames Water	Question 17/18 Site A26	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A26	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 17/18 Site A27	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required	Noted. This site now has planning permission and is therefore not allocated within the plan.

		to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Thames Water	Question 17/18 Site A27	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 17/18 Site A27	60 houses draining to a 150mm sewer. Possible need for an impact study	
Environment Agency	Question 17/18 Site A28	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 17/18 Site A28	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	Noted. This site is not proposed for housing in the Draft Local Plan.

Thames Water	Question 17/18 Site A28	Wastewater: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A28	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	The proposed allocation is for continued employment use rather than residential, so it is unlikely that the specific assessments referred to will be required. However, the policy refers to the need for liaison with Thames Water where development is proposed.
Environment Agency	Question 17/18 Site A29	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Foudry Properties Limited	Question 17/18 Site A29	<p>Foudry Properties Limited has a long term interest in this site. RBC owns the freehold of the entire Site. The site benefits from an historic outline planning permission, which for this land includes a substantial amount of office floorspace with ancillary retail and car parking. The Council accepts that these proposals are no longer viable, and therefore a new solution is required to bring forward this large, contaminated and visible site adjacent to the A33.</p> <p>The development plan should recognise that RBC are freehold owners of the land (Foudry Properties has a leasehold interest expiring on 24th December 2030 incorporating a purchase option); and that the site is effectively allocated for development in the existing Core Strategy (known as 'Southside'). This site should be taken forward as an existing development allocation unlike other sites suggested by third parties in the earlier 'Call for Sites' part of the plan process.</p> <p>The extent of decontamination required to bring forward</p>	<p>Noted. The identification of this site recognises that a range of commercial uses may be appropriate, although gives particular weight to industrial and warehouse uses given the scale of the identified need.</p> <p>The policy does not seek to place unnecessary burdens on development, but there are some clear issues that need to be addressed if development is to be appropriate.</p>

		<p>redevelopment of this Site is a significant up front cost affecting viability. Overly restrictive policies that either limit the range of value generating future land uses that are acceptable, or burden the land with additional costs, would mean that the Site is unlikely to come forward within the forthcoming plan period. This would not be an acceptable position for either land owners or the local community.</p> <p>At this time, Foudry is further investing, to build up a better understanding of the range of options available to address the necessary on-site decontamination in a more commercial and financially acceptable manner. Until this is concluded, a wide range of commercial and residential uses should not yet be discounted for this Site at this time. It is hoped that as the plan develops then further certainty can be provided by Foudry.</p>	
Tarmac	Question 17/18 Site A29	Development of this site for mixed commercial uses is supported. This represents the most efficient use of land.	
Thames Water	Question 17/18 Site A29	Water: We are concerned about this developments proximity to Fobney Water Treatment works and the ground water boreholes which serve the works. Fobney takes its supply from both a river intake and groundwater boreholes. A study will be required to ensure that there is no impact on water quality as a result of this development. The Study should have regard to the river floodplain and possible contamination from historic land use in the area. The study should identify and protect drinking water supply mains that may run through the site and should build in a water resource protection zone.	Noted. The need to avoid detrimental impacts on water quality is referred to in the policy.
Thames Water	Question 17/18 Site A29	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	Noted.
Thames Water	Question 17/18 Site A29	Require further development details once available. Where development is being proposed within 800m of a sewage treatment works, the developer or local authority should liaise with Thames Water to consider whether an odour impact assessment is required as part of the promotion of the site and potential planning application submission. The odour impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a sewage treatment works.	The proposed allocation is for commercial use rather than residential, so it is unlikely that the specific assessments referred to will be required. However, the policy refers to the need for liaison with Thames Water where development is proposed.

Environment Agency	Question 17/18 Site A30	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 17/18 Site A30	Any development here would need an undeveloped buffer zone a minimum of 10m wide measured from the top of the river bank. Ecological enhancements to the watercourse should be included in any proposals.	Agreed. The proposed allocation highlights the need for a buffer to the watercourse.
Tarmac	Question 17/18 Site A30	Development of this land for employment uses is supported. This represents the most efficient use of land.	Noted.
Thames Water	Question 17/18 Site A30	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan includes more detail on the scale of development proposed.
Thames Water	Question 17/18 Site A30	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 17/18 Site A30	Where development is being proposed within 800m of a sewage treatment works, the developer or local authority should liaise with Thames Water to consider whether an odour impact assessment is required.	The proposed allocation is for commercial use rather than residential, so it is unlikely that the specific assessments referred to will be required. However, the policy refers to the need for liaison with Thames Water where development is proposed.
BBOWT	Question 17/18 Site A31	This site includes an area of land designated as a Habitat of Principal Importance (deciduous woodland), Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in loss or deterioration of this habitat, including loss of its connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in	The need for development to avoid detrimental impacts on features of wildlife significance is built into the policy.

		Section 40 of the NERC Act.	
Environment Agency	Question 17/18 Site A31	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 17/18 Site A31	On this site the sand and gravel (Secondary A Aquifer) has been removed and backfilled with waste (leachate is a source of contamination). The landfill material will continue to settle for some years and therefore piling will be required for any development on this site. The engineered landfill sits directly over the Lambeth Group (Secondary A Aquifer) and piling used will penetrate through the landfill and into the top the Lambeth Group and could form pathways for contaminated leachate or groundwater to migrate vertically during the piling operation. The choice of an unsuitable piling solution could leave open pathways for continued vertical migration of contamination. The basal beds of the Lambeth Group have sandy lenses that can act as pathways for pollution to migrate to the top of the Chalk that underlies the site. The Chalk as the receptor is a Principal Aquifer. Please be aware of this when considering what development type will be used for this site.	These issues are noted in the proposed policy, and the contamination issues have informed what the proposed use of the site could be.
Reading Urban Wildlife Group	Question 17/18 Site A31	Contained municipal landfill. Any development has to consider landfill gas issues. Not suitable for residential, could use for commercial with concrete raft construction.	
Roxhill Developments Ltd	Question 17/18 Site A31	Redevelopment for employment uses under Option A will be the most appropriate outcome for A31. RBC has already acknowledged the potential of Site A31 to accommodate employment development. <ul style="list-style-type: none"> The Core Strategy Key Diagram shows A31 as 'Undeveloped Land'. It is the only specific area shown, and as within 'South West Reading'; Policy CS10 states that major employment uses, including industrial and storage and distribution, will be located in the A33 corridor 	Noted. The site is included as an employment allocation in the Draft Local Plan.

		<p>within which the Site sits. Supporting text to the policy acknowledges that the A33 corridor is currently a relatively successful industrial and warehousing area and is likely to continue to be needed in employment use;</p> <ul style="list-style-type: none"> • A31 was previously promoted for a distribution centre and concrete batching plant through the submission of representations on the SDPD. Whilst the site was not formally allocated within that policy document, RBC did conclude that there is sufficient guidance in the local planning policies to judge an employment development on its merits; • RBC agreed that the Site should be removed from the Major Landscape Feature. RBC's Main Modifications document explained that this change "may give more scope for employment development that could contribute to the local economy". <p>The alternative options are not favoured:</p> <ul style="list-style-type: none"> • Option B (do not allocate): it is considered that there is already sufficient guidance in the existing local planning policies to judge an employment development of Site A31 on its merits, irrespective of an allocation. Nevertheless, an allocation would help to further acknowledge the development potential of the site and enable it to be considered in the context of the overall plan-making process; • Options C and D (residential and leisure uses): A31 comprises a former landfill location and the approach along Island Road is already characterised by established commercial uses including the RE3 Recycling Centre and the Thames Water treatment works. <p>It should be noted that pre-application discussions have now commenced in connection with a planning application for the development of Site A31 for employment development.</p>	
Roxhill Developments Ltd	Question 17/18 Site A31	The boundary of Site A31 should be revised in order to 'square off' the north east corner adjacent to the RE3 Recycling Centre. The change would enable any allocation to be as comprehensive as possible. It would also reflect the development potential of the north east corner, which it is understood that Cemex UK is considering as a potential location for a concrete batching facility.	Agreed. This land has been incorporated within the proposed allocation.

Tarmac	Question 17/18 Site A31	Development of this land for employment uses is supported. This represents the most efficient use of land.	Noted.
Thames Water	Question 17/18 Site A31	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan includes more detail on the scale of development proposed.
Thames Water	Question 17/18 Site A31	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 17/18 Site A31	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	The proposed allocation is for commercial use rather than residential, so it is unlikely that the specific assessments referred to will be required. However, the policy refers to the need for liaison with Thames Water where development is proposed.
Reading Football Club	Question 17/18 Site A32	<p>We fully support the allocation of site A32a for Land at Madejski Stadium. It provides an opportunity to make effective use of previously developed land in a prime location within the Borough: an approach fully supported by the NPPF (paragraph 17). The forthcoming infrastructure improvements, including the planned opening of Green Park Station in 2019 emphasises the evolving accessibility and prominence of this area of the Borough</p> <p>The quality of the environment surrounding the Stadium is of low quality with little in the form of supporting uses, such as retail or residential, to create a vibrant destination that can contribute to Reading's economy. The Local Plan process will provide an opportunity to facilitate a sustainable development that can deliver economic, social and environmental benefits to the area.</p> <p>It represents an opportunity to further contribute to the regeneration of South Reading. Through the emerging Local Plan it is unlikely this part of the strategy will be altered given the considerable opportunities</p>	Consideration of the allocation of this site has been undertaken at the same time as consideration of a planning application for the same broad development. At the time of drafting the Local Plan, the Council had not received sufficient data to demonstrate that the site, located on existing landfill, could be developed safely, particularly for residential use. This means that we cannot currently identify the sites for development. At the time of drafting, these discussions were ongoing, together with the exchange of relevant information. If there are any changes in circumstances, a revised Local Plan will need to take this into account.

		<p>within this area in terms of previously developed land as well as the opportunity to bring forward social improvements to this area.</p> <p>The regeneration of the site will allow new development to come forward that can meet the needs of both the 'residential and business communities' as noted through paragraph 17 of the NPPF. There will be an opportunity to provide a considerable number of jobs both through construction and on completion of the development, thus meeting a strategic priority for Reading.</p> <p>This development will contribute significantly to achieving the objectively assessed need and boosting the supply of housing in line with paragraph 47 of the NPPF. This site provides an opportunity to create a new neighbourhood which is supported by a high quality mixed use environment incorporating a public square and open space. The delivery of a significant quantum of residential development will contribute towards creating a 'sustainable, inclusive and mixed community' supported by a variety of other uses which can support different groups of the community.</p> <p>A planning application has been submitted (ref 160199). This incorporates a significant quantum of residential development alongside a range of sought after community, leisure and facilities which have been long-term aspirations for the Borough. The application is supported by a raft of detailed technical material to demonstrate that the scheme is wholly deliverable.</p> <p>The proposed Convention Centre will further reinforce Reading as the heart of the Thames Valley in economic terms, and will build upon RBC's overarching strategy to ensure that Reading grows in regional importance. It will reinforce its evolving role within the wider Thames Valley by being the focus for inward investments and the headquarter location for national and international companies. It will meet the development needs of 21st century business through provide a series of spaces to host large conferences/ exhibitions/ meetings. The dual use for the Convention Centre given its ability to play host to live music events and exhibitions will reinforce Reading as a tourist destination and enhance Reading's cultural offer.</p>	
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Environment Agency	Question 17/18 Site A32	<p>This is a landbuild site with waste deposited over alluvium and sand and gravel (both Secondary A Aquifers). Leachate within the waste is a source of contamination. The landfill material will continue to settle for some years and therefore piling will be required for any development on this site. The northern part of the site is underlain by Lambeth Group (Secondary A Aquifer) and the southern part with London Clay (Unproductive stratum) and any piling used will penetrate the landfill, the alluvium; sand and gravel (and on part of the site the London Clay) and into the top the Lambeth Group.</p> <p>Piling could form pathways for contaminated leachate or groundwater to migrate vertically during the piling operation. Choice of an unsuitable piling solution could leave open pathways for continued vertical migration of contamination. The basal beds of the Lambeth Group have sandy lenses that can act as pathways for pollution to migrate to the top of the Chalk that underlies the site. The Chalk as the receptor is a Principal Aquifer.</p>	
Environment Agency	Question 17/18 Site A32	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	This site is not proposed to be allocated within the Draft Local Plan.
Environment Agency	Question 17/18 Site A32	Any development here would need to have an undeveloped buffer zone along all watercourses, a minimum of 10m in width, measured from the top of the river bank. Lighting will need careful consideration.	
Thames Water	Question 17/18 Site A32	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy	

		Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Thames Water	Question 17/18 Site A32	Waste water: The wastewater network infrastructure is operating very close to capacity. Consequently it is likely that the developer will be required to fund an impact study in order to determine the magnitude of spare capacity in the network and a suitable connection point. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Scott Versace	Question 17/18 Site A32	A32c also allowing enough provision for adequate green space.	
Evelyn Williams	Question 17/18 Site A32	The residential aspects of this development are problematic. Where are the schools, shops, doctors etc to service the residents? Will it be a nice place to live or too noisy when events are on; too quiet and ghostly when they are not?	
Thames Water	Question 19/20 General	Cumulative impact on Blakes Lock SPS required for following sites: B1, B2, B4, B5, B6, B8, B9, B12, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B25, B41, B42, B51	Noted. The Council is considering how best to assemble evidence related to the water effects of development.
Thames Water	Question 19/20 Site B1	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B1	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B1	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	Noted. These issues are referred to in the supporting text to the policy.
Aviva Investors	Question 19/20 Site B2	Aviva welcomes the continued promotion of this allocation but would like to see the wording of the allocation be more supportive of residential led development to ensure that the overall allocation provides a balance of uses in this central location and to also reflect	This allocation is carried forward into the Draft Local Plan, and it anticipates a more significant gain of residential than offices.

		the site's appropriateness for a residential led mixed use redevelopment.	
Reading Urban Wildlife Group	Question 19/20 Site B2	B2c preferred. Want to emphasise the options for north south movement to the station	
Sackville Developments (Reading) Ltd	Question 19/20 Site B2	It is important that the Council carry over the existing allocation B2 as it relates to the Station Hill scheme. Consent has been recently granted for the proposals and works are underway to clear the site.	Noted. The existing allocation is carried forward, with the boundaries changed to reflect most recent development proposals.
Thames Water	Question 19/20 Site B2	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B2	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 19/20 Site B2	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	Noted. These issues are referred to in the supporting text to the policy.
Sackville Developments (Reading) Ltd	Question 19/20 Site B3	It is important that the Council carry over the existing allocation B3 as it relates to the Station Hill scheme. Consent has been recently granted for the proposals and works are underway to clear the site.	Noted. The existing allocation is carried forward, with the boundaries changed to reflect most recent development proposals.
Thames Water	Question 19/20 Site B3	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	This development already has planning permission.
Thames Water	Question 19/20 Site B3	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning	

		Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 19/20 Site B3	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	
Aviva Life and Pensions UK Ltd	Question 19/20 Site B4	Aviva would like to see that the allocation is amended to provide additional supporting text to ensure that there is not only a flexible approach to delivery, in terms of land use, development footprints, quantum but also phasing. Phasing is an important issue with allocations involving various landowners and land uses and that the policy wording should reflect this, in that development allocations should be equitable to reflect the varying timescales required for bringing forward development. The policy wording should seek to ensure that development parcels within the allocation should be designed in such a way that they do not have a detrimental impact upon the flexibility and deliverability of the wider allocation.	Noted. The potential for the site to come forward in different stages is understood, and the policy does not insist on a comprehensive scheme for the whole site. Nevertheless, a comprehensive approach is clearly preferable, and it may be counterproductive for the policy to specifically support a phased approach.
Caversham and District Residents' Association	Question 19/20 Site B4	Considerable care should taken in assessing the potential impact of any tall buildings on significant views. Any tall development in centre of Reading could inevitably impact on views to and from the River Thames and from Caversham. CADRA has helped to develop terms of reference for a study of views from Reading's waterways. This is an important area for Reading and should influence the decisions here. We have considerable concern about this area, on the Caversham side	The tall buildings strategy was developed taking into account a wide range of views, including from Caversham. The Station Area Framework, which will remain relevant, includes more detail on building heights, and seeks to reduce height away from the station towards Caversham Road and Vastern Road.

		of the railway. The existing buildings surrounding this area are not of great height. We would argue that any development should be stepped down in height toward the Caversham Road and Vastern Road edges of the area, and stepped up in height towards the rear of the site and abutting the railway. This would lessen the visual impact on the surrounding development.	
Environment Agency	Question 19/20 Site B4	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B4	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B4	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Caversham and District Residents' Association	Question 19/20 Site B5	<p>Considerable care should taken in assessing the potential impact of any tall buildings on significant views. Any tall development in centre of Reading could inevitably impact on views to and from the River Thames and from Caversham. CADRA has helped to develop terms of reference for a study of views from Reading's waterways. This is an important area for Reading and should influence the decisions here.</p> <p>When this site does become available, it will be the last remaining riverside town site, south of the Thames. We support the provision of new pedestrian access across the site, allowing removal of the additional section of the pedestrian bridge, parallel to the riverbank. Development will therefore need to be small scale around the footway to avoid wind tunnels and an oppressive feel. It will also be very</p>	This site is not considered to be suitable for tall buildings. Agreed that development needs to reduce in height from the station towards the river, and this has informed the indicative capacity of the site.

		important to views from the river and of the river.	
Caversham GLOBE	Question 19/20 Site B5	GLOBE would support the rerouting of the new pedestrian & cycle bridge access this site. Any development should allow for substantial open space and tree planting on the river frontage to improve and enhance the river frontage, as well as landscaping on the Vastern Road frontage. Any buildings need to be low-rise in order not to over-dominate the river frontage. Buildings need to be sensitive to views from the river, the meadows and from Caversham.	Noted. The link with the bridge and the potential for an area of open space is set out in the policy. Agreed that development needs to reduce in height from the station towards the river, and this has informed the indicative capacity of the site.
Environment Agency	Question 19/20 Site B5	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B5	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B5	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Caversham and District Residents' Association	Question 19/20 Site B6	<p>Considerable care should taken in assessing the potential impact of any tall buildings on significant views. Any tall development in centre of Reading could inevitably impact on views to and from the River Thames and from Caversham. CADRA has helped to develop terms of reference for a study of views from Reading's waterways. This is an important area for Reading and should influence the decisions here.</p> <p>This site is on the edge of the proposed cluster and development should be highly sensitive to views from the river, the meadows and from Caversham.</p>	The tall buildings strategy was developed taking into account a wide range of views, including from Caversham. The Station Area Framework, which will remain relevant, includes more detail on building heights, and seeks to reduce height away from the station towards Caversham Road and Vastern Road.

Caversham GLOBE	Question 19/20 Site B6	Development of this site should be sensitive to views from the river, from King's Meadow and from Caversham and should include ample soft landscaping and tree planting along the Napier Road and Vastern Road frontages.	
Environment Agency	Question 19/20 Site B6	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B6	Water: Thames Water would like to view any flooding impact study work done to ensure protection of strategic business assets.	SFRA Level 2 work will need to be undertaken on sites at risk of flooding, which will be available at Submission stage.
Caversham and District Residents' Association	Question 19/20 Site B7	Considerable care should taken in assessing the potential impact of any tall buildings on significant views. Any tall development in centre of Reading could inevitably impact on views to and from the River Thames and from Caversham. CADRA has helped to develop terms of reference for a study of views from Reading's waterways. This is an important area for Reading and should influence the decisions here. This site runs along the edge of Kings Meadow. It is important that it should not dominate the meadow.	This site is not considered to be suitable for tall buildings. The need to avoid impacts on the landscape significance of the meadow is set out in the proposed allocation.
Caversham GLOBE	Question 19/20 Site B7	This site runs along the edge of Kings Meadow. It is important that it should not dominate the meadow and should also be sensitive to views from Caversham (particularly View Island, Heron Island and Mill Green on the opposite bank of the river). Any development should include ample soft landscaping and tree planting along the Napier Road frontage.	
Environment Agency	Question 19/20 Site B7	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that

		forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B7	Water: Thames Water would like to view any flooding impact study work done to ensure protection of strategic business assets.	SFRA Level 2 work will need to be undertaken on sites at risk of flooding, which will be available at Submission stage.
Thames Water	Question 19/20 Site B7	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted. The draft allocation makes reference to the wastewater constraints.
Thames Water	Question 19/20 Site B7	225mm nearest foul sewer so capacity concern. Due to the size of the potential development, further consultation would be required once the proposals have been confirmed.	
Environment Agency	Question 19/20 Site B8	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Reading Urban Wildlife Group	Question 19/20 Site B8	B8c preferred. Too far out of town centre for retail	The site is edge-of-centre, which is considered suitable for bulky goods retail.

Thames Water	Question 19/20 Site B8	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B8	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Scott Versace	Question 19/20 Site B8	B8a to continue current allocation.	Agreed. This forms the basis for the allocation.
Environment Agency	Question 19/20 Site B9	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Ropemaker Properties	Question 19/20 Site B9	This allocation is still considered to be relevant moving forward and has the ability to deliver a significant number of residential units to help meet Readings OAN. Given the recently completed development at Chatham Place a mixed used residential led development is considered most suitable in this location. However the site lies outside of the current western grouping within the Tall Building Strategy and policy RG13 of the CAAP, and with the recent consultation on the proposed changes to the NPPF including higher density development in residential areas close to transport hubs, it should be considered for higher density development given its sustainable location which in turn is likely to result in a tall building on the site, subject to appropriate assessment. At this stage, it is considered that such an approach is consistent with the objectives for tall building development as part of the Western Cluster and adjacent to the IDR. The delivery of a tall building and optimising the efficient use of the site will assist in delivering policy objectives.	The proposals have largely been carried forward into the proposed allocation. In terms of tall buildings, this was not one of the areas considered as suitable for tall buildings in the strategy, in part due to the proximity of low-rise residential. Achieving high density in order to contribute to meeting housing needs does not necessitate a tall building.

Thames Water	Question 19/20 Site B9	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B9	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Evelyn Williams	Question 19/20 Site B11	Broad St Mall is surviving the passage of time very well. An opportunity for a creative heritage use as, soon the car park will be appreciated for its brutalist concrete facade. It would be a shame to lose this. The conversion of the Yell building to residential may make re-use of part of this site as residential an option.	Noted. However, even if the existing façade is to be retained, there is clearly a need to improve its interaction with the street, which is referenced in the policy.
Baker St Area Neighbourhood Association	Question 19/20 Site B12	We request that all due respect is given to our CA across the IDR Bridge in terms of massing and height, design and all planning issues in terms of traffic flow, etc. Our area has already lost valued free sky space in terms of the Chatham Mews site development - and "green" views to the Caversham hills have been lost also. The bright lights from the IDR shine into bedroom windows at night two or more streets into our neighbourhood already. We ask that planners be mindful of the negative impacts that any major build may have on our historical neighbourhood where young families and young professionals call home.	The principles for this development area include a need to take account of low-rise residential areas as well as conservation areas to the west of the IDR.
Kier Property Developments Limited	Question 19/20 Site B12	<p>B12a - Object - the Civic Offices has now been moved to Bridge Street, meaning that there is no requirement for a new Civic Offices building within the site. For this reason higher priority land uses should be sought.</p> <p>B12b - Object - this would not be a proactive approach to community-led place-making and would not be conducive towards meeting the Borough's objectively assessed need.</p> <p>B12c - Support - a residential led development is the most commercially viable solution on the site and would enable the provision of a range of civic and communal facilities to the benefit of the town.</p> <p>B12d - Object - sufficient retail provision exists within alternative town centre sites.</p>	Option B12c forms the basis of the allocation, i.e. a residential-led scheme with retail and community uses on the ground floor.

Kier Property Developments Limited	Question 19/20 Site B12	<p>Land use: The proposal for the Hosier Street is to incorporate the following uses:</p> <ul style="list-style-type: none"> • Over 600 residential dwellings • Office (for use by the Police Station); • Provision for small retail units and convenience stores; • Cultural/civic/commercial uses; • Car parking; • A market square; and • Public open space including; residential areas, a civic square and a cultural square. <p>The case for an alternative option B12c is enhanced if specific reference is made to the priority land uses that Kier is seeking to deliver on the site, with particular reference to the residential capacity of the site.</p>	
Kier Property Developments Limited	Question 19/20 Site B12	<p>Residential tenure: The proposed residential development would be predominantly market-led, but subject to viability would seek to accommodate a range of tenures. Along with conventional affordable rent and intermediate units, the site could be an appropriate location for starter homes. The provision of dwellings within a Private Rental Sector may also be appropriate for the location.</p>	Noted. The allocation does not seek to specify tenures on the site, although the site will be subject to the general housing policies.
Kier Property Developments Limited	Question 19/20 Site B12	<p>Tall buildings: Building heights in the policy are defined in relation to the station area. The building heights around the station are approximately 20 storeys in height, therefore it is suggested that some policy wording which defines a suitable building height limit would be a sensible inclusion within the policy wording. Tall buildings will enable the site to contribute as much as possible to according with Options 3.1 or 3.4 and meet or exceed the objectively assessed need housing target.</p>	The Council has previously sought to include height limits in locations in the town centre, but these were removed by the Inspector after objections from English Heritage, due to concerns they would be seen as a target. Therefore, the policy seeks to define heights in relation to the highest buildings at the station.
Kier Property Developments Limited	Question 19/20 Site B12	<p>Comprehensive redevelopment: In order to realise the optimal potential of the town centre Kier acknowledges that the redevelopment of the civic centre should be comprehensive. However, as the allocation text explains, the Hexagon building is outside of Kier's control at present. Whilst negotiations are on going to agree a joint venture for this part of the site, Kier would seek to bring forward redevelopment of majority of the Hosier Street development in such a way that it would not compromise future development of the Hexagon. The allocation wording should be written so that it allows flexibility</p>	Noted. The potential for the site to come forward in different stages is understood, and the policy does not insist on a comprehensive scheme for the whole site. Nevertheless, a comprehensive approach is clearly preferable, and it may be counterproductive for the policy to specifically support a phased approach.

		<p>and the possibility of a phased approach in order to expedite redevelopment of the site.</p> <p>Beyond the Hosier Street allocation, Kier has undertaken testing to demonstrate that its preferred option will also be complementary to the possible future development of the Broad Street Malls site.</p>	
Thames Water	Question 19/20 Site B12	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B12	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 19/20 Site B12	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	Noted. These issues are referred to in the supporting text to the policy.
Evelyn Williams	Question 19/20 Site B12	If the police station and magistrates' courts are no longer required, they could be converted to residential (like the Yell building). The south side of Castle Street is partially residential. Provision for gardens would be nice to retain the Cartwheeling Boys statue, Clock and small garden around that. The existing underground parking would be a boon to the residents in this area.	As it stands, there is still a need for the magistrate's court. Conversion of the police station to residential may be acceptable within the proposed allocation.
Caversham and District Residents' Association	Question 19/20 Site B13	We hope that the Council will be in a position to ensure that the Prison site is protected for a Heritage use befitting its iconic status as part of Reading's history.	The use of the prison is not yet determined, but retention of the whole site for some form of heritage use is unlikely to be achievable. The Reading Prison Framework will continue to be applicable.
Evelyn Williams	Question 19/20 Site B13	It is important that archaeological work on this site proceeds as soon as possible and subject to that a use is found for the listed building and grounds. It could enhance the Abbey Quarter project as an open space and heritage location.	

		Given past use as a prison, the attractiveness of the building for residential purposes is questionable. However the site might be useful for prefab or other uses that do not detract from the heritage location. It is adjacent to moorings on the Kennet and historically Abbey Wharf so more facilities for narrowboats could be made available here to capitalise on the riverside location.	
Thames Water	Question 19/20 Site B13	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B13	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted. The draft allocation makes reference to the wastewater constraints.
Thames Water	Question 19/20 Site B13	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	Noted. The need to liaise with Thames Water due to the proximity of a pumping station is referred to in the policy.
Scott Versace	Question 19/20 Site B13	B13a to continue current allocation	The proposed allocation is largely in line with the existing allocation.

Aviva Life and Pensions UK Ltd	Question 19/20 Site B14	Aviva welcomes the allocation for a mix of uses being carried forward in the new Local Plan. Aviva would like the allocation wording amended to include additional supporting text to ensure that there is not only a flexible approach to delivery, in terms of land use, development footprints, quantum but also phasing. Phasing is an important issue with allocations involving various landowners and land uses and that the policy wording should reflect this, in that development allocations should be equitable to reflect the varying timescales required for bringing forward development. The policy wording should seek to ensure that development parcels within the allocation should be designed in such a way that they do not have a detrimental impact upon the flexibility and deliverability of the wider allocation.	Noted. The potential for the site to come forward in different stages is understood, and the policy does not insist on a comprehensive scheme for the whole site. The policy recognises that some parts of the site may be implemented in the long term. Nevertheless, a comprehensive approach is clearly preferable, and it may be counterproductive for the policy to specifically support a phased approach.
Standard Life Investments Ltd	Question 19/20 Site B14	<p>The allocation should maintain flexibility for the existing retail and leisure uses at the site in the short and medium term. In light of existing long term lease provisions in favour of existing tenants, residential led redevelopment of our client's site could only be considered as a potential opportunity towards the end of the plan period.</p> <p>Although there is not an 'in principle' objection to the residential allocation, to reflect the established commercial use of the site, the Policy should not prejudice our client's ability to meet the operational requirements of existing or new operators at the site. These requirements may include: the reconfiguration of and / or extension to existing floorspace; changes of use to other commercial classes or variations of conditions relating to opening hours or servicing.</p> <p>We request the following addition: "Residential led redevelopment proposals are likely to emerge at different stages over the plan period. Due to the presence of commercial users within the site, the Forbury Retail Park Phase 2 is unlikely to be considered for residential uses in the short or medium term. The allocation will therefore be applied flexibly to ensure that retail and leisure uses are not prejudiced."</p>	
Environment Agency	Question 19/20 Site B14	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been

		number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 19/20 Site B14	Any development should reinstate a buffer zone along the canal and carry out ecological enhancements to the river bank and the buffer.	This is incorporated into the policy in the Draft Local Plan.
London and Quadrant	Question 19/20 Site B14	<p>The retention of this key site for development will facilitate the delivery of a significant number of dwellings in the short term. We also broadly advocate continuing with the site's allocation description set within policy RC3c.</p> <p>We are currently formulating a design proposal in accordance with the existing allocation RC3c. The proposal is for a high density, high quality development that is sympathetic to the nearby heritage assets. The proposals include the incorporation of a high quality landmark building to signify the entrance to the new Kenavon Drive area, designed to improve legibility and connectivity to the river Kennet. The proposal will also incorporate a significant element of new public open space on the riverside, designed to benefit not just the future residents of the new Kenavon Drive community, but for the use of the wider Reading community.</p> <p>It is important to note that the redevelopment of those sites currently allocated within the current Local Plan (particularly those within the Reading Central Area) have largely not been forthcoming since their allocation in 2009. This could be attributed to a number of reasons (i.e the recession, financial viability of these sites etc). It is considered that the pending redevelopment of the Toys R Us and Homebase site will act as the catalyst for redevelopment of the wider Kenavon Drive area (including the Prison redevelopment).</p>	Noted. Many elements of the existing allocation are carried forward into the new proposed allocation. However, the site does not fall within a location where tall buildings are judged to be appropriate.
Reading Urban Wildlife Group	Question 19/20 Site B14	Fine with allocation B14 good planting at present, need to replace (or retain) require corridors through the development from Kennet to railway and corridor for pedestrians and wildlife along the Kennet	Noted.
Thames Water	Question 19/20 Site B14	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to	Noted.

		this site.	
Thames Water	Question 19/20 Site B14	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted. The draft allocation makes reference to the wastewater constraints.
Thames Water	Question 19/20 Site B14	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989. Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	Noted. The public sewers issue is referred to in the supporting text to the policy. The need to liaise with Thames Water due to the proximity of a pumping station is referred to in the policy.
Environment Agency	Question 19/20 Site B15	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that

		forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 19/20 Site B15	Buffer zone along the river will be required, plus ecological enhancements to the river banks. This could include enhancements for the local sand martin population.	The boundary of the site no longer reaches the riverbank.
Reading Urban Wildlife Group	Question 19/20 Site B15	Fine with allocation B15 good planting at present, need to replace (or retain) require corridors through the development from Kennet to railway and corridor for pedestrians and wildlife along the Kennet	Noted. These elements are included within the policy.
Thames Water	Question 19/20 Site B15	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B15	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted. The draft allocation makes reference to the wastewater constraints.
Thames Water	Question 19/20 Site B15	Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in	Noted. The need to liaise with Thames Water due to the proximity of a pumping station is referred to in the policy.

		adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	
Viridis Real Estate	Question 19/20 Site B15	The part of the site to the north of Kenavon Drive is under the ownership of Viridis Real Estate who have plans to bring it forward for residential development. The commercial units on the site are largely in poor condition and in light of the pressing need for housing in the Borough, as established by the Berkshire SHMA, residential redevelopment represents a more beneficial use of the site than continued commercial use. Making efficient use of the site will be key to maximizing the potential of its highly sustainable location. This may require relaxation of current guidelines provided in the Council's Kenavon Drive Urban Design Statement particularly with regard to building heights.	The proposed allocation seeks to make the most efficient use of land appropriate in the location. The key principles of the KDUDCS are expected to continue to be relevant.
Environment Agency	Question 19/20 Site B16	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 19/20 Site B16	Any development will require an undeveloped buffer to the river to be reinstated along with ecological enhancements to the river banks. This could include enhancements for sand martins.	The need to preserve a wildlife corridor along the river is recognised within the policy.
Reading Urban Wildlife Group	Question 19/20 Site B16	Fine with allocation. need to preserve wildlife corridor against railway and Kennet	
Thames Water	Question 19/20 Site B16	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B16	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	

The Butler Partnership	Question 19/20 Site B17	<p>Our Clients support the continued allocation of this site, but request that the opportunity area be extended to include the full extent of land within their ownership, including an existing employment site and land/buildings associated with The Butler.</p> <p>The central and rear parts of the site lend themselves to appropriate redevelopment, either in the form of a new hotel, or additional housing development. This can be achieved in a sympathetic manner, which would respect the setting of the listed public house, whilst allowing the Council to focus new sustainable development to the central area of Reading on previously developed land.</p>	The proposed allocation has been extended to incorporate land to the rear of The Butler.
Thames Water	Question 19/20 Site B17	<p>Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.</p>	Noted. The draft allocation makes reference to the water and wastewater constraints.
Thames Water	Question 19/20 Site B17	<p>Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.</p>	
Thames Water	Question 19/20	Water: On the information available to date we do not envisage	Noted.

	Site B18	infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 19/20 Site B18	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B19	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B19	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B20	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted. This site is no longer included within the proposed plan as it has been refurbished for offices.
Thames Water	Question 19/20 Site B20	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B21	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted. This site is no longer included within the proposed plan as conversion for residential has taken place.
Thames Water	Question 19/20 Site B21	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. However, the total development identified in the vicinity of Market Place area may cause concern relating to foul water sewerage if all developments were to go ahead. We would welcome early consultation concerning any proposed development.	
Thames Water	Question 19/20 Site B22	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B22	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. However, the total development identified in the vicinity of Market Place area may cause concern relating to foul water sewerage if all developments were to go ahead. We would welcome early consultation concerning any proposed development.	Noted.

Thames Water	Question 19/20 Site B23	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted. This site is no longer included within the proposed plan as conversion for residential has taken place.
Thames Water	Question 19/20 Site B23	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. However, the total development identified in the vicinity of Market Place area may cause concern relating to foul water sewerage if all developments were to go ahead. We would welcome early consultation concerning any proposed development.	
Environment Agency	Question 19/20 Site B24	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B24	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted. This site is no longer included within the proposed plan as the proposal to replace the library within a new civic centre have been superseded.
Thames Water	Question 19/20 Site B24	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. However, the total development identified in the vicinity of Market Place area may cause concern relating to foul water sewerage if all developments were to go ahead. We would welcome early consultation concerning any proposed development.	
Environment Agency	Question 19/20 Site B25	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	This site is no longer included within the Draft Plan as there is not considered to be a prospect of delivery.

Environment Agency	Question 19/20 Site B25	This will require a buffer zone to be reinstated, along with ecological enhancements.	
Thames Water	Question 19/20 Site B25	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 19/20 Site B25	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Scott Versace	Question 19/20 Site B25	Agree with B25b	
Environment Agency	Question 19/20 Site B26	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B26	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B26	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Environment Agency	Question 19/20 Site B27	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and	Noted. This site is no longer included within the proposed plan as it has been refurbished for offices.

		the new climate change allowances.	
Thames Water	Question 19/20 Site B27	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	
Thames Water	Question 19/20 Site B27	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 19/20 Site B28	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B28	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B29	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B29	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B29	Water 12" Main adjacent to site. The site also has several Fire Hydrants in the main Rd. These need to be retained and access protected.	Noted. The need to take account of water mains and fire hydrants is referred to in the policy.
Thames Water	Question 19/20 Site B30	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted. This site is no longer included within the proposed plan.

Thames Water	Question 19/20 Site B30	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 19/20 Site B31	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	This site is not included within the Draft Plan, as a policy regarding general community and education sites adequately covers the issues.
Thames Water	Question 19/20 Site B31	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Dr Megan Aldrich	Question 19/20 Site B32	Kings Meadow should not be further developed as the area around the Thames is highly sensitive. There is also the matter of flood plains, and building on these is a fool's game.	This site is not included within the draft plan as it now has planning permission and development is underway.
Environment Agency	Question 19/20 Site B32	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	

Thames Water	Question 19/20 Site B32	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 19/20 Site B32	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Dr Megan Aldrich	Question 19/20 Site B33	Caversham Lock should not be further developed as the area around the Thames is highly sensitive.	The existing allocation is carried forward, and it is for low-intensity uses that should not have a significant impact on the Thames. The Plan refers to the Caversham Local Area Development Principles as continuing to be relevant.
Caversham and District Residents' Association	Question 19/20 Site B33	We wish to see the Caversham Lock Area Development Principles, which provide a good framework for protecting this important asset, incorporated as part of the Local Plan. Sympathetic, low scale improvements on the island, particularly the western end nearest Reading Bridge could enhance the area. The Lock Island may be a more appropriate location for the development proposed on A12, View Island.	
Environment Agency	Question 19/20 Site B33	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Environment Agency	Question 19/20 Site B33	Any development here should include ecological enhancement to the riverside/banks.	The wildlife value of the Thames is recognised in the policy.
Thames Water	Question 19/20 Site B33	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B33	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater	

		infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 19/20 Site B34	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B34	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B35	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	This site is not included within the draft plan as it now has planning permission and development is either complete or underway.
Thames Water	Question 19/20 Site B35	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
BBOWT	Question 19/20 Site B36	Site B36 includes areas of land designated as a Habitat of Principal Importance (deciduous woodland), Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in loss or deterioration of this habitat, including loss of its connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in Section 40 of the NERC Act.	Noted. The draft policy highlights the importance of areas of wildlife importance on site.
Thames Water	Question 19/20 Site B36	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide	Noted. The existing policy is not a formal development allocation, and provides general support for further higher education use. The

		more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	water implications of new development will need to be considered on a case by case basis.
Thames Water	Question 19/20 Site B36	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Thames Water	Question 19/20 Site B36	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	Noted. These issues are referred to in the supporting text to the policy.
University of Reading	Question 19/20 Site B36	The suggested approach to site B36 is to continue the current allocation which recognises the University's need to adapt and expand over the Plan period, to include such development as additional student, staff, teaching and research accommodation, infrastructure and services, and sports and leisure facilities among other uses. The University supports the continuation of the current allocation within the emerging Plan.	Noted. The existing policy forms the basis for the new allocation.
Mr Aaron Collett	Question 19/20 Site B37	I would favour another residential development, Especially if they were affordable starter homes.	This site is not included within the draft plan as it now has planning permission.
Thames Water	Question 19/20 Site B37	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Thames Water	Question 19/20 Site B37	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning	

		<p>Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.</p>	
<p>The Sharma Family Partnership</p>	<p>Question 19/20 Site B37</p>	<p>The Owners consider the existing allocation for the former Little Chef site to be inappropriate use of the land and would ask the consideration be given to re-designating the site from a residential use to a commercial use. The council have recently granted a number of Planning Consents for Sui-Generis use, such the owner's business, Berkshire Van Hire, can relocate for a limited time period. The owner has no plans to redevelop for the foreseeable future.</p> <p>The site relates to the Basingstoke Road along with the adjacent Petrol Filling Station, through which the site is accessed. The site when developed in-accordance with the Planning Consents as detailed above will afford a degree of protection to adjacent residential developments to the East and South from road noise and light/traffic pollution which is likely to increase with the possible future redevelopment of Worton Grange.</p> <p>Planning proposals for development of the site (for hotel or residential) were rejected by the council.</p> <p>The proposed future redevelopment of the adjacent Worton Grange site locates a major new roundabout immediately outside the site which is likely to result in a significant increase in noise and pollution very close to the site, such that it would be inappropriate for residential use.</p> <p>The Worton Grange development proposal for the area closest to the subject site is for factory/warehouse developments again the proximity to residential is likely to cause nuisance to future residents.</p>	<p>It is accepted that there is not currently a realistic prospect of this part of the site being delivered for residential, and as such it has been excluded from the Draft Plan.</p>

		<p>Site investigation of subsoil conditions has reveals soft river bed alluvium traversing the site requiring piled foundation design to any building proposals in addition the history of the site being and adjacent to a petrol filling station has a high probability of contamination requiring the site to be decontaminated prior to any residential use.</p> <p>The council's policies on Affordable Housing Provision/contributions and CIL result in the site not being viable for residential development.</p>	
Environment Agency	Question 19/20 Site B38	<p>The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.</p>	<p>Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.</p>
Thames Water	Question 19/20 Site B38	<p>Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.</p>	<p>Noted. The draft allocation makes reference to the water and wastewater constraints.</p>
Thames Water	Question 19/20 Site B38	<p>Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the</p>	

		recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 19/20 Site B38	Due to the size of the potential development, further consultation would be required once the proposals have been confirmed.	Noted.
Mr Aaron Collett	Question 19/20 Site B39	Another massive residential development similar to Kennet Island would be favourable, although the impact on traffic in that local area would need to be addressed.	Noted. This forms the basis for the proposed allocation.
Thames Water	Question 19/20 Site B39	Water: We are concerned about this developments proximity to Fobney Water Treatment works and the ground water boreholes which serve the works. Fobney takes its supply from both a river intake and groundwater boreholes. A study will be required to ensure that there is no impact on water quality as a result of this development. The Study should have regard to the river floodplain and possible contamination from historic land use in the area. The study should identify and protect drinking water supply mains that may run through the site and should build in a water resource protection zone.	Noted. The need to ensure no detrimental impacts on water quality is included within the policy.
Thames Water	Question 19/20 Site B39	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted. The draft allocation makes reference to the wastewater constraints.
Thames Water	Question 19/20 Site B39	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to	Noted. These issues are referred to in the supporting text to the policy.

		be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.	
BBOWT	Question 19/20 Site B40	<p>Site B40 is adjacent to both River Kennet Local Wildlife Site and Fobney and Kennet Valley Meadows LWS. Land within Fobney and Kennet Valley LWS is also designated as a Habitat of Principal Importance (floodplain grazing marsh), by Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in deterioration of this habitat, including loss of connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in Section 40 of the NERC Act.</p> <p>A brownfield site of this type and in this location is expected to host a wide range of habitats and species, potentially including legally protected habitats and species. It is therefore imperative that any proposal to develop this site is accompanied by appropriately detailed ecological habitat and species surveys. The Council should implement the policy requirements of the NPPF in choosing land of lesser environmental value for development and applying the mitigation hierarchy.</p> <p>I would encourage the Council to leave this site undeveloped, or else revert to floodplain meadows.</p>	This site no longer forms part of a formal allocation, and is now part of a site-specific policy to promote recreation use of the Kennetside area. This may include some limited development, or may include reversion to meadows on part of the site. Any impacts on flood risk and biodiversity should be picked up as part of the policy.
Environment Agency	Question 19/20 Site B40	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	
Environment Agency	Question 19/20 Site B40	This site lies within the functional floodplain (Flood Zone 3b); therefore the only options that should be considered are B40b and B40c to be NPPF compliant.	

Environment Agency	Question 19/20 Site B40	Enhancements to the ecological value of the site should be sought. Could you consider a reversion to meadows?	
Thames Water	Question 19/20 Site B41	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B41	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B42	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B42	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B43	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	This site is not included within the draft plan as it not considered likely to be available for development.
Thames Water	Question 19/20 Site B43	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
BBOWT	Question 19/20 Site B44	Site B44 includes areas of land designated as a Habitat of Principal Importance (deciduous woodland), Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. Any development at this location that would result in loss or deterioration of this habitat, including loss of its connectivity within the landscape, would be contrary to the duties on Reading Borough Council set out in Section 40 of the NERC Act.	This site is not included within the draft plan as it now has planning permission.
Mr Aaron Collett	Question 19/20 Site B44	As earlier suggested use as a residential care home. It is a massive site and would help with the aging population.	
Thames Water	Question 19/20 Site B44	Water: The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine	

		the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this. As set out in the Planning Policy Guidance, early contact with statutory undertakers (such as Thames Water) is recommended.	
Thames Water	Question 19/20 Site B44	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Thames Water	Question 19/20 Site B44	225mm nearest foul sewer so capacity concern. Due to the size of the potential development, further consultation would be required once the proposals have been confirmed.	
Thames Water	Question 19/20 Site B45	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B45	Waste water: The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time	Noted. The draft allocation makes reference to the wastewater constraints.

		required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	
Mrs Jenny Cottee	Question 19/20 Site B46	Option B46b -do not allocate. There is no compensatory provision possible for Downing Rd Playing Field, so there is no possibility of the plan being acceptable. It is therefore misleading and foolish to persist with this scheme. The loss of visual amenity at the very least would be unacceptable. The historic plan was not viable and remains so. The current situation should be recognised since it taints the credibility of the rest of the Local Plan.	The Draft Local Plan retains the existing allocation for a new school with residential development at the Downing Road and Park Lane sites. There is a strong case for the school to be moved onto a single site, given the issues caused by its current split location.
Louise Bancroft	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. The original plans for the redevelopment of this site reduced the amount of green space for Tilehurst which was not a good thing. The Park Lane School building in my option is lovely and an important building to retain for Tilehurst. Given that there is a threat to services like the library at present the cost redeveloping this whole site and maintaining services doesn't look feasible. It is better to maintain the services and make the best use of the buildings available at the present time.	Downing Road is not publicly accessible open space. It has been considered in terms of Local Green Space, but it is not considered that it meets the criteria. It is considered that the loss of the playing field would not result in adverse effects on the overall offer as long as compensatory sports provision could be made in either quantitative or qualitative terms, as referred to in the policy.
Andrew Scott	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. I have no objection to the redevelopments on the Laurels but Tilehurst simply cannot afford to lose any more green spaces! There are plenty of brown site redevelopment in the area that should be done before building over even more green space.	
Orla McBride	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. There is opportunity to redevelop in this area, but a new school should be built first on the existing Laurels site. The Park Lane juniors school could then be turned in to housing.	
Ian Lloyd	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. We cannot keep filling open spaces in urban areas. Brownfield sites are the obvious (probably more expensive) answer otherwise future generations will have such a poor quality of life. People need some space to take part in leisure activities.	

Peter Andrews	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. However many new houses are built, it will never be enough. Every year there will be a demand for more! Once green spaces are gone, they cannot be replaced. Quality of life can only diminish with such stupid urban planning applications. Stop now! Enough is enough!
Anonymous	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned.
Mrs P Ager		
Tina Allen		
Mrs Sarah Chilton		
Trevor Haynes		
K Jones		
Bob Asbury	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. Keep it as a local amenity.
L Asbury		
M Asbury		
Lynda Chater	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should not be abandoned. The Laurels site should be developed in a way that improves the frontage to School Road as part of the 'main street' linking the two shopping areas. It should be an attractive route for pedestrians with seating and other facilities focused around the library, police station and surgery. Park Lane Primary School is an important building in terms of townscape character, and any development as housing should preserve the School Road/Park Lane frontage.
Karen Clyne	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. We need to protect our green spaces.
Julia Cooper	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. More playing fields are needed not less - children and adults need more exercise.
David Evans	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. Once you lose it, you lose it forever.

Wendy Levey	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. It was a silly idea taking a school when more are needed.	
Joan Macphee	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. Tilehurst is now a crowded community and we need as many more green spaces as we can.	
Carol Mclellan	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. Downing Road playing field is a valuable local green space, providing safe recreation/play area for children from the nearby school(s) - being sufficiently distant from the nearest busy traffic routes (eg Hildens Drive and Park Lane).	
Liz Ellis	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. The plan to move Park Lane school was never realistic or practical. The reasons given at the time for the amalgamation of the two schools on to the Laurels site were never in the best interests of the community or even of the schools themselves. And it would have involved taking part of Blagrave Recreation ground and selling off Downing Road playing field - both of which are precious to the people of Tilehurst. Now we discover that we need more school places not fewer, so this whole scheme need to be scrapped and not considered for the new local plan.	
Lisa Digweed	Question 19/20 Site B46	Downing Road playing field should not be identified as a Local Green Space. The current plan for site B46 should not be abandoned. It makes sense to have the nursery school and children's centre all on one site. The playing field is only used for PE and is not used by public.	
Tanja Rebel	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should not be abandoned. If anything there should be more space for playing fields.	
L West	Question 19/20 Site B46	Downing Road playing field should be identified as a Local Green Space. The current plan for site B46 should be abandoned. We need our green space for our children's children, plus somewhere to go and play outside.	
Thames Water	Question 19/20 Site B46	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to	Noted.

		this site.	
Thames Water	Question 19/20 Site B46	<p>There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989.</p> <p>Where development is being proposed within close proximity of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.</p>	<p>Noted. The public sewer issue is referred to in the supporting text to the policy.</p> <p>The need to liaise with Thames Water due to the proximity of a pumping station is referred to in the policy.</p>
Thames Water	Question 19/20 Site B46	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	Noted.
Environment Agency	Question 19/20 Site B47	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B47	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B47	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20	With regard to surface water drainage it is the responsibility of a	Noted, although this is a level of detail which is

	Site B47	developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.	not considered appropriate to include within the allocation.
Environment Agency	Question 19/20 Site B48	The changes to the climate change allowances and how they should be applied may affect this site. Developers may need to ascertain what the new climate change flood levels are on these sites depending on a number of factors such as the size, vulnerability and lifetime of the development. Once you have made a decision on which option to take forward, the policies can be updated to include clear instructions on how climate change needs to be addressed on site. They will then need to make sure that the development is in accordance with the NPPF and the new climate change allowances.	Sequential test work has been carried out in determining which sites are to be allocated. A Strategic Flood Risk Assessment has also been undertaken which considers the effects of climate change. Evidence on flood risk that considers these issues will continue to be assembled as the plan develops.
Thames Water	Question 19/20 Site B48	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B48	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B48	There may be existing public sewers crossing the site. If building over or close to a public sewer is agreed to by Thames Water it will need to be regulated by a 'Build over or near to' Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989. Where development is being proposed within close proximity of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the	Noted. The public sewer issue is referred to in the supporting text to the policy. The need to liaise with Thames Water due to the proximity of a pumping station is referred to in the policy.

		site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in close proximity to a pumping station.	
Thames Water	Question 19/20 Site B49	Water: We have significant concerns regarding water supply services in relation to this site. Specifically, the water network capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant water supply infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.	Noted, although this site has had planning permission for some years, and much of the development is now complete, so these issues should already have been resolved.
Thames Water	Question 19/20 Site B49	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Thames Water	Question 19/20 Site B49	Cow Lane SPS has been refurbished/ upgraded to deal with additional flow from Dee Park, Thames Water would require consultation if changes are made to the proposed development.	
Thames Water	Question 19/20 Site B50	Water: The level of information contained in this document does not allow a detailed assessment of the impact the proposed housing provision will have on the water infrastructure. To enable us to provide more specific comments on the site proposals we require details of the Local Authority's aspiration for each site.	The Draft Local Plan contains more information on the proposed allocation.
Thames Water	Question 19/20 Site B50	Waste water: The level of information contained in this document does not allow a detailed assessment of the impact on the wastewater infrastructure. To enable us to provide more specific comments we require details of the Local Authority's aspiration for each site.	
Emmer Green	Question 19/20	We are happy with this existing allocation.	Noted. This forms the basis for the proposed

Residents' Association	Site B51		allocation in the Draft Plan.
Thames Water	Question 19/20 Site B51	Water: On the information available to date we do not envisage infrastructure concerns regarding Water Supply capability in relation to this site.	Noted.
Thames Water	Question 19/20 Site B51	Waste water: On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.	
Mr Aaron Collett	Question 21	As the sites become available to reuse as mixed commercial/residential. The land opposite the recycling centre in Reading could then be used to replace the lost industrial land.	Agreed. The land around Island Road is proposed to be allocated for a significant amount of employment space to meet new needs, which allows some limited redevelopment of existing space. However, the scale of the need for new space means that the potential for redevelopment is limited.
Emmer Green Residents' Association	Question 21	We suggest 'Highridge', Upper Warren Avenue (RBC's original Caversham Heights School option, as set out in the comment on Q8).	Highridge was considered for development, and is likely to be suitable for some residential. However, the site is unlikely to be able to accommodate the 10 dwellings which is the threshold for inclusion in the plan.
Mr Guest	Question 21	<p>Our client owns land at Bridgewater Close. It effectively forms the north western quadrant of the employment uses present at Bridgewater Close. The site is currently in employment use. The premises, which were constructed in the 1960s, extend to approximately 1,115 sq m (12,000 sq ft) and are nearing the end of their economic life. It is currently located within a Core Employment Area. The I & OP recognises (Appendix 1) that this is one of a number of policies that "may need to change".</p> <p>We consider that a flexible policy approach should be applied to this site on the basis of the significant need for housing over the period, the earlier recognition within the RBC evidence basethat recommended "it would be appropriate for Bridgewater Close to be redeveloped for other uses;" and our assessment of the appropriateness of this location for residential development.</p> <p>An earlier site specific analysis was however undertaken in the context</p>	<p>The recognised significant need for new housing identified in the Berkshire Strategic Housing Market Assessment needs to be balanced against the effect of the loss of employment floorspace. The Central Berkshire Economic Development Needs Assessment identified a very significant need for new industrial and warehouse floorspace. Any loss of such floorspace would exacerbate this need, and it would not be possible to provide compensatory provision.</p> <p>In some very limited cases, there is considered to be some scope to release employment for housing. Among other factors, these sites can be removed in isolation without necessitating the release of a much wider area. This is not the case for the sites proposed, which are in the</p>

		<p>of the Core Strategy in 2008 and this assessed our clients site. This concluded that "recently key occupiers have relocated from Bridgewater Close to other industrial areas in Reading. The main constraint in this location is congestion, which also affects other industrial sites in the vicinity, coupled with the fact that it is surrounded by residential uses." It went on to recommend that it would be appropriate for Bridgewater Close to be redeveloped for other uses." We consider that this analysis remains valid.</p> <p>Our analysis of the potential for residential development relates solely to our clients land although arguably it relates to the wider Bridgewater Close Estate. Equally there is no reason why the partial release of our clients site alone would not form an appropriate outcome as it forms a self contained element of the site with frontage to Portman Road and would extend the existing relationship between residential and employment uses in this location.</p> <p>The area is easily accessible by foot. It is also well served by public transport with regular bus services along Oxford Road and within 0.9 miles of Reading West station. It is situated amongst existing housing and within close proximity of existing services with 3 GP surgeries and 12 schools within 1.0 mile.</p>	<p>middle of larger employment areas. It is therefore considered appropriate to retain these sites in employment use.</p>
John George Ltd	Question 21	<p>Our client's site is 2-4 Deacon Way, Reading, which is currently in B8 use. The site is located within a Core Employment Area. The site is sustainably located on the edge of a residential area, within 200m of Public Open Space and adjacent to regular bus services into Reading Town Centre. It is therefore considered appropriate for a residential use, which could assist in addressing Reading's unmet housing need.</p>	
Scott Versace	Question 21	<p>If an alternative premises can be found for the relocation of Phoenix College (to a fit-for-purpose site) then the site would be free for development of residential or mixed allocation.</p>	<p>There are no known proposals for the relocation of the existing Phoenix College, and therefore no known prospect of delivery of the site as a housing allocation.</p>
Willowside Homes	Question 21	<p>Land at Gravel Hill and Highdown Avenue, Emmer Green: this site lies within South Oxfordshire but is well placed to meet Reading's housing need. It is contiguous with the built up area of Reading and would be suitable for the provision of market and affordable housing. The site extends to 2 ha and could accommodate around 25 dwellings, together with open space, reflecting the density of the surrounding area. The</p>	<p>The Local Plan cannot identify land for development in other authorities.</p> <p>There is expected to be a degree of unmet need for housing in Reading. However, the Council's view is that South Oxfordshire is not the</p>

		<p>site is highly accessible from Reading. Vehicular access would be provided from Highdown Avenue and Gravel Hill, and public transport is available nearby. The site is currently used for the keeping of horses and is readily available for housing.</p> <p>Allocation of the site for housing would make a valuable contribution towards meeting the OAHN for Reading. A collaborative approach should therefore be taken with South Oxfordshire to ensure the site is allocated in the forthcoming Preferred Options in May 2016.</p>	<p>preferred location to meet these unmet needs. There are considerable issues with cross Thames travel, and substantial new housing on the edge of Reading to the north will only exacerbate these issues.</p>
Dr Megan Aldrich	Question 22	It should gradually be converted to high quality residential use, and the hideous but much used leisure centre and revolting hotel and Toby's should be upgraded as they become obsolete.	<p>Since the publication of the Issues and Options document, the Central Berkshire Economic Development Needs Assessment has been produced, which has identified a very significant level of need for industrial and warehouse space. Whilst it is possible to accommodate this level of need within Reading, large scale loss of existing floorspace will have the effects of increasing this need to a level that cannot be accommodated within Reading. This will have implications for jobs and for the overall balance of the economy. In addition, Richfield Avenue contains some a significant concentration of small units, which will be of particular significance for small and growing businesses.</p> <p>For this reason, the option the Local Plan pursues for most of the site is Option 22.1, i.e. to retain it as an employment area. However, there are some sites on the eastern fringe of the area which currently have a difficult relationship with existing residential. These can be brought forward for alternative uses without affecting the overall employment function of the area.</p> <p>Within the policy on loss of employment, employment uses are not strictly defined as B class uses. In addition, the policy now contains some flexibility for sites where there is no</p>
Mrs Jenny Cottee	Question 22	Option 22.3 i.e. include a variety of uses include residential nearer the river and small employment/start-up units	
Dr Antony Cowling	Question 22	Prefer Option 22.1 i.e. retain as employment area.	
Brian Jamieson			
Emmer Green Residents' Association	Question 22	OPTION 22.3 is our preferred option. However, there must be recognition of the cultural importance of the Reading Festival sited alongside, for which Reading has become internationally famous.	
Elaine Murray	Question 22	Prefer Options 22.2 and 22.3	
Thames Properties Ltd	Question 22	<p>Thames Properties have commissioned Campbell Gordon to undertake an independent review of the demand for the current facilities within the CEA. The report reveals that there is very little - if any - demand for large industrial units across the CEA. Vacancy levels are highest in the larger units (5,000 sq.ft and above). Demand for the very large units (20,000 sq.ft and above) is very limited, as typically these occupiers have migrated away from the area to the A33 and M4 locations. Demand is strongest for the smaller workshop/office units (up to 5,000 sq.ft) with a very low vacancy rate of 1.4% in this category of unit. Overall, the Campbell Gordon report concludes that the CEA has a high vacancy rate at 36% total floorspace (compared to the 22% cited in the consultation document), due to significant vacancy levels in the largest size bracket. There are no services or amenities within the CEA for the occupiers.</p> <p>Thames Properties fully support the progression of Option 22.2 and endorse the formulation of a more flexible policy for this area that</p>	

		<p>enables a blend of employment uses alongside leisure and retail uses. Such an approach is considered entirely reflective of the current market demand for employment uses in Reading and the locational preferences of future occupiers, and recognises that Richfield Avenue in particular is already exhibiting clear signs of change. In the event that the decision is taken to advance option 22.2 further, we would suggest that consideration is also given to the inclusion of a degree of new residential development in this area, particularly given the need to deliver new housing in the most sustainable locations and ideally on previously developed sites.</p> <p>In spatial terms, the existing CEA occupies a very strong location, being in close proximity not only to Reading town centre and all of its associated services and facilities, but also to Caversham (an area also exhibiting signs of growth and progression) and from a recreational perspective, the Thames Meadows. Furthermore, just outside of the CEA further to the north lies the Rivermead Leisure Centre, a driving range, a restaurant and two hotels. At present, there are no services or amenities within the CEA for the occupiers. A more adaptable policy, which enables the provision of additional non employment uses alongside the smaller employment uses aimed at SMEs would support existing occupiers within the CEA, while providing greater incentive for other occupiers to locate there, particularly when coupled with the benefits on offer from the wider surroundings.</p> <p>In our view the reclassification of this area to incorporate a wider range of leisure and retail uses alongside small scale employment and some residential is entirely appropriate and more reflective of the way in which Reading is evolving in both spatial and economic terms.</p> <p>We include, at Annex 3 to this submission a copy of a Vision Document for the area which indicates how the area may start to come forward in the future.</p>	<p>realistic prospect of employment use and retention as employment would only result in long-term vacancy.</p>
Scott Versace	Question 22	Prefer Option 22.3: Identify the area for development for other uses such as residential.	
Evelyn Williams	Question 22	Prefer Option 22.3. It is important to consider the impact that Reading Festival has on this area as part of any planning decisions. Although only a once a year event, it takes a while to set up and then dismantle	

		<p>and clever traffic management is required around those times.</p> <p>Some of the smaller workshops along Cardiff Road and even some of the larger buildings are part of Reading's industrial heritage. Consideration should be given to the preservation and conversion of these as part of an 'industrial heritage' strategy. Retail and leisure is not necessarily going to fit the bill as a suitable use when so much else is available fairly close by in Reading and Caversham.</p> <p>Reading's 'Industrial Heritage Quarter' could provide small workshops, business centres, as well as residential conversions. Closeness to the festival location should also be capitalised on, maybe encourage small music venues, recording studios, art galleries etc.</p> <p>If flooding is a problem use mezzanine and above levels as living / working space.</p>	
Alistair Appleton	Question 23	<p>I am very concerned at any proposal to change CS28 and SA16, in particular where any such change could result in a reduction of the protection afforded to public open space (or to the amount of such public open space). Reading is already over developed, with insufficient public recreational open space, such space being of huge importance for both physical and mental wellbeing. Any move to put the current open space at risk should be resisted.</p>	<p>In general terms, the Local Plan does not reduce the protection of existing open spaces. Policy EN8 is largely in line with existing policy CS28. In terms of specific sites, the list in EN7 is not identical to SA16, but, with the exception of significant areas outside the settlement, which national policy does not support blanket protection of and which are in any case covered by landscape, biodiversity and flood risk constraints, the amount of land protected is largely similar.</p>
Patricia Appleton			
BBOWT	Question 23	<p>Amendments are required to Policy CS36 to ensure that the policy is fully in line with the obligations of the NPPF and in order to be regarded as sound. We have amended the existing policy with suggested amended wording below.</p> <p><i>CS36: Biodiversity and Geology</i></p> <p><i>a) Development should conserve, protect and enhance biodiversity within and adjacent to development sites and seek to achieve a net gain in biodiversity as a result of development. Development should</i></p>	<p>The policy on biodiversity and the green network has been revised and consolidated, and, although the wording is not identical, it is considered that it reflects most of the elements of the suggested policy.</p>

		<p><i>incorporate and enhance features of biodiversity or geological interest (including protected species and their habitats) found within the application site into their schemes.</i></p> <p><i>On sites with recognised biodiversity or geological value, development will not be permitted where there would be a direct or indirect adverse impact on the site, unless it can be clearly demonstrated that:</i></p> <p>-</p> <p><i>i. There are no reasonable alternatives</i></p> <p><i>ii. The need for development clearly outweighs the need to protect the value of the site; and</i></p> <p><i>ii. If significant harm resulting from a development cannot be avoided then that harm will be adequately mitigated or as a last resort, compensated for.</i></p> <p><i>b) Local Nature Reserves, Local Wildlife Sites and Habitats of Principal Importance will be safeguarded and where possible, enhanced. Permission will not be granted for any development that would result in loss or deterioration of a Local nature Reserve, Local Wildlife Site or Habitat of Principle Importance.</i></p> <p><i>c) Any development that would sever or threaten the integrity of an established wildlife link, as indicated on an adopted proposals map, will not be permitted. Where applicable, developments should be designed to protect, consolidate, extend and enhance the network of wildlife links and corridors in and adjoining the Borough, working with neighbouring authorities where appropriate.</i></p>	
The Butler Partnership	Question 23	Policy CS11 should not be carried forward. Less protection should be given to existing employment sites in the centre of Reading, and this should be reflected in a revised policy within the New Local Plan.	Not agreed. CS11 does not protect employment sites in the centre of Reading, rather it gives criteria for considering whether change of use is appropriate. This gives clarity on what will be taken into account.
The Butler Partnership	Question 23	Policy DM15 should not be carried forward. Less protection should be given to public houses in the centre of Reading, and this should be reflected in a revised policy within the New Local Plan.	Not agreed. Policy DM15 does not relate to the centre of Reading. The new policy is similar to DM15, with some alterations, but again does not relate to central Reading, which is covered by a

			policy in the central Reading section.
Mrs Jenny Cottee	Question 23	Agree with policies to be carried forward, but I am disturbed at some suggested vague modifications e.g. to CS28 and do not agree to these without details available to CS28.	In general terms, the Local Plan does not reduce the protection of existing open spaces. Policy EN8 is largely in line with existing policy CS28.
Environment Agency	Question 23	<p>The local plan policy wording and supporting text for flooding will need to be updated. We suggested the following wording to be used for a new local plan flooding policy:</p> <p>Planning applications on sites greater than 1 hectare or that are in Flood Risk Zones 2 or 3 will need to be supported by:</p> <ul style="list-style-type: none"> a) A flood risk assessment which demonstrates that the most appropriate layout of development on site in terms of flood risk has been applied; and b) Demonstration that a sequential approach has been taken within the site, directing the most vulnerable uses to the areas of lowest flood risk; and c) Demonstration that resilient and resistant construction methods for managing residual risk and delivering an overall reduction in flood risk have been assessed; and d) The provision of space for flood water storage through the use of open space or areas above ground (where appropriate). e) Demonstration that flood risk is not increased elsewhere and where possible reduced, f) Demonstration that all forms of flooding are taken into account including groundwater and surface water flooding, and g) Demonstration that Sustainable Urban Drainage Systems (SUDS) are incorporated, where feasible. <p>Regarding the sequential and exception tests it may not be appropriate to repeat the existing national planning policy but these tests should be mentioned in the supporting text for the flood risk policy.</p>	Agreed. However, as this specifies the information that should be submitted with a planning application rather than actually setting out policy requirements, it is considered that it is more appropriate for the supporting text.
Environment Agency	Question 23	Part 11.20 seems to give more weight to regeneration than to flood risk. This should either be removed or this will need to be justified using local plan background evidence such as the SFRA to say why regeneration should outweigh flood risk in local planning decisions. We suggest that this supporting text be more clear and precise to help	The language of this part of the supporting text has been amended to clarify that these considerations will need to be undertaken within the sequential test process.

		planners and developers make decisions on where to locate new development, similar to the following: 'appropriate weight will be given to the redevelopment of land at risk of flooding that provides significant regeneration benefits on previously developed land'. However, the functional floodplain should be safeguarded from further development unless the development type is considered appropriate in line with the NPPF.	
Environment Agency	Question 23	Although DM1 mentions that the impact of surface water should be minimised it does not mention the impact that fluvial flooding could have on any new development. We suggest adding the following wording: 'All new development should consider mitigation and resilience measures for any increases in river flooding levels as a result of climate change'.	Agreed. This wording has been added.
Environment Agency	Question 23	Reading Borough Council is now responsible for assessing surface water drainage proposals for major developments and holds responsibility for 'local' sources of flood risk, including ordinary watercourses, surface water and groundwater. We recommend that you consult your Authority when producing your flood risk policy. The accommodation of Sustainable Urban Drainage Systems (SUDS) into a development will need to be at the earliest stages of the design process in order to have sufficient land available. Climate Change will also need to be considered. Development Management policy should ensure that there are no soakaways in contaminated land. Infiltration SuDS techniques should only dispose of clean roof water into clean, uncontaminated ground. Infiltration SuDS should not be used for foul discharges or trade effluent, and may not be suitable within Source Protection Zone 1.	Agreed. The flooding and drainage policy contains these elements. The policy seeks to avoid worsening of contamination effects through SuDS, and makes reference to the specific concerns expressed here.
Environment Agency	Question 23	We wish to amend the last paragraph of CS34. We have concerns that (through the use of piling into the top of a Principal Aquifer) the development itself could create pathways for vertical migration of contamination into underlying aquifers. We suggest adding 'and will not impact on the groundwater environment' to the last sentence of this policy.	Agreed. This wording has been added.
Environment	Question 23	Ecological buffer zones a minimum of 10 metres in width must be	Noted. The policy on development in the vicinity

Agency		<p>maintained or re-established adjacent to all watercourses. This measurement is from the top of the bank of the watercourse. Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential that this is protected.</p> <p>The Natural Environment and Rural Communities Act requires local authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. This should link in with green infrastructure policies.</p> <p>This is supported by NPPF paragraph 109 and 118. Ecological networks may also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the river basin management plan. In addition, these natural green corridors through built up areas are valuable in terms of aesthetics, adding to a sense of place, and can act as corridors for people</p>	<p>of the waterway reflects the need to include a buffer wherever practicable (taking account of the urban nature of some watercourses in the town centres.</p>
Environment Agency	Question 23	<p>Policy CS36 should be stronger in as much as it should seek biodiversity enhancement on all development. We would suggest wording similar to the following:</p> <p>“All development proposals should be designed to maximise biodiversity by conserving, enhancing or extending existing resources or creating new areas or features. Where potential biodiversity interest is identified on a site, or the development creates an opportunity to increase biodiversity, the Council will require an ecological survey and report to be submitted which demonstrates how this will be addressed.”</p> <p>Please see Wycombe District Council’s adopted Policy DM14. We strongly encourage you to adopt a similar policy for the new Reading local plan. Good design from the outset incorporating biodiversity opportunities on proposed development sites should be a key requirement.</p>	<p>The biodiversity policy has been reviewed to seek biodiversity net gain wherever possible.</p>

Environment Agency	Question 23	<p>CS36 currently makes no mention of rivers and their associated corridors, although they are a prime example of the “network of wildlife links and corridors in and adjoining the Borough” referred to in point c) of this policy. The various rivers and streams that pass through the Reading Borough are important in terms of biodiversity, landscape and history. We urge the Council to include a policy for the protection and enhancement of river and stream corridors.</p> <p>A good example of this is Wycombe District Council’s Policy DM15. We strongly encourage you to adopt a similar policy for the new Reading local plan.</p>	The proposed policy on Biodiversity and the Green Network highlights the role of watercourses as part of the Green Network.
Environment Agency	Question 23	Policy DM17 does not mention rivers (blue network) and this should be addressed if this policy is to be retained/amended. It may be better to retain this (more strongly worded) policy separate from the wording of CS36.	
Mr Guest	Question 23	We feel that it is entirely appropriate that, as RBC acknowledge, policies CS10, SA12 and CS11 should be actively reviewed to reflect the development needs of the Borough in the emerging local plan.	Noted. However, after consideration, the proposed policies are similar to existing policies.
London and Quadrant	Question 23	<p>Policy CS15 sets indicative density ranges. Whilst we have no in principle objection to the retention of these indicative ranges per se, we do however believe that the general policy needs to be worded in a way to encourage significantly higher densities on brownfield sites in sustainable locations, particularly those already allocated for development within the Local Plan.</p> <p>It is important to recognise the potentially transformative effect of high quality, high density development. The social and economic case should be given greater weight and must be established in order to be able to justify the quantum, mix and appropriateness of a development. These must be considered alongside “context” which is often used as a pretext for constraining developments on the grounds of scale and massing. Larger high quality schemes should be seen as a potential opportunity for a step change in urban intensification at appropriate locations.</p>	The policy seeks to strike a balance between seeking the most efficient use of land and not detracting from those surrounding elements that make a site an attractive place to live in the first place. As such, it is not agreed that there should always be a presumption that the economic case overrides the ‘context’, rather it is a balance to be struck on a site-by-site basis. The indicative density ranges are included and set somewhat higher than the Core Strategy, although the policy notes that on individual sites a different density may be appropriate,
London and Quadrant	Question 23	Policy RC13 was produced in a very different political and economic climate. The change in the way Councils now need to address the delivery of housing since the adoption of this policy means that this	It is not agreed that the changes in the calculation of housing need render the policy on tall buildings out of date. The importance of

		<p>policy is unnecessarily restrictive and may ultimately result in the Council's inability to deliver their objectively assessed need for housing. Consequently, the retention of this policy in its current form may render the new local plan unsound due to its restriction on housing delivery.</p> <p>Whilst we recognise the Council's careful and thorough approach to the development of tall buildings in Reading and acknowledge the significant piece of work which went into preparing the evidence base, we do believe that a degree of flexibility is now required in light of the current requirements for housing. Tall buildings can play a significant part in delivering high quality development proposals, particularly when being used in a landmark capacity to enhance legibility and way finding.</p> <p>We suggest that this degree of flexibility is applied in the first instance to those sites already allocated within the local plan. By taking this approach, this will allow the Council to predict the areas in which a considered increase in height might take place and allow an open discussion between the Council and the developer. The onus would be on the developer to provide a robust justification in architectural and townscape terms as to why an element of height may be appropriate in that location.</p>	<p>matters such as heritage remain vital. Tall buildings is one way of delivering high density, but it is not the only possible approach. As demonstrated in the Draft Local Plan, around 7,700 dwellings can be accommodated in Central Reading, most at high density, without invalidating the approach to tall buildings.</p>
Elaine Murray	Question 23	There doesn't seem to be a link to policies on developing/increasing the provision of primary and secondary education in relation to the plan.	An Infrastructure Delivery Plan has been prepared, and is summarised in section 10, that looks at education capacity.
Oxford Properties	Question 23	OP supports the continued recognition of Green Park as a major site for office development in CS10, but also requests that future employment policy recognises the importance of a flexible approach to uses, rather than an overly restrictive adherence to B1 uses only, in line with paragraph 21 of the NPPF. Other uses can perform an important role, supporting the continued success of the Park with a range of complementary functions and services.	The policy on Loss of Employment Land has a degree of flexibility, particularly for those uses appropriate for employment areas,
Oxford Properties	Question 23	OP supports the continued recognition of Green Park as a core employment area in SA12.	Noted.
Oxford Properties	Question 23	Allowing increased densities of development by allowing taller buildings in appropriate locations is a pragmatic approach to 'to identify and then	The role of tall buildings is recognised in Reading, and managed through the tall buildings policy.

		meet the housing, business and other development needs of an area', as required by NPPF Paragraph 17. The consultation document sets out the objective of making Reading, including the central area, the hub of the Thames Valley, which will require additional employment space. Well-designed tall buildings in appropriate locations for both employment and residential uses could help deliver the much-needed increase in floorspace in the Borough if designed in sustainable locations providing a range of services to support communities.	However, most sites will not be appropriate for tall buildings. Nevertheless, efficient use of land can be achieved on many sites without tall buildings.
Universities Superannuation Scheme	Question 23	Policy RC13: The consultation document recognises that there is a lack of developable land in the Borough for all types of development. Allowing increased densities of development by allowing taller buildings in appropriate locations is a pragmatic approach to 'to identify and then meet the housing, business and other development needs of an area', as required by NPPF Paragraph 17, bullet point 3. The consultation document sets out the objective of making Reading, including the central area, the hub of the Thames Valley, which will require additional employment space. Well-designed tall buildings in appropriate locations for both employment and residential uses could help deliver the much-needed increase in floorspace in the Borough and USS urges the Council to update this policy accordingly.	
Oxfordshire County Council	Question 23	Revisions to policies and the IDP may be required in response to joint work to assess the impacts of proposed growth in Reading on the highway network within South Oxfordshire.	Noted.
Sonic Star Properties Ltd	Question 23	Policy CS11 should be amended to reflect national permitted development rights for changes of use from office to residential. This policy should reflect the fact that, in these instances, permitted development rights are a clear 'fall-back' position, and therefore changes of use from office to residential use should generally be considered acceptable. We consider that the policy could retain its criteria tests for changes of use of offices to other land uses.	Changes of use from office to residential, where they fall within the permitted development rules, do not need to be reflected in the Local Plan, as they will not need planning permission. These permitted development rights represent a considerable threat to the adequacy of the Borough's employment stock, and, where the Plan can exercise control over changes of use from office to residential, it should do so. Such applications would be judged against the criteria set out.
Universities Superannuation Scheme	Question 23	Core Strategy Policy CS11 relates to the use of employment land for alternative uses. USS requests the updated employment policy is drafted to recognise the important role that alternative employment	Policy CS11, now EM3 in the Draft Local Plan, still retains strong protection for employment uses in Core Employment Areas, which is considered

		<p>uses outside of the traditional B1, B2 and B8 uses classes can play.</p> <p>Alternative employment generating uses such as C1, D2, retail or sui generis uses can positively contribute to sustainable employment provision and promote economic growth. Alternative uses can complement existing business functions and offer a higher density of employment opportunities and more jobs than some B uses, such as warehousing. Restricting alternative uses provides limited flexibility and does not represent the flexibility required by NPPF paragraphs 14, 20 and 21. Occupier requirements in Use Class B1, B2 and B8 are changing rapidly and there is increasing demand to operate under a range of use classes to meet market demand, for example, click and collect services.</p> <p>Paragraph 22 of the NPPF requires that planning policies avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Allowing more flexible uses on existing employment sites will allow businesses to adapt to future business requirements and help avoid challenges to local planning policy that is considered to be overly restrictive and contrary to national policy.</p>	<p>appropriate given the very significant levels of need for additional employment space. This may include some uses outside the 'B' use classes.</p> <p>However, it is agreed that the policy needs to include a mechanism for circumstances where there is no reasonable prospect of a 'traditional' employment use, and a site would otherwise be a long-term vacancy, and this is covered in the policy.</p>
<p>Brian Jamieson</p> <p>Tarmac</p> <p>Scott Versace</p> <p>Willowside Homes</p>	Question 23	Agree with the policies to be carried forward.	Noted.
Environment Agency	Question 24	On the sites within this appendix proposed by the various rivers, please look to carry out enhancements to the river banks, the rivers and their associated corridors.	Where development sites are situated on the river bank, the importance of allowing a buffer is noted, and retain and enhance the biodiversity interest.
Brian Jamieson	Question 24	As a general principle, if residential development is to proceed at 700 units year, part of the contract with the community must surely be, at the very least, to maintain existing open spaces for the growing community.	Policy EN8 on undesignated open space seeks to prevent loss of open areas unless there are strong reasons.
Reading Urban Wildlife Group	Question 24	All current green spaces are valuable. If we are to see more development, then they become even more necessary. Retain all	Policy EN8 on undesignated open space seeks to prevent loss of open areas unless there are strong

		allotment sites. Protect all wildlife heritage sites and local nature reserves. Reading old cemetery, Victoria road cemetery, Furzeplat are left off, as is the area next to Kennet Island development (part of the old Manor Farm site). Keep a frontage of natural land and protected walkways along the Thames.	reasons. Not all spaces can be specifically listed for protection. The boundaries of areas of wildlife significance have been updated. Where development sites are situated on the river bank, the importance of allowing a buffer is noted.
Sport England	Question 24	Sport England will oppose development resulting in the loss of playing field land or formal built sports facilities unless its loss is justified by a robust and up-to-date assessments of need. Any loss of sports provision should be incorporated into formal policy such that it may be considered through the policy making process and scrutinised at Examination in Public. As such, should any policy seek to allocate any existing playing field land or formal built sports facilities for redevelopment, we would strongly urge the Council to discuss this directly with Sport England.	Sport England's approach is noted. The only draft allocation in the Plan that would result in a net loss of playing fields or built sports facilities is the continuation of existing allocation WR2, relating to Downing Road. Work is underway on providing the full justification, but it is considered that the loss of the playing field would not result in adverse effects on the overall offer as long as compensatory sports provision could be made in either quantitative or qualitative terms, as referred to in the policy.
Scott Versace	Question 24	All green spaces should be identified as Local Green Space. For each area identified on the map hold particular significance as areas of environmental importance. Reducing the town's green spaces is only going to bring negative effects, including pollution, increased flood risk and more. Land should not be simply considered according to its monetary value but also according to its environmental capital.	The criteria for designating a site as Local Green Space are set out in the NPPF, and it is not the policy intention that all green spaces will qualify. Therefore, the sites need to be considered on a case by case basis.
Len Abery Mrs P Ager Tina Allen Mary Bartlett Clive Bedford Lynda Chater Jane Chesterfield Mrs Sarah Chilton Julia Cooper	Question 24	The potential sites in Appendix 5 should be designated as Local Green Space in the new local plan.	

Mrs Jenny Cottee			
Ian Duddle			
Liz Ellis			
Dave Evans			
J Fidler			
Michael Geater			
Joanne Hales			
Gordon Johnson			
K Jones			
Miss L V Jones			
Wendy Levey			
Carol McLellan			
Natalie Pryor			
Nigel Rowland			
Katherine Slater			
L West			
Mary Bartlett	Question 24	All parkland within Tilehurst should be identified as local green space. We are told that we need more exercise so it is vital that these areas are kept for future generations.	
Mrs E R Smeeth	Question 24	All the sites mentioned as open green space already are open and available to the public. Some of them are held in trust and are supposed to be inalienable and all should remain on the open green space register. Reading needs open spaces to provide "lungs" to clean the filthy air caused by too much traffic. I object to the building on any of them. Although the list is long the actual total amount of open space is not too much for the rest and relaxation of the ever increasing population and cleaning the over polluted air of a town which these days seems to have its own special weather caused by this pollution.	
CADRA, Caversham	Question 24 Albert Road	Albert Road Recreation Ground should be designated as Local Green Space. A small heavily used park, central to residential area, featuring	Albert Road Recreation Ground is proposed to be Local Green Space within the Draft Local Plan.

GLOBE, EGRA, FOCC, FOCCG ²	Recreation Ground	children's playground, good sports facilities, including a bowling green, croquet lawn and four tennis courts. Charity Commission protection as land was left in Trust.	
Brian Jamieson	Question 24 Albert Road Recreation Ground	This is a small, but intensively used, green lung in an extensive residential area. With its range of facilities (childrens' playground, tennis courts, croquet lawn, bowling green as well as quality green space) it provides recreational facilities for all ages - under-5s to 90 year olds. It is an asset to the local community. Residential development would be an outrage that contravened all public policies in favour of open space in towns, recreation and healthy living.	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Amersham Road Playing Fields	Amersham Road Playing Fields should be designated as Local Green Space. Well used playing fields including a children's playground. Supports large residential area with many young families - many without private gardens. Flood plain. NB Note correct name. Also the Allotments no longer exist.	Amersham Road Playing Fields are proposed to be Local Green Space within the Draft Local Plan.
Caversham GLOBE	Question 24 Amersham Road Recreation Ground	Delete all references to Allotments, these allotments were closed very many years ago and the former allotment land was integrated into the recreation ground.	No reference is made to the allotments in the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Ardler Road Allotments	Ardler Road Allotments should be designated as Local Green Space. The allotments are popular and carry a waiting list.	Ardler Road allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
Evelyn Williams	Question 24 Ardler Road Allotments	Important as allotments	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Balmore Walk	Balmore Walk should be designated as Local Green Space. Walking, Wildlife, national cycle path. Woodland, historical interest, surrounded by residential yet has a rural feel, it is enclosed by wildlife friendly hedges and is visible from Central Caversham. It has views of the South Oxfordshire countryside as well as the centre of Reading. Hugely popular for sledging. The Walk is part of the grounds of Balmore House was built in 1834 by the Robinson family, as told in Kate Summerscale's book: Mrs Robinson's Disgrace: the private diary of a Victorian lady published by Bloomsbury in 2012.	Balmore Walk is proposed to be Local Green Space within the Draft Local Plan.

² Caversham and District Residents Association, Caversham GLOBE, Emmer Green Residents' Association, Friends of Clayfield Copse, Friends of Caversham Court Gardens

		http://www.cadra.org.uk/pdf/The_story_behind_Balmore_House.pdf . The top field is managed as conservation grassland under the Higher Level Stewardship programme.	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Beech Wood	Beech Wood should be designated as Local Green Space. Mature ancient woodland predominantly Beech with a mix of other trees including large oaks and ash trees. Walking and wildlife interest. Surrounded by residential area. The wood is very prominent on the brow of Grove Hill and is visible from a wide area. Major Landscape Feature and other designations. Well used footpath to Highdown School. Ancient woodland and designated Local Wildlife Site (Highdown Wood LWS).	Beech Wood is proposed to be Local Green Space within the Draft Local Plan.
Mrs Jenny Cottee	Question 24 Blagrave Recreation Ground	Blagrave Recreation Ground is: <ul style="list-style-type: none"> • Close to the community it serves - historic donation, well known; • Special to its community - eg Don't wreck the Rec, wedding photos in the rec, local residents evidence in support at Public Inquiry • Local in character - Cycle training, dog walking 	Blagrave Recreation Ground was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. However, it is proposed to be protected as Public Open Space.
Mrs Sarah Chilton	Question 24 Blundells Copse	Blundells Copse should be identified as local green space.	Blundells Copse is proposed to be Local Green Space within the Draft Local Plan.
K Jones	Question 24 Blundells Copse	Blundells Wood and green space between Bramble Crescent and Bran Close should be identified as local green space.	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Caleta Close Play Area	Caleta Close Play Area should be designated as Local Green Space. A small well used children's play area in a dense residential area with many young families.	Caleta Close Play Area was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. However, it is proposed to be protected as Public Open Space.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Caversham Court Gardens	Caversham Court Gardens (including allotments) should be designated as Local Green Space. A charming walled garden with terraced lawns leading down to the river Thames. Many mature specimen trees, including ancient yew, with flower borders and a lavender bank. Popular for picnics. Public events throughout the year. Green Flag and Green Heritage award winner. Charities run a Tea Kiosk. Supported by active Friends Group. The historic kitchen gardens and part of the pleasure gardens formerly belonging to Caversham Court are now RBC allotments with a long waiting list. South-facing, they are bounded to the north by the listed arc-and-buttress brick wall beneath St Peter's church, and to the west by a high brick wall stretching from the churchyard to the river. The allotments were used in the Dig for Victory campaign during WWII. Thames and Chiltern award for Horticulture in	Caversham Court Gardens is proposed to be Local Green Space within the Draft Local Plan.

		the Britain in Bloom.	
Evelyn Williams	Question 24 Caversham Court Gardens	Add to the description - 'and allotments'. As a former kitchen garden, these are significant to the history of the Caversham Court site. These are not statutory allotments and need protection as allotments.	Reference to the allotments has been added to the designation.
Reading Urban Wildlife Group	Question 24 Caversham Park	Caversham Park should be designated as Local Green Space. It is essential green space.	Caversham Park is subject to a dedicated policy within the Local Plan that emphasises the key elements rather than being identified as Local Green Space.
Caversham GLOBE	Question 24 Caversham Park	The parkland surrounding Caversham Park House is strategic green space in same way that that the privately owned land of the Warren and Chazey Court Farm has been mapped as Local Green Space. Chazey Court Farm like Caversham Park it is not open to the public but is equally visible over a very wide area, it forms part of the strategic open space of this area of Caversham and beyond and should be designated as Local Green Space.	Caversham Park is subject to a dedicated policy within the Local Plan that emphasises the key elements rather than being identified as Local Green Space. Both Caversham Park and Chazey Court Farm are identified for their landscape value.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Caversham Pond	Caversham Pond should be designated as Local Green Space. In Caversham Park Village and surrounded by trees. Important residential amenity close to houses.	Chapel Hill allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
Len Abery	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. It should be returned to allotments and use by the community.	
Mrs P Ager	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are local in character.	
Tina Allen	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character.	
Gordon Johnson			
Carol Mclellan			
Mary Bartlett	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should not be designated as Local Green Space. This site is too small for building.	
Clive Bedford	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are special to the local community and of particular local significance.	
Jane Chesterfield			
Joanne Hales			

L West			
Lynda Chater	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, local in character. Planning permission for housing has already been refused for this site on the grounds that it would cause loss of open space. The existing allotment holders were evicted and the site is now overgrown and unused. This is appalling when there are many people who would be only too ready to cultivate it.	
Mrs Sarah Chilton	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space.	
Julia Cooper	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. They are a much valued resource for the local community - help with educating the children about healthy food and how it's grown.	
Mrs Jenny Cottee	Question 24 Chapel Hill Allotments	Chapel Hill Allotments are: <ul style="list-style-type: none"> • Close to the community it serves - particularly so - very hilly area-need walking distance allotments, strategically placed so views from many approaches- give daily reminder of recent past (pre-urbanisation); • Special to its community - Very big public reaction for such a small area of land when development proposed in the rec, local residents evidence in support at Public Inquiry • Local in character - nearby old cottages- reminder of recent past, used by locals, social centre passers-by chat 	
Mrs Jenny Cottee	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, local in character. This small allotment site was provided with excellent facilities to serve the local community when much more to the original large site was developed. It serves the local community, in this hilly area. Allotments need to be close to homes. The site is an attractive landscape feature and is a constant reminder of history of the area. There is plenty of	

		recent evidence of public commitment to keeping this green space	
Ian Duddle	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. They should be returned to allotment production.	
Liz Ellis	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve and special to the local community and of particular local significance. This site is very special to the former allotment holders and to the local people. It formed a small but significant community hub. It should be returned to use as allotments at the very least and protected as local green space.	
Dave Evans	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. Once it is lost, we won't get it back.	
Michael Geater	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are special to the local community and of particular local significance. This site was an allotment for 23 years giving a lot of pleasure to locals with vegetables and flowers growing most of the year long.	
K Jones	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. Should remain allotments - good for mental and physical health and healthy eating.	
Miss L V Jones	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. The Chapel Hill Allotments are an integral part of the surrounding community, an open green space in a built up area. As an allotment the plots were well used and worked; sadly no longer allotments but perhaps again, or some other recreational facility.	
Wendy Levey	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are close to the community they serve, special to the local community and of particular local significance, and local in character. Shame allotment holders had to lose their plots.	
Natalie Pryor	Question 24	Chapel Hill Allotments should be designated as Local Green Space.	

	Chapel Hill Allotments	They are close to the community they serve.	
Nigel Rowland	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated as Local Green Space. They are special to the local community and of particular local significance. Most allotments are tucked away and do not have open access to the public. These allotments are on a school run and have allowed children to have view of what gardening and growing vegetables is all about, Many parents stopped to discuss with their children activities on the site and often engage with us in the growing of vegetables.	
Mrs E R Smeeth	Question 24 Chapel Hill Allotments	I object to building on Chapel Hill Allotments and repeat that the town needs green lungs. This open space should be added to the existing green list.	
Tilehurst Allotments Society	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should be designated Local Green Space. The land's value has recently been demonstrated. A planning application to build on the land was refused in September 2015. This planning decision was based on many factors including value to the community, landscape and historic value. These and the evident community support show that the land meets the required criteria to be designated a Local Green Space.	
J Fidler	Question 24 Chapel Hill Allotments	Chapel Hill Allotments should not be designated as Local Green Space.	
Katherine Slater			
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Chazey Court Farm and Thames Islands	Chazey Court Farm and Thames Islands should be designated as Local Green Space. Prominent watermeadow alongside the Thames. Grade II* listed farmhouse and Grade I listed barn. Archaeology report indicates the farmstead is located in the early manor of Mapledurham Chazey, part of the Honour of Wallingford in Binfield Hundred. Dendrochronology dates the timber of the barn and the frame of the Farmhouse around 1611. The large, impressively constructed barn has been little altered since its original construction. It is one of just 6 Grade I listings in Reading and the only non ecclesiastical.	Chazey Court Farm and Thames Islands were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. However, the area is protected for its landscape value.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Chiltern Road Play Area	Chiltern Road Play Area should be designated as Local Green Space. An open field and recreation ground, used for ball games and dog walking. Surrounded by residential area.	It was agreed by the Council's Policy Committee that this site would be identified for expansion of the Henley Road Cemetery. This is reflected in the Draft Local Plan.
Miss Elaine	Question 24	Could Christchurch Green in Redlands Conservation Area be identified	It is not considered that the small green at

Robson	Christchurch Green	<p>as open space? It is an important landmark and local amenity, situated between busy roads, opposite a parade of shops and close to several residential streets. Pedestrians in appreciable numbers use it daily to reach their destinations or to pause on their way. It provides significant unbuilt green space, in the form of a low mound with grass, a few trees and garden-style shrubs.</p> <p>It has a long history. The Ordnance Survey map of 1879 shows a triangular island with trees, which was redrawn as a peninsula when Christchurch Rd was widened (approx. 1970). Thanks to care provided by Parks & Open Spaces it remains an attractive and much-valued traditional asset that all residents would be keen to preserve.</p> <p>It could be defined as open space despite its small size and the presence of domestic pipelines (water, electricity) at depth within its border.</p>	Christchurch Green is significant enough to merit protection as Local Green Space. However, there is a general point that, where a green is intrinsic to the character of a Conservation Area, relevant policies in the heritage section should reflect that issue. This is therefore picked up in policy EN3.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Christchurch Meadows	Christchurch Meadows should be designated as Local Green Space. Large, close-cut grass meadow with specimen trees and shrubs, riverside promenade set out in early C20th for recreation. Well used fenced children's play area includes a paddling/ boating pool and picnic tables. A distinctive line of Lombardy poplars edges the George Street boundary, established after new Reading Bridge was built in 1923. The metalled cycleway running along the bank has streetlights to aid visibility in the evening. Well used for recreation and walking. Now accessed by pedestrian and cycle bridge adding to the number using the park to cross the Thames to the Town Centre and Station. Site of large community events. 1940 covenant between National Playing Fields Association and Reading Corporation registering all 26 acres as playing fields, plus a sports pavilion.	Christchurch Meadows are proposed to be Local Green Space within the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Clayfield Copse & Recreation Ground	Clayfield Copse should be designated as Local Green Space. Large, mainly natural open space consisting of fields and native ancient woodland adjoining the Oxfordshire countryside. One field is recreational and one is managed as conservation grassland. Some woodland actively managed as hazel coppice; traditional dead hedging defines some of the ancient woodland areas. There is a wild flower meadow and other fields are being left to regenerate woodland. Clayfield Copse also features a Sculpture Trail. Supported by active Friends Group.	Clayfield Copse is proposed to be Local Green Space within the Draft Local Plan.

		Designated as a Local Nature Reserve by English Nature in 1991 (and was Reading's first Local Nature Reserve) - and remains a designated LWS. Part of the meadow is managed as conservation grassland under the Higher Level Stewardship. Shown on the English Nature Reserve website under Berkshire. The important adjacent woods of Blackhouse as a small section along the eastern boundary (outside the Reading boundary) belongs to the adjacent Phillimore estate.	
Tina Allen	Question 24 Corwen Road	Green triangle area in Corwen Road should be identified as local green space.	It is not considered that the small green at Corwen Road is significant enough to merit protection as Local Green Space.
Councillor Rob White	Question 24 Crescent Road Playing Fields	Crescent Road playing fields should be identified as local green space.	The Alfred Sutton Playing Fields are proposed to be Local Green Space within the Draft Local Plan.
Len Abery	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Leave the playing field for the children and children's children.	Downing Road Playing Field was considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The site forms part of a development allocation to help to provide a replacement primary school.
Mary Bartlett	Question 24 Downing Road Playing Field	Downing Road Playing Field should not be designated as Local Green Space. This school should not be demolished when more and more houses are being built therefore more school places will be required.	
Clive Bedford	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves and special to the local community and of particular local significance. My granddaughter goes to Park Lane and hopefully her children will be able to use it too.	
Lynda Chater	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It provides a small and important green space in a very dense area of housing, in addition to its use for school sports.	
Mrs P Ager	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves.	
Jane Chesterfield			
Mrs Sarah Chilton			

Natalie Pryor			
Julia Cooper	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Playing fields are essential for healthy living and should not be built on, especially as gardens are so small now.	
Mrs Jenny Cottee	Question 24 Downing Road Playing Field	Downing Road Playing Field is: <ul style="list-style-type: none"> • Close to the community it serves - central in a network of footpaths and an area without any POS; • Special to its community - Even though not POS currently people value it. It is a green lung, and visually attractive. Many people walk through the network of alleys daily, have their spirits lifted. It is central to many people's lives. More playing fields are needed. There has been no evidence provided that it is surplus to requirements . Ball kicking space is scarce -ideally it should be more available for general use There are many family houses all around and it is unrealistic to expect youngsters to go a long way • Local in character. 	
Ian Duddle	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Children need open spaces to play safely.	
Liz Ellis	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Downing Road Playing field is the only playing field in this part of Tilehurst. It serves Park Lane Primary school and provides open space to the people living close by. There is no other space that could substitute this local amenity. It must be protected for future generations.	
Dave Evans	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is special to the local community and of particular local significance.	
J Fidler			
Michal Geater			
Joanne Hales			
L West			

Tina Allen	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character.	
Gordon Johnson			
K Jones	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It is good for physical and mental health.	
Miss L V Jones	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. The only open green space in that area of Tilehurst, and a long term feature of the area.	
Wendy Levey	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves and local in character.	
Carol Mclellan	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. See comments made on B46.	
Nigel Rowland	Question 24 Downing Road Playing Field	Downing Road Playing Field should be designated as Local Green Space. It is special to the local community and of particular local significance. These fields are a community asset and once lost will be felt by many generations to come.	
Katherine Slater	Question 24 Downing Road Playing Field	Downing Road Playing Field should not be designated as Local Green Space. I am in favour of redeveloping Park Lane School because its current spread across 4 sites is not helpful to our children (mine are all grown up now but they had to be walked down the road to the field to play and to cross the road to the year 6 block). I do not want Downing Road playing field to be designated as green space if it means this cannot happen. In connection with this, although I think that Blaggrave Recreation Ground in the main should be designated open space, I do not think that a small encroachment on it for the purposes of the school redevelopment would be unreasonable.	
Elaine Murray	Question 24 Dumbarton Way	There are football goals and open space for leisure facilities. Clayfield Copse is very well used, when busy Dumbarton Way is often quieter.	Dumbarton Way is proposed for inclusion as Local Green Space as part of Milestone Wood and

			Milestone Way.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Emmer Green Copse	Emmer Green Copse (Rotherfield Way Copse) should be designated as Local Green Space. Steep former working quarry with spring at the bottom. Well used paths through and surrounded by housing. Mature woodland including Beech and Holly. Designated Local Wildlife Site (Rotherfield Way copse LWS).	Rotherfield Way Copse is proposed to be Local Green Space within the Draft Local Plan.
Caversham GLOBE	Question 24 Emmer Green Copse	This is not the correct name for this site, it is known locally either as Marshland Square or Rotherfield Way Copse. Its Local Wildlife Site designation calls it Rotherfield Way Copse	Noted. The site is now referred to as Rotherfield Way Copse.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Emmer Green Pond	Emmer Green Pond should be designated as Local Green Space. Popular local feature and location of the Emmer Green village sign. One of last vestiges of the old Emmer Green Village. Green lung between housing.	Emmer Green Pond was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. Nevertheless, it is identified as Public Open Space.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Emmer Green Recreation Ground and Allotments	Emmer Green Recreation Ground and allotments should be designated as Local Green Space. Recreation ground situated between housing. The perimeter hedges, a children's play area and a hard-surfaced basketball court. Used for community events. The allotments are popular and carry a waiting list. Tithe Map shows it as Common Land. May have Charity Commission protection.	Emmer Green Recreation Ground and allotments are proposed to be Local Green Space within the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Furzeplat	Furzeplat (off Tredegar Road) should be designated as Local Green Space. Coppiced ancient woodland with an informal path connecting to Gravel Hill. Close to residential area. Designated Local Wildlife Site.	Emmer Green Pond was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. Nevertheless, it is subject to protection for its biodiversity value.
Caversham GLOBE	Question 24 Furzeplat	This site is missing from the list yet it is a designated Local Wildlife Site and is publicly owned (RBC) woodland which is open access. Furzeplat forms part of the remaining public open space of the Hemdean Valley and should have exactly the same designations for protection as the nearby Beech Wood and Hemdean Bottom (Bugs Bottom), there is no reason for Furzeplat to have different designations from these two adjacent sites. It should therefore be added as a Local Green Space.	
Tina Allen L West	Question 24 Gratwicke Road	Green triangle area in Gratwicke Road should be identified as local green space.	It is not considered that the small green at Gratwicke Road is significant enough to merit protection as Local Green Space.
Councillor Rob White	Question 24 Green Road Allotments	Green Road Allotments should be identified as local green space.	Green Road allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately

			within policy EN8.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Grove Road Green	Grove Road Green should be designated as Local Green Space. Green opposite St Barnabas Church and Emmer Green Primary School with ornamental trees and spring bulbs planted by local community groups.	Grove Road green was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Hemdean Bottom	Hemdean Bottom should be designated as Local Green Space. Known locally as Bug's Bottom, it is a local beauty spot which retains a rural feel yet is surrounded by housing on three sides. It is formed of a wildlife rich chalk grassland meadow in a steep valley enclosed by woodland and hedges. There is a strip of mixed ancient woodland on the western slope. The chalk grassland is managed under the Higher Level Stewardship as a conservation meadow. The lowland chalk grassland habitat of Bugs Bottom is recognised as a priority habitat nationally - this habitat is rare within Reading and Berkshire as a whole. A bridleway runs through the bottom of the valley linking the residential areas into the Oxfordshire countryside. It is well used by local residents as well as walkers, cyclists and horse riders. An ancient hedgerow lines both sides of Gravel Hill, an old sunken lane. Since the closure of Gravel Hill to traffic this has become an increasingly popular route for walking and cycling. Very popular for sledging in winter. Designated Local Wildlife Site (Hemdean Bottom LWS) and other designations. Incorrectly mapped for LWS as it should show the whole site being highlighted.	Hemdean Bottom is proposed to be Local Green Space within the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Henley Road Allotments	Henley Road Allotments should be designated as Local Green Space. The allotments are popular and carry a waiting list.	Henley Road allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Henley Road Cemetery	Henley Road Cemetery should be designated as Local Green Space. Reading cemetery and crematorium. Large prominent open space which used to be part of the historic Caversham Park estate.	The cemetery is protected under existing legislation that does not require duplication in planning policy.
Caversham GLOBE	Question 24 Henley Road Cemetery	This is a large area of publicly accessible open space in this area of Caversham and ought to be included as a Local Green Space	
CADRA, Caversham	Question 24 Hills Meadow	Hills Meadow should be designated as Local Green Space. Major area of open space to the east of Christchurch Meadow. Mown grass and	Hills Meadow is proposed to be Local Green Space within the Draft Local Plan.

GLOBE, EGRA, FOCC, FOCCG		walkways alongside a tree-lined millstream, which eventually meets the River Thames. Grassy BMX track, a skateboarding ramp and car parking. Used for visiting events. Named after Arthur Hill, the last private owner who bequeathed other land to the Council. Well used riverside walk. Many areas planted by local volunteer groups who also help to conserve the area. Part of the meadow is managed as conservation grassland under the Higher Level Stewardship programme. Named after Arthur Hill, C19 mayor & philanthropist, last owner of site, who gave land to Reading. The Corporation agreed it should be a public park in 1928.	
Mrs E R Smeeth	Question 24 Hirstwood	An actual open space "Hurstwood" is not known to me. As far as I can see there is Hirstwood, a small housing estate with a piece of sloping grass which certainly does not represent a wood.	Noted. This land is not referred to in the Draft Local Plan.
Reading Urban Wildlife Group	Question 24 Kennet Meadows and Southcote Linear Park	Kennet Meadows and Southcote Linear Park should be identified as Local Green Space. Essential green corridor into the town. Very prone to flooding. Leave as unmanaged pasture and assorted gravel pits	Southcote Linear Park is proposed to be Local Green Space within the Draft Local Plan. Identifying the whole of the Kennet Meadows will not comply with the NPPF criteria about not designating a large tract of land. In any case, the Kennet Meadows are still subject to landscape and biodiversity designations and flooding constraints.
West Berkshire Council	Question 24 Kennet Meadows and Southcote Linear Park	Kennet Meadows and Southcote Linear Park could be considered as a candidate site for local green space designation should it fulfil the criteria. West Berkshire's Core Strategy at paragraph 2.31 identifies Kennet Valley Meadows as an important part of West Berkshire's and Reading's Green Infrastructure, and states that joint working is important to conserve and enhance the management of this area. Furthermore Area Delivery Plan Policy 5 (Eastern Area) of the West Berkshire Core Strategy identifies that as part of a Biodiversity Opportunity Area, a strategic approach will be taken to the Kennet Valley Meadows to ensure that the habitat continues to be able to support a diverse range of species and that the area's recreational function is maximised.	Southcote Linear Park is proposed to be Local Green Space within the Draft Local Plan. Identifying the whole of the Kennet Meadows will not comply with the NPPF criteria about not designating a large tract of land. In any case, the Kennet Meadows are still subject to landscape and biodiversity designations and flooding constraints.
Mrs E R Smeeth	Question 24 Kennet Mouth	I object to plans for a park and ride and repeat that the town needs green lungs and the Thames Path is well used by locals and visitors alike. Folk walking and cycling along there do not need to have their lungs filled with traffic fumes from a park and ride. This open space	The actual areas of public green space around the Kennet Mouth in Reading Borough (i.e. the Coal Woodland) is identified as Local Green Space. However, the Kennet Mouth itself consists of

		should be added to the existing green list.	paths and water, and as such does not merit protection as Local Green Space.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Kiln Road chalk caves	Kiln Road chalk caves should be designated as Local Green Space. Scout packs use the caves for activities. RBC War time storage in the caves. Prominent site at junction of Kiln Rd and Peppard Rd. Protected woodland. Entrance to cave. http://www.subbrit.org.uk/sites/sites/h/hanover_chalk_mine/index.shtml	Kiln Road chalk caves were considered for inclusion as Local Green Space, but was not considered to fully meet the criteria.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Kings Meadow and Coal Woodland	Kings Meadow and Coal Woodland should be designated as Local Green Space. Large open space with a pleasant walk along the towpath between Reading Bridge and Kennet Mouth. The towpath forms part of the long distance Thames Path and national cycle route. Used for fairs, horse-racing, cricket and football in C19th, now a popular picnic site with groups of mature trees and willow beds established as arboretum for millennium. Susceptible to flooding in winter. The Coal woodland (historic site of GWR coal yards) is a wooded area raised out of the flood plain - towpath between the woodland and the river bank, and a small area of open space adjacent to the river which extends beyond the towpath and into the river. The woodland separates a Tesco superstore and car park from the river. In the northwest is a Grade II listed Victorian river-fed bathing station currently being restored. Opposite this is Caversham Lock Island and View Island. The playing fields are used by football clubs throughout the season, although fixtures may be disrupted by flooding. Events are staged throughout the year. Car parking by Napier Road. Play area supporting large residential development including Kenavon Drive. Part of Kings Meadow bought by Reading Corporation in 1869 as recreation ground, and 14 acres of adjoining land given to people of Reading by George Palmer of Huntley & Palmers in 1876.	Kings Meadow and Coal Woodland are proposed to be Local Green Space within the Draft Local Plan.
Reading Urban Wildlife Group	Question 24 Kings Meadow and Coal Woodland	Kings Meadow should be identified as Local Green Space. Retain the willow beds and the parts of the arboretum still left in place	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Land at Deans Farm	Land at Deans Farm should be designated as Local Green Space. Riverside meadow area by housing on site of historic farm. Across the Thames from Kings Meadow. Important archeological finds in this area, thought to be the site of the old Caversham Manor and nationally important religious shrine. Floods in winter. Walking and informal recreation and good wildlife habitat on northern and eastern boundary.	Land at Deans Farm was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. Nevertheless, it is identified as Public Open Space.

CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Land at Peppard Road and Lowfield Road	Land at Peppard Road and Lowfield Road should be designated as Local Green Space. Prominent public open space giving sense of place in front of the Emmer Green shops, opposite the early Victorian terraced cottages and village pond.	Land at Peppard Road and Lowfield Road was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. However, it was considered that the District and Local Centre policy RL1 should identify the importance of small areas of green space that are central to the layout and function of a centre.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Land at Stuart Close	Land at Stuart Close should be designated as Local Green Space. Woodland between Rotherfield Way and Stuart close. Informal path through it. Surrounded by houses.	Land at Stuart Close was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. Nevertheless, it is identified as Public Open Space.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Land at The Warren and Blagrave Lane	Land at The Warren and Blagrave Lane should be designated as Local Green Space. Forms part of the Major Landscape Feature. Chalk pit. Upper part forms part of the skyline of the Warren Escarpment. Footpath from Upper Warren Avenue down to the Warren. Well used public right of way. Part of the Warren Woodlands Complex - Local Wildlife Site	The area of woodland at the western end of The Warren is proposed to be Local Green Space within the Draft Local Plan.
Mrs Sarah Chilton	Question 24 Lousehill Copse	Lousehill Copse should be identified as local green space.	Lousehill Copse is proposed to be Local Green Space within the Draft Local Plan.
Evelyn Williams	Question 24 Lower Southcote Allotments	Important as allotments	Lower Southcote allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
Dr Megan Aldrich	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields (which includes woods with trails and an organic 'social' orchard) should be given urgent protection.	Mapledurham Playing Fields are proposed to be Local Green Space within the Draft Local Plan.
Alistair Appleton Patricia Appleton	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields should be identified as local green space, because it provides vital green space for local residents. It is edged by houses, is very popular with local dog walkers, runners and families and has been the site of numerous local and community events, with regular and active community fundraising to try to replace the pavilion on the playing fields. It; <ul style="list-style-type: none"> provides pitches for 25 football teams. As part of the National Game Strategy, the FA works continuously with Sport England on the protection of playing fields. There are very few (not subject to flooding) playing fields in Reading; 	

		<ul style="list-style-type: none"> • is home to badgers, grass snakes, slow worms, bats and birds, which are species of principal importance to conservation of biodiversity. Section 40 of the NERC Act 2006 places a duty upon all local authorities in England to promote and enhance biodiversity in all of their functions; • is home to Mapledurham Lawn Tennis Club which recently upgraded the facilities with support from Sports England, as part of their 2012 Olympic and Paralympic Legacy programme. MLTC now host more than 7,500 player visits per year including juniors, guests from MIND and, hopefully, soon wheelchair players. 	
Alastair Bainton	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields should be identified as local green space because, as a matter of principle, existing green spaces must be protected from development. No one is likely to create new urban or suburban green spaces. So the ones we have must not be regarded as a kind of land bank for developments which may be convenient. Mapledurham Playing Fields is a charitable trust bequeathed for the sole purpose of a recreation ground. A trust is something that must not be breached.	
Mr Martin Brommell	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields and Pavilion is a public green open space site which should be kept free of any new development of any sort other than those relating specifically and only to recreation and sports activities. With open space across Reading at a premium and the amount of open space per capita of population being below the national available average, it is of critical importance that this site is preserved exactly as it is today in order to provide the health and welfare benefits such green space affords local residents. The only enhancements to MPF should be a much improved pavilion and sporting facilities. Any other type of development such as a school, doctors surgery, shops or any forms of housing would be completely inappropriate and would have a significantly adverse impact to the area and the wellbeing of the local residents. It would also deny the residents of Reading, Caversham and Mapledurham a much loved and well used recreation ground. The nature of the site, which includes sports pitches, a childrens play area, basketball pitch, tennis courts and woodland area of outstanding	

		<p>natural beauty, are critical to the health and recreational benefits of people living and working in the nearby area and across the whole of Reading. The site has an ecological value and contributes significantly to the green infrastructure of Reading. The site is currently designated 'public and strategic open space', protected from development under policy SA16. It should also be designated as 'local green space' in the NPPF in order to benefit from the national level policy protection in the NPPF.</p> <p>Mapledurham Playing Fields and pavilion meets the criteria of being in reasonably close proximity to the community it serves; the green space is demonstrably special to the local community and the site holds a particular local significance because of its beauty, recreational value as a playing field, tranquillity and richness of its wildlife. MPF is local in character and not an extensive tract of land.</p>	
Jane Bickerstaffe	Question 24 Mapledurham Playing Fields	<p>Mapledurham Playing Fields (MPF) should be kept for the purpose for which it was left in Trust ie for recreation and sports purposes.</p> <p>The amount of open space per capita of population in Reading is below the national average and it is critical for the health and benefit of local residents, as well as others in Reading, that MPF remain as green space. The children in Caversham, including those at the Heights Primary School, need sports fields and MPF provides one of the only fields that do not flood in Reading in winter. The only improvement it needs is renovation of the pavilion and sporting facilities, which the Trustees have neglected badly in recent years.</p> <p>The site is currently designated 'public and strategic open space', protected from development under policy SA16. It should also be designated as 'local green space' in the NPPF in order to benefit from the national level policy protection in the NPPF.</p>	
George Bickerstaffe			
Steve Ayers	Question 24 Mapledurham Playing Fields	<p>Mapledurham Playing Fields should be identified as local green space, because it:</p> <ul style="list-style-type: none"> • is a charitable trust bequeathed exclusively for the provision and maintenance of a recreation ground; • provides vital green space. Fields in Trust found that 95% of 	
Lucy Bureau			
Geoffrey HW Cole & Lesley L Cole			

Aidan Costelloe		<p>people agree that parks and play areas should be protected from development;</p> <ul style="list-style-type: none"> • provides pitches for 25 football teams. As part of the National Game Strategy, the FA works continuously with Sport England on the protection of playing fields; • is home to badgers, grass snakes, slow worms, bats and birds, which are species of principal importance to conservation of biodiversity. Section 40 of the NERC Act 2006 places a duty upon all local authorities in England to promote and enhance biodiversity in all of their functions; • is home to Mapledurham Lawn Tennis Club which recently upgraded the facilities with support from Sports England, as part of their 2012 Olympic and Paralympic Legacy programme. MLTC now host more than 7,500 player visits per year including juniors, guests from MIND and, hopefully, soon wheelchair players; • is designated SA16 (Public and Open Strategic Space) with areas of SA17 (Major Landscape Features). 	
John Heaps			
John Holland			
Michael Howes			
Nancy Jarakana			
Reverend Keith Knee-Robinson			
Alastair Letchford			
Leone Letchford			
Paul Letchford			
Carol Morton			
Rohan Morton			
Alan Penton			
Pam Reynolds			
Sally Roark			
Robert Sherwood			
Susan Spires			
Dr Pam Stuart			
Pamela W Stuart			
Anne and Derek White			
Francis Brown	Question 24 Mapledurham Playing Fields	<p>This area should continue to be identified as local green space because the pressure to use part of it as a school is not well founded. The population of school children in that area is low. It is far higher around the most recent major housing development, in the Bugs Bottom area. It should continue to be used as a recreational area. The expense of</p>	

		trying to change the trust is not justifiable. Choosing this site will only delay the provision of more suitable primary education facilities.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields should be designated as Local Green Space. Playing Fields and Pavilion are used year round by a wide variety of groups and individuals including families, dog walkers, nature lovers, football teams, schools, play groups and the Mapledurham Lawn Tennis Club. Large area of close mown grass, meadow grass with wild flower margins, adjoining an area of regenerated woodland consisting of mainly field maple, elm and oak. Recently planted community orchard. An ancient boundary bank runs along the edge of the woodland. Actively supported by many voluntary groups. Charity Commission protection as land was left in Trust.
Barbara Garden	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields should be identified as local green space, because it: <ul style="list-style-type: none"> • was bequeathed in a charitable trust to local residents exclusively for recreation and dog walker; • provides vital green space. Fields in Trust found that 95% of people agree that parks and play areas should be protected from development. Open green space is vitally important to people of all ages for mental and physical health; • is in constant use. It provides pitches for 25 football teams. It is not unusual to find many different groups using it at the same time for different activities; • is home to badgers, grass snakes, slow worms, bats and birds, which are species of principal importance to conservation of biodiversity. Section 40 of the NERC Act 2006 places a duty upon all local authorities in England to promote and enhance biodiversity in all of their functions; • is designated SA16 (Public and Open Strategic Space) with areas of SA17 (Major Landscape Features).
Brian Jamieson	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields provides vital green space and is well-used by walkers, runners, footballers and tennis players. It was bequeathed exclusively for the provision and maintenance of a recreation ground and, indeed, is covered by a charitable trust with (only) recreational objects. As such, the Charity Commission would have to be persuaded that any development proposal was in the interests of the trust's recreational objects

		Mapledurham Playing Field is designated SA16 (Public and Open Strategic Space) with areas of SA17 (Major Landscape Features). Any development would fly in the face of national and local public policies relating to open space and recreation.	
Elisa Miles	Question 24 Mapledurham Playing Fields	<p>Mapledurham Playing Fields should be identified as local green space, because it:</p> <ul style="list-style-type: none"> • is a charitable trust bequeathed exclusively for the provision and maintenance of a recreation ground; • highly used by the local community and greater Reading (dog walkers, football clubs, a venue for local events (e.g, summer fetes, vintage car rallys and music festivals) and private events (e.g., corporate events, private weddings), a playground, tennis courts and basketball courts, and are home to the EcoNet Group Friends. • provides vital green space. Fields in Trust found that 95% of people agree that parks and play areas should be protected from development; • provides pitches for 25 football teams. As part of the National Game Strategy, the FA works continuously with Sport England on the protection of playing fields; • is one of the very few playing fields in Reading that are 'playable' throughout the very wet winter months. • is home to badgers, grass snakes, slow worms, bats and birds, which are species of principal importance to conservation of biodiversity. Section 40 of the NERC Act 2006 places a duty upon all local authorities in England to promote and enhance biodiversity in all of their functions; • is home to Mapledurham Lawn Tennis Club which recently upgraded the facilities with support from Sports England, as part of their 2012 Olympic and Paralympic Legacy programme. MLTC now host more than 7,500 player visits per year including juniors, guests from MIND and, hopefully, soon wheelchair players; • is designated SA16 (Public and Open Strategic Space) with areas of SA17 (Major Landscape Features). 	
John Kavanagh	Question 24	Mapledurham Playing Fields should be identified as local green space,	

	Mapledurham Playing Fields	<p>because it:</p> <ul style="list-style-type: none"> • is a charitable trust bequeathed exclusively for the provision and maintenance of a recreation ground; • is home ground for a range of youth football teams, and extremely well-used. • has a lot of special Wildlife. Any encroachment could be disastrous for some species; • it is used for a great many different forms of recreation. <p>Loss of ANY of the space would be detrimental to the whole area north of the River Thames.</p>	
The Launchbury family	Question 24 Mapledurham Playing Fields	<p>Mapledurham Playing Fields provide vital open green space, home to some of the only football pitches that don't flood and used by 25 football teams. As part of the National Game Strategy, the FA works continuously with Sport England on the protection of playing fields.</p> <p>Mapledurham Playing Fields is also the home of The Mapledurham Lawn Tennis Club, with recently upgraded facilities with support of Sports England, 2012 Olympic and Paralympic Legacy programme. Mapledurham Lawn Tennis Club now host more that 7,500 player visits per year including juniors, guests from MIND and, hopefully, soon wheelchair players.</p> <p>Open space, fresh air and freedom from modern stresses, providing a sense of community and invaluable mental and physical well being.</p>	
Ken Macrae	Question 24 Mapledurham Playing Fields	<p>Mapledurham Playing Fields should be identified as a local green space.</p> <ul style="list-style-type: none"> • It is a green area surrounded by houses that is used extensively for leisure activities, both formal activities such as football, and informal activities such as dog walking. • It is environmentally important, especially the wooded area which supports much wildlife including bats and badgers: whilst this wildlife lives in the wooded area it benefits from being able to roam and fly over the grassed area, mostly after dark. • The area has a community orchard which will have environmental and community benefit once the trees mature, along with the existing environmental benefit of the 'wild' grassland beneath the trees. • It is of some archaeological significance with a Saxon boundary 	

		bank and evidence of stone age findings in the local.	
Paul Myerscough	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields should be designated as 'a local green space' because this can be achieved without any change to its current management. It is highly valued as a playing field for many football clubs, for tennis, and for a large number of children - younger ones who gravitate to the play area, and older ones who use it as a neighbourhood meeting space as well as a facility for practice - basketball, american football, running, etc. I would advocate that the cricket green be reinstated. It is also very popular all day long with dog walkers who socialise as well as exercise here. It provides habitat for a range of wildlife that moves between the fields and the integral woodland and private gardens in the area. This includes foxes, badgers, deer and a wide variety of birdlife. I also believe there are remains of iron an age farming system on part of the land.	
Robert O'Neill	Question 24 Mapledurham Playing Fields	<p>Please may I suggest the reinforcement of the protection status against urban development of Mapledurham Playing Fields for its green values within the town - a green lung for Reading.</p> <p>In 2007 when Reading had a detailed assessment of its access provision to open space it was scraping the lower limits on that recommended nationally. No additional open land has entered the public options since then. I would hope that Reading BC will ensure that in the future years there will be absolutely no increase in the footprint of building on this site. Due to its status as charitable open land, I would also hope that it is given extended protection in recognition of the gift that was expressly made to this end.</p> <p>If Reading BC or its partners suddenly become in desperate need for additional land, I would hope that it chooses to buy-back existing property and re-uses that. Although this may seem an expensive option now, in the long term it ensures a secure balance of freely accessible open land for the future generations.</p>	
Alan Penton	Question 24 Mapledurham Playing Fields	Why would any local councillor support losing a valuable and well used facility such as Maple Durham Playing Fields. Clearly they are not in touch with the views of those who it really affects. Choosing to side with the EFA and renege on responsibilities as Trustees, Reading Borough Council have conjured up a herd of "Stalking Horses" to divide	

		<p>an otherwise galvanised community. And then by "Lies, damned lies, and statistics" use the persuasive power of numbers to bolster their weak argument for building a school on Maple Durham playing fields and distort the true feelings of the community.</p> <p>There is, and will continue to be for years to come, a need for the provision of new schools and vital infra-structure to accommodate Reading's expanding community. This requires pre-planning in local government, forward thinking not just knee jerk reaction. Building schools on recreation fields in not the answer - just a short term fix.</p>	
Reading Urban Wildlife Group	Question 24 Mapledurham Playing Fields	This site should be identified as Local Green Space. Accept that this site is given over to a new school in recent times, but it contains old field boundaries, old and new orchards, and access to open areas of countryside. it is very important that school buildings be restricted to the areas nearer to Woodcote Road	
Jeff Taylor	Question 24 Mapledurham Playing Fields	Mapledurham Playing Fields is a charitable trust bequeathed exclusively for the provision and maintenance of a recreation ground. Yet it seems that this open space is constantly under threat of development for housing, schools etc. Such development cannot possible be considered as compatible with the terms of the trust. Once ANY non-recreational development is allowed the terms of the trust will have been breached and further development almost impossible to stop. This will result in the loss of a vital green space which is currently and actively used for sports, children's play area and diverse recreational activities.	
Pip Waite	Question 24 Mapledurham Playing Fields	As Trustees of this valuable resource (MPF) you have failed to look after the pavilion and now are in a position where you might give permission for a school to be built on this open space. I am concerned that the council cannot be trusted to fulfill any of the objectives the public might want despite spending taxpayers money on this consultation. As more housing is built at greater density, public open space becomes even more important for the public welfare. Managing open space does not include building on it.	
Andrea Warner	Question 24 Mapledurham Playing Fields	<p>Mapledurham Paying Fields should not be built on.</p> <ul style="list-style-type: none"> • This area was bequeathed in perpetuity as an area of recreation, specifically for all those living in the area. • At present, amongst other activities, it provides pitches for 25 	

		<p>football teams for people of all ages, children and adults alike.</p> <ul style="list-style-type: none"> • Mapledurham Lawn Tennis Club, also part of the Mapledurham sports complex, hosts more than 7,500 player visits per year, a number which is increasing, and which includes young children as well as less able people. • There are children's play areas which are always well-used by school-age and pre-school children in most weathers, as well as impromptu ball games, etc. where all can enjoy the open space without any fear of traffic or the pollution which goes with it. • It is home to a variety of threatened wildlife, such as bats, badgers, birds (including 2 types of woodpeckers), as well as shrubs, flowers and trees. Reading Borough Council should be supporting, promoting and safeguarding such biodiversity (Section 40 of the NERC Act 2006) for all to share. <p>Destroying such open spaces deprives not only the present thousands of users of the beautiful open space, but also dispossesses all future generations of what should rightly be their inheritance. It is a disgrace that RBC should ever have considered any change of use for this area, let alone have promoted it as a good option for any building whatsoever.</p>	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Milestone Wood & Milestone Way	Milestone Wood and Milestone Way should be designated as Local Green Space. In Caversham Park Village and surrounded by trees. Important residential amenity close to houses. Milestone Way is an important well used part of pedestrian spine through Caversham Park Village. It has valuable habitat and biodiversity. The wooded strip west of Caverham Park Rd may be ancient woodland and forms the boundary between Reading and South Oxfordshire.	
Evelyn Williams	Question 24 Mockbeggar Allotments	Important as allotments	Mockbeggar allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
Evelyn Williams	Question 24 New Christ Church School Playing Fields	Open Space in the South Reading Area. Previously part of a brickworks.	New Christ Church School and Playing Fields were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria.

CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Oakley Road Allotments	Oakley Road Allotments should be designated as Local Green Space. The allotments are popular and carry a waiting list. Includes Yew and other trees on the perimeter which were envisaged to be part of the old Caversham Cemetery.	Oakley Road allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
Councillor Rob White	Question 24 Reading Cemetery	Reading old cemetery should be identified as local green space.	The cemetery is protected under existing legislation that does not require duplication in planning policy.
Elaine Murray	Question 24 Reading Golf Club	As well as leisure facilities, the site has many old trees (eg Oaks, Beeches) which should be preserved. There has been a mass replanting of trees at the Golf Club in the past 2 years- which is beneficial for the environment and wildlife.	Reading Golf Club was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. Part of the site is proposed as a development allocation.
Reading Urban Wildlife Group	Question 24 Reading Prison	Reading Prison should be identified as Local Green Space. If this comes up for redevelopment, ensure open green space linking to Forbury Gardens and to Kennetside walkway	Reading Prison does not qualify as a Local Green Space.
Baker St Area Neighbourhood Association	Question 24 Robert Hewett Recreation Ground	<p>This is the only green space and recreation ground within our neighbourhood and we recommend it for a permanent Local Green Space Designation.</p> <p>This park was passionately saved a number of years ago by some of our BSANA residents for use of all residents in the region of the Park and especially for the children in the area to have a safe and green place to play. It is our only green space for children to play in in the area. The nearest parks are at ½ KM to over ¾ KM away from the Robert Hewett Recreation Ground.</p> <p>The park is unique in its layout—forming a large concave depression in the ground, and as such has a very special look and appeal. It has been noted that this concave hollow was present on the 1877 Ordinance Survey map, and was presumably used as a gravel quarry for local roads.</p> <p>It is currently actively used as an afternoon stop -off for children returning home from the nearby Coley Primary and other schools in the area. To lose this rare patch of land to development would be a shameful act by the Council and one that should be avoided at all costs.</p>	Robert Hewett Recreation Ground is proposed to be Local Green Space within the Draft Local Plan.

Clive Bedford	Question 24 Scours Lane	Land to right of bottom end of Scours Lane currently used as a sports ground should be identified as local green space.	Land at Scours Lane, Cow Lane and Littlejohn's Farm was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria, not least because national policy states that extensive tracts of land will not qualify. However, the whole area is subject to landscape designations.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Scours Lane, Cow Lane & Littlejohn's Farm	Scours Lane, Cow Lane and Littlejohn's Farm should be designated as Local Green Space. Recreation ground and prominent water meadows next to the River Thames. The fields include a number of veteran trees and hedgerows and there is a historic notable feature Coombe Bank marked on O/S maps. Includes Reading Festival site. The long distance Thames Path runs the full length of the site and is popular with walkers and cyclists.	
Elaine Murray	Question 24 Thames Path	The map does not identify the whole of the Thames Path from Tilehurst to Sonning Lock as local green space?	A large number of open spaces along the Thames Path are identified, but not all of its extent is green space.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Thameside Promenade and Rivermead	Thameside Promenade and Rivermead should be designated as Local Green Space. Grass area by the River Thames with specimen trees. Used for visiting events. A tarmac surfaced public right of way, which is part of the Thames Long Distance path runs the length of the park. Attractive panoramic views across the river of Caversham Court gardens, St Peters Church and the treed escarpment.	Thameside Promenade and Rivermead are proposed to be Local Green Space within the Draft Local Plan.
Mrs Jenny Cottee	Question 24 Tilehurst Allotments	Tilehurst Allotments are: <ul style="list-style-type: none"> • Close to the community it serves - Central Tilehurst on top of hill many walk there, families use them for generations; • Special to its community - lots of evidence- decades of petitions etc. • Local in character - plot numbering pattern of allots site reflects historic use 	Victoria Recreation Ground and the in-use allotments are proposed to be Local Green Space within the Draft Local Plan. However, parts of the site where there is no existing allotment use are proposed to be brought forward for development.
Nigel Rowland	Question 24 Tilehurst Allotments & Victoria Recreation Ground	Tilehurst Allotments and the Victoria Recreation Ground should be designated as Local Green Space. This is a huge asset to the local community.	
Tilehurst Allotments Society	Question 24 Tilehurst Allotments & Victoria Recreation	All the land on site A14 should be designated Local Green Space. It meets the criteria listed. It serves the local community. Given the extended duration of the planning disputes, and massive petitions of support from residents it is clear that the land is special to the community holding landscape, recreational and historic value.	

	Ground		
Len Abery	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It has always been green and we would like to keep it green.	Tilehurst Triangle was considered for inclusion as Local Green Space, but was not considered to fully meet the criteria. However, it was considered that the District and Local Centre policy RL1 should identify the importance of small areas of green space that are central to the layout and function of a centre.
Mrs P Ager	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It is the hub of the community.	
Clive Bedford	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves and local in character.	
Lynda Chater	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Any development on this site would destroy the heart of Tilehurst. It is a very important space for the community, providing an attractive shopping destination and space for community activities. It is, in essence, the 'village green', and should be protected as a green space.	
Jane Chesterfield	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves.	
Mrs Sarah Chilton			
Michael Geater			
Julia Cooper	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. An important part of the village centre.	
Mrs Jenny	Question 24	Tilehurst Triangle is:	

Cottee	Tilehurst Triangle (inc Walnut Way green area)	<ul style="list-style-type: none"> • Close to the community it serves; • Special to its community - eg community events- carols, Armistice day, social meeting place, objections when bus terminus proposed; The Triangle area is improving steadily and is a growing source of pride and community identity. More benches are being provided and planting of trees and bulbs together with the mature specimens are enhancing the appearance and atmosphere. It enhances the District Centre • Local in character - many old postcards 	
Liz Ellis	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. The Triangle forms the centre of Tilehurst. It is a local heritage site and is the hub of the community. It should be protected as a place of interest for following generations.	
Dave Evans	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. Is it special to the community. A meeting place and a hub for remembrance day.	
J Fidler	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is special to the local community and of particular local significance. Please leave it alone. It is a feature of Tilehurst.	
Gordon Johnson	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It is the heart of the village.	
K Jones	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. It is an oasis of green - contributes to overall look of area.	
Miss L V Jones	Question 24	Tilehurst Triangle (inc Walnut Way green area) should be designated as	

	Tilehurst Triangle (inc Walnut Way green area)	Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. An integral part of the Village, much used and appreciated.	
Wendy Levey	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves and special to the local community and of particular local significance and local in character.	
Carol Mclellan	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character. The Tilehurst Triangle is the 'heart' of the Village; if this area is not preserved, there would be an adverse effect on the local business and hence the local economy. The knock-on effect being the local community would suffer as a result of any change of use/lack of local resources.	
Tina Allen	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is close to the community it serves, special to the local community and of particular local significance, and local in character.	
Mary Bartlett			
Ian Duddle			
Natalie Pryor			
Nigel Rowland	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is special to the local community and of particular local significance. The Triangle has been recognised as a central hub to Tilehurst and gives it a village identity. I support further improvements to this area.	
Joanne Hales	Question 24 Tilehurst Triangle (inc Walnut Way green area)	Tilehurst Triangle (inc Walnut Way green area) should be designated as Local Green Space. It is special to the local community and of particular local significance.	
Katherine Slater			
L West			
Mrs Jenny Cottee	Question 24 Victoria Recreation Ground	Victoria Recreation Ground is: <ul style="list-style-type: none"> • Close to the community it serves - central, pleasant walk through to the shops, vistas across to Chilterns; • Special to its community; 	Victoria Recreation Ground is proposed to be Local Green Space within the Draft Local Plan.

		<ul style="list-style-type: none"> Local in character - Old photos, historic local shows on the rec. 	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Victoria Road Allotments	Victoria Road Allotments should be designated as Local Green Space. The allotments are popular and carry a waiting list.	Victoria Road allotments were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. The importance of allotments is considered separately within policy EN8.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Victoria Road Cemetery	The old Caversham Cemetery, Victoria Road, should be designated as Local Green Space. Cemetery opened in 1885, no further space. Now important as a historical site and managed as a nature area. It contains many old trees and wild flowers. Close to residential area and Caversham Primary School. Immediately adjacent to, Oakley Road allotments. Designated Local Wildlife Site.	The cemetery is protected under existing legislation that does not require duplication in planning policy.
Caversham GLOBE	Question 24 Victoria Road Cemetery	<p>This is a designated Local Wildlife Sites, effectively a local nature reserve, which is open to the public. It is a much valued tranquil local green space which is fully accessible to the public and should be added as a Local Green Space.</p> <p>Note that the Cemetery is contiguous with Oakley Road Allotments which were originally landscaped in the mid Victorian era as part of the Cemetery. Since the Old Cemetery is fully open to the public it could be argued that it meets the criteria for Local Green Space Designation more closely than that of the adjacent allotments which are only open to allotment holders. .</p>	
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 View Island	View Island should be designated as Local Green Space. Pretty, quiet and relaxing island with natural open space acquired by RBC in 1998 and transformed into a nature reserve, managed by local volunteer groups. Originally site of historic boatyard. Contains wildlife pond, wooden sculptures, canoe pontoon. Part of very popular circular walk.	View Island is proposed to be Local Green Space within the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 The Warren Woodland (part)	The Warren Woodland should be designated as Local Green Space. The Warren is a narrow strip of prominent ancient woodland on a steep chalk escarpment north of the River Thames. A limited view of the Thames is available from the footpath. It is important to the setting of St Peter's Conservation Area and the view from the Thames. The full strip of the Warren Woodlands should be added here. Part of the Warren Woodlands Complex Local Wildlife Site.	The Warren Woodlands were considered for inclusion as Local Green Space, but were not considered to fully meet the criteria. Some parts of the woodlands are more significant for their landscape character rather than as accessible open space, and is therefore covered by the landscape designation.
James Lloyd	Question 24	The site is significant piece of green infrastructure bordering the river	Waterloo Meadows are proposed to be Local

	Waterloo Meadows (and surrounding area)	Kennet. It has recreational value and interesting biodiversity. It would be great to link this area and the land on the adjacent bank to the strategic green space south of Reading.	Green Space within the Draft Local Plan.
CADRA, Caversham GLOBE, EGRA, FOCC, FOCCG	Question 24 Westfield Road Recreation Ground	Westfield Road Recreation ground should be designated as Local Green Space. Neighbourhood recreation area with a small children's play area. Important part of a green walk to work for large numbers of people heading to Reading or Reading Station. Well used for recreation, picnics, dog walk and hugely popular in snow. May have Charity Commission protection.	Westfield Road Recreation Ground is proposed to be Local Green Space within the Draft Local Plan.
Mrs Jenny Cottee	Question 25	Generally most changes of use of buildings do not affect the appearance of an area, but may affect the lives of residents and prosperity of an area. Flexibility of use is generally to be applauded - patterns of need change. Eg there used to be restriction on businesses being run from residential homes. Now this would seem totally out of date. The policy should refer to flexibility and change of use over the lifetime of the plan.	Noted. There remains some flexibility for changes of use, but where these are critical to the role of an area, some protections remain.
Environment Agency	Question 25	If the change of use results in a 'more vulnerable' or 'highly vulnerable' then the implications of this should be considered when forming policies especially if the change of use results in an intensification of a more or highly vulnerable development. You should also think about changes of use within the more and highly vulnerable classifications such as 'drinking establishments' to 'dwelling houses' and the implications of this for site allocations.	Noted. A change of use to a more vulnerable use or a highly vulnerable use would need to be considered in terms of the flooding policy. Flood risk has been taken into account in formulating site allocations.
Willowside Homes	Question 25	The new permitted development rights could lead to a significant reduction in the availability of office floorspace within Reading. It is therefore appropriate for Reading to introduce a more protective policy approach to existing employment sites. Many of the sites which are proposed to be allocated for housing are in B1, B2 and B8 use. The new PD rights, together with the allocation of sites in B Class use for alternative uses, will significantly erode Reading's employment land supply, unless such sites are protected. Accordingly, it is considered that B2 and B8 sites should not be allocated for housing.	The need to protect the majority of Reading's employment land is recognised, and is reflected through policies in the employment section.
Mr Aaron Collett	Question 26	There should be a limit on the amount of these shops in Reading. They prey on vulnerable members of society, and increasing their number will only continue the cycle of people caught up in them.	A new policy on betting shops and payday loan companies has been included that seeks to prevent clustering.

Mrs Jenny Cottee	Question 26	I don't know how to legislate against people wasting their money, I hope that public education/support services and alternatives like Credit Unions and market forces will restrict the growth. I suspect on-line gambling etc might grow and be even worse if there were too heavy restrictions on betting shops/payday loan businesses.	
Dr Antony Cowling	Question 26	Ban pay day loan companies all together	
Emmer Green Residents' Association	Question 26	Agreed for these to be in a category of their own, but we do not feel qualified to comment on what should be decided.	
Brian Jamieson	Question 26	There should be a new policy. Limitations based on evidence that both of these operations contribute to poverty.	
James Lloyd	Question 26	A new policy on betting shops and pay-day loan companies should be included.	
Scott Versace	Question 26	I would suggest seeking the advice of national charities whose concern it is to support those affected by gambling addiction and others who struggle with debt-management due to unemployment or manipulation from pay-day loan companies.	
John Booth	Question 27	There should be greater protection	The policy in the draft Local Plan is based on existing policy, with alterations to aid implementation. It is a difficult balance, in that the need to retain pubs wherever possible is clear, but that overly protective policies will lead in many cases to vacant buildings in those locations where a pub is no longer viable. The draft policy seeks to strike that balance. In the town centre, the approach of less protection is appropriate, as there is a far greater choice of venues, and in many cases the role of a pub as the centre of a community is less applicable.
The Butler Partnership	Question 27	Less protection should be applied to public houses in the central area of Reading, where the offer of drinking establishments is already high.	
Mr Aaron Collett	Question 27	There really needs to be more protection of pubs in Reading, Whitley for example has lost all bar one of its pubs, two are now shops, 3 are now houses and 2 sit unused. It's a part of British culture for 100s of years and we are on the verge of losing them in this town.	
Mrs Jenny Cottee	Question 27	Policy seems about right - difficult to legislate against cheap supermarket booze.	
Dr Antony Cowling	Question 27	Current level of policy marginally OK, need to increase actions and enforcements.	
Emmer Green Residents' Association	Question 27	We strongly support retaining pubs where possible and certainly protecting them from development where they anchor a district or local centre. There must be planning powers to control the change of use of a pub to a shop in light of the aggressive past policy of companies such as Tesco in buying up pubs for this purpose, which has then backfired when the company experiences financial setbacks, such	

		as in the sad case of the former pub next to Goring Station in Oxon.	
Brian Jamieson	Question 27	The current level of protection is adequate: no more, no less.	
Sonic Star Properties Ltd	Question 27	The current policy (DM15) is satisfactory as it provides sufficient caveats for the change of use of pubs in situations where they are not the only facility in the centre. We do not consider that the policy should contain greater protection. However, if greater protection is proposed, then this should be subject to an allowance for the loss of a public house where it has been vacant for a period of time, or a viability assessment shows that the use is no longer financially viable.	
Scott Versace	Question 27	A greater protection of local pubs should be enforced due to the community support they provide. With fewer meeting places in an ever-growing town, the risk and my concern is that areas will lose their sense of community and people will become less outward-focussed.	
Evelyn Williams	Question 27	Protection should be the same for pubs within the central area as those outside.	
James Lloyd	Question 27	There needs to be more support for communities to participate in Neighbourhood planning and encouraged to conserve buildings of community interest as part of this process	This is not a matter for the local plan.
Mrs Jenny Cottee	Question 28	Only relatively few houses will be built annually in Reading. If significant improvements are to be made into the total housing stock 100% new builds should be accessible and adaptable i.e. Option 28.2	The proposed policy is based on option 28.2. It is considered that this is an achievable standard for new homes, in line with existing requirements regarding Lifetime Homes, which ensures that residents can remain in their homes as their needs change.
Dr Antony Cowling	Question 28	Prefer Option 28.3	
James Lloyd			
Emmer Green Residents' Association	Question 28	OPTION 28.2 is our preferred option, on the grounds that houses should be treated, first and foremost, as 'Lifetime Homes' rather than financial investments and therefore ALL new builds should be made accessible and, most definitely, adaptable.	
Brian Jamieson	Question 28	Agree with Option 28.2. ALL new homes should at least be future-proofed against infirmity and disability. This will save resources in the long-term	
Elaine Murray	Question 28	Prefer Option 28.1.	

Scott Versace	Question 28	Prefer Option 28.4 - Less than 50% accessible and adaptable		
Evelyn Williams				
Reading Urban Wildlife Group	Question 28	Prefer Option 28.2. Essential to increase resilience of homes in reading for future use. We would expect new homes to be usable for different stages of life and family use; including that larger houses should be capable of easy division into two households		
Sackville Developments (Reading) Ltd	Question 28	Prefer Option 28.1. SDRL welcome the principle of the standards as they will ensure that there is a base quality of design delivered universally. Additional standards should only be proposed if it can be demonstrated that local circumstances justify doing so. In turn, if it is decided to impose such standards, it will be important to consider whether they should be applied in a targeted way e.g. on certain types of tenure (private/affordable, owned/rented etc) dwelling or in certain locations.		
Tarmac	Question 28	Prefer Option 28.4		
University of Reading	Question 28	In the interests of greater flexibility the Plan should not seek to include additional optional standards over and above an established minima for Category 2 purposes. Furthermore, there appears to be no rationale behind options 28.2 - 28.4, which appear somewhat arbitrary and do not appear to be supported by any evidence, as required by the PPG.		
Willowside Homes	Question 28	Prefer Option 28.4. The Local Plan should seek 10% of new homes to be accessible and adaptable dwellings in accordance with Part M of the Building Regulations, subject to the characteristics of the site and viability of the scheme.		
Mrs Jenny Cottee	Question 29	Wheelchair access needs to be a feature of more homes in Reading. Since there are so many inaccessible houses at present at least 50% of new homes should be wheelchair accessible.		The proposed policy is within Option 29.3, in that a proportion of 5% is set for developments of 20 units or more. This is only slightly below the 7% discussed in the options, and results from more detailed work.
Dr Antony Cowling	Question 29	Prefer Option 29.3		
Emmer Green Residents' Association	Question 29	OPTION 29.2 is our preferred option in order for wheelchair bound persons to have a reasonable choice of home.		
Brian Jamieson	Question 29	Agree with Option 29.2. Home provision for disability will save resources.		
James Lloyd	Question 29	Prefer Option 29.2. With an ageing population homes need to be		

		adaptable and there is evidence of the health benefits of people being able to stay in their own homes. The cost of moving people into social care is on the council as a statutory cost so why not place this cost of adaptable buildings on private developers to save/ or at least delay public spending later on.	
Elaine Murray	Question 29	Prefer Option 29.1.	
Reading Urban Wildlife Group	Question 29	Prefer Option 29.2. It should be towards 100%	
Sackville Developments (Reading) Ltd	Question 29	Prefer Option 29.1. SDRL welcome the principle of the standards as they will ensure that there is a base quality of design delivered universally. Additional standards should only be proposed if it can be demonstrated that local circumstances justify doing so. In turn, if it is decided to impose such standards, it will be important to consider whether they should be applied in a targeted way e.g. on certain types of tenure (private/affordable, owned/rented etc) dwelling or in certain locations.	
Tarmac	Question 29	Prefer Option 29.2	
University of Reading	Question 29	<p>The Local Plan should seek to secure a proportion of new homes to be wheelchair accessible or adaptable (Category 3). The PPG is clear (paragraph 005) that local planning authorities should plan to create safe, accessible environments and promote inclusion and social cohesion; local planning authorities should take account of evidence that demonstrates a clear need for housing for people with specific housing needs, and plan to meet this need. The PPG is also clear that local planning authorities should have clear understanding of housing needs in their area, including those with specific housing needs: this should materialise through the wider housing need assessment.</p> <p>Accordingly, we would suggest that the Plan makes provision for a proportion of 'at least 7% wheelchair accessible/adaptable,' which is not currently specified as an option under question 29. This is on the basis that 7% reflects an accurate assessment of the identified housing need in Reading for specialist housing for older people, as set out within the Berkshire SHMA.</p>	
Scott Versace	Question 29	Prefer Option 29.3. This should be comparative to the number of residents currently using wheelchairs.	

Willowside Homes	Question 29	Prefer Option 29.2. The Local Plan should seek 10% of new homes to be wheelchair accessible or adaptable dwellings in accordance with Part M of the Building Regulations, subject to the characteristics of the site and viability of the scheme.	
Mr Aaron Collett	Question 30	The answer is the third option - water is a precious resource that we should not be wasting.	The proposed policy is based on option 30.3, i.e. that all new homes should meet the raised water efficiency standard. This relates to evidence about the level of water stress in the area. It should be noted that compliance with existing policies on the Code for Sustainable Homes would have meant exceeding this on major sites.
John Booth	Question 30	Prefer Option 30.3 - All new dwellings comply with standard.	
Mrs Jenny Cottee			
Dr Antony Cowling			
Reading Urban Wildlife Group			
Scott Versace			
Evelyn Williams			
The Butler Partnership			
Elaine Murray			
Emmer Green Residents' Association	Question 30	OPTION 30.3 is our preferred option, since water efficiency should be a major factor in our future housing and lifestyles.	
Environment Agency	Question 30	You should be looking to provide a policy on water efficiency. A more restrictive housing standard of 110l/per/day should be applied due to the fact that the South East of England is in an area of 'serious' water stress.	
Brian Jamieson	Question 30	Agree with Option 30.3. As far as practical, extensive compliance will save resources as well as costs for homeowners themselves.	
James Lloyd	Question 30	Prefer Option 30.3. If the town is to meet its future carbon targets water efficiency is important as clean water requires a large amount of power to clean it to drinking standards so it is only sensible we are all frugal with our use of water. With the large amount of older homes a good place to start would be to focus our effort and share on new build.	
Reading	Question 30	This could be a serious problem and improvements are needed	

Climate Change Partnership		throughout Reading, not just for new development. As well as water supply, waste water treatment is also an issue. Thames Water has a duty to supply but may find it increasingly difficult. Catchment Climate Change Risk Assessment should be consulted.	
Sackville Developments (Reading) Ltd	Question 30	Prefer Option 30.1. SDRL welcome the principle of the standards as they will ensure that there is a base quality of design delivered universally. Additional standards should only be proposed if it can be demonstrated that local circumstances justify doing so. In turn, if it is decided to impose such standards, it will be important to consider whether they should applied in a targeted way e.g. on certain types of tenure (private/affordable, owned/rented etc) dwelling or in certain locations.	
Tarmac	Question 30	Prefer Option 30.2	
University of Reading	Question 30	Given this is an optional requirement and that water efficiency is addressed via the Building Regulations process it is considered unnecessary to include further prescriptions within the new Local Plan. In the interests of clarity and flexibility we would suggest that the Council proceeds with Option 30.1, i.e. do not require compliance with any standards over and above the minimum in the Building Regulations.	
Willowside Homes	Question 30	The increased water efficiency standard is onerous and there should be no requirement for all schemes to meet it. Schemes should be assessed on an individual basis having regard to site characteristics and viability.	
Mr Aaron Collett	Question 31	The answer is the third option - we do not want a situation like London with people paying £1000 a month rent for a room they cannot even stand up in.	The proposed policy is based on a version of option 31.2. It recognises that there will be particular difficulties in achieving the national space standards in central Reading, and that rolling out the standard in the centre could result in failing to deliver the housing required. However, elsewhere compliance with the standard is achievable, and is being achieved on a variety of schemes across the Borough, and would assist in achieving a high quality of life.
Dr Megan Aldrich	Question 31	Prefer Option 31.3 - All new dwellings comply with standard.	
Mrs Jenny Cottee			
Brian Jamieson			
James Lloyd			
Elaine Murray			
Reading Urban Wildlife Group			

Scott Versace			
Evelyn Williams			
The Butler Partnership	Question 31	Prefer Option 31.1	
Caversham and District Residents' Association	Question 31	We have noticed several applications recently which have proposed the creation of unacceptably small places to live, both in houses which are already sub-divided and in new conversions. We feel concerned at the poor living conditions that would inevitably result. We therefore support Option 31.3.	
Emmer Green Residents' Association	Question 31	OPTION 31.3 is most definitely our preferred option, since it should be a basic human right to a minimum space standard, without exception.	
Sackville Developments (Reading) Ltd	Question 31	Prefer Option 31.1. SDRL welcome the principle of the standards as they will ensure that there is a base quality of design delivered universally. Additional standards should only be proposed if it can be demonstrated that local circumstances justify doing so. In turn, if it is decided to impose such standards, it will be important to consider whether they should be applied in a targeted way e.g. on certain types of tenure (private/affordable, owned/rented etc) dwelling or in certain locations.	
Tarmac	Question 31	Prefer Option 31.2	
University of Reading	Question 31	On the basis that there is no apparent evidence to support the inclusion of nationally described space standards within the new Local Plan, we would suggest that there is no justification for doing so at the present time. National planning guidance is clear that where a need for internal space standards is identified, local planning authorities should provide justification, covering need, viability and timing. We are not aware of any published evidence to this effect.	
Willowside Homes	Question 31	Require a flexible approach. The NDSS provide a sound basis for the consideration of new residential schemes. However, they are prescriptive and do not take account of the individual circumstances of each scheme. There may be occasions when a minor deviation from the standard would be appropriate, for example, on tightly constrained sites. It is considered onerous for all schemes to meet the standard and each site should be considered on its merits.	

BBOWT	Question 32	<p>In order to ensure that sustainable design and construction policies are in line with the policy objectives of the NPPF (para 9, 17 & 118) and is therefore considered sound, we recommend that policies include the following wording;</p> <p>"Development proposals will be expected to incorporate biodiversity in and around developments. Proposals should seek to achieve a net gain in biodiversity by providing, conserving and enhancing biodiversity and create linkages between green spaces and wildlife corridors."</p>	This is covered by the draft policy on biodiversity and the green network.
John Booth	Question 32	<p>Design in sun-shading and ventilation for hot summers Design in contingency for higher rainfall episodes If any risk of flooding electrics should be at suitable height Pumping systems to keep sewage flowing in floods Permeable hard standing for vehicles</p>	The adaptation to climate change policy covers these matters, albeit in a level of detail appropriate for the Local Plan.
Mrs Jenny Cottee	Question 32	SUDS schemes should be a requirement for all schemes- there are few 'major' development schemes in Reading so it is not sensible to exclude say under 10 house schemes.	The policy on flooding and drainage encourages smaller schemes to also incorporate SuDS wherever possible.
Mrs Jenny Cottee	Question 32	Clearly it is best to have fewer policies and ones that reflect current practice, but resource constraints might produce delays. We do not want any delays to the publication of the draft document in 2017. An updated local plan is needed even if not quite as good as it could be.	Noted.
Dr Antony Cowling	Question 32	Adopt Passivehaus or Minergie standards, use permaculture philosophies.	The Government has sought to restrict the use of sustainability standards for new housing. Nevertheless, the Council is intending to require zero carbon homes on major new schemes.
Emmer Green Residents' Association	Question 32	<p>We would like to register our concern at the government's removal of the Code for Sustainable Homes and its replacement with minimal building regulations standards.</p> <p>Of greater concern is the acceleration of housebuilding by developers resulting in the quality of future new builds in our location being compromised, since the national housebuilders are allowed to self-regulate their workmanship. In light of recent large building estates in Berkshire that have fallen well short of standards (e.g. Loddon Park in Woodley) we feel that it is a great opportunity for quality of build to be enshrined in the Local Plan for ALL new builds. This is a national</p>	Noted. The Draft Local Plan intends to tackle this issue by requiring zero carbon homes for major new-build housing schemes.

		problem that has been highlighted by Parliament's own Built Environment Select Committee.	
James Lloyd	Question 32	Reading could be more ambitious. We should be demonstrating excellence. Demand is higher than supply so we can demand more from our developers. Reading like Växjö in Sweden could aspire to be the "greenest city in UK". We are aiming to half the CO2 emissions per resident of Reading over the plan period which is what Växjö has already achieved. But noting they have halved the emissions without sacrificing growth:90% increase per capita GDP over the same 20 year period.	The Council is seeking to achieve the most ambitious standards possible within the national framework that has been set. This includes requiring zero carbon homes for major new-build housing schemes and increasing the expectations for non-residential schemes.
Elaine Murray	Question 32	Greening the space eg provision of green spaces and planting of street trees. Environmental benefits as well as making space more visually appealing.	The Draft Plan includes requirements in terms of provision of green spaces and tree planting.
Natural England	Question 32	The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The Plan should reflect these principles and identify how the Plan's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF Para 109), which should be demonstrated through the Plan.	The existing approach to the Green Network is built around the need to maintain and establish links between habitats, and this approach is retained in the Draft Local Plan.
Reading Climate Change Partnership	Question 32	It is important that policies took account of the risks of extreme events	Noted. The adaptation to climate change policy seeks to cover this issue.
Reading Urban Wildlife Group	Question 32	Ventilation - as we get periods of warmer weather, very important to consider ventilation in new developments, particularly high rise where safety issues may take over.	The policy on adaptation to climate change requires consideration of ventilation.
Evelyn Williams	Question 32	Consideration of flood resilient features for properties on flood plain and close to flood plain developments such as Lo n'Store.	The policy on flood risk, as well as allocations for sites at risk of flooding, ensure that development addresses these issues.
Dr Megan Aldrich	Question 33	Historically RBC has done a very bad job of protecting heritage assets, with a piecemeal policy where individual buildings may be protected , but the environment which surrounds them has been allowed to become completely degraded by inappropriate development which	The policies and proposals for heritage are substantially expanded in the Draft Local Plan when compared to existing plans. Whilst the Local Plan cannot be the only piece of the jigsaw,

		occasionally borders on the grotesque, such as the treatment of Reading Abbey. In many respects, the centre of Reading has lost its soul, which has consequences for the well-being and social cohesion of residents. It is not just listed buildings but also conservation areas which are under intense and repeated threat. If Reading is actually serious about leveraging its cultural assets, there needs to be an overhaul of attitudes and practices.	it nevertheless illustrates how essential to the plans our heritage is.
Baker St Area Neighbourhood Association	Question 33	<p>We are currently working to re-evaluate our area and encourage the Council to do the following:</p> <p>a.) Place the most current CA Appraisal of this area on the website in the Russell St / Castle Hill CA link area. We hope that this will be updated by the end of this year.</p> <p>b.) List all current and future Article 4 directions that affect CAs. The list to clearly show Article 4 directions that affect the Russell St/Castle Hill CA and all CAs should be available from the CA link area.</p> <p>c.) We ask that basic information is given on the web-site about the area's amenities and reasons for its listing as a CA on the opening to the link.</p> <p>Additionally, efforts should be made once again by RBC, as in prior years, to provide clear and coherent advice via paperwork and leaflets available through estate agents, and community groups to residents and owners of homes in our CA and other CAs about the area's architectural significance and to understand what is to be conserved and valued in the area. Also suggestions to landlords and owners about how to enhance and not degrade the area should be published by the Council and made consistently available going forward as standard operating procedures. This system of public education needs to be included in the Plan going forward.</p>	These are not matters that are within the remit of the Local Plan to address.
Baker St Area Neighbourhood Association	Question 33	We are conscious of the fact that Reading has been judged to be a town in the top 16th percentile for historic assets. We consider our area to be one of those assets- and are very conscious of encroachment of the Town Centre in over-shadowing what was originally developed as a neighbourhood for Reading's middle and upper middle class	Noted. Whilst views within the conservation areas would generally be considered within existing policies, longer range important views into and out of the areas were not reflected in policy. A new proposed policy on heritage views

		<p>professionals and working class. This area needs to be enhanced for locals and visitors to recognise and appreciate that aspect of Reading's history.</p> <p>To highlight our concern: The scale and views from our most well-known heritage asset, Reading Abbey, has undergone dwarfing by surrounding new tall buildings and arterial roads over past years. We have concerns that this area too, will be treated as an area for encroachment and dwarfing by the Town Centre and that the heritage character of the area and its setting is enhanced and not damaged by new development and infill. For example, we currently have in our CA, valued views northwards from our side streets across to the green hills of Caversham. Those important CA views need to be protected. This area has little opportunity for any more new build in remaining brownfield areas and we wish that the relationship of a residential community to the busier Town Centre with our 4 story terraced houses be maintained.</p>	is included to try to fill this gap.
Baker St Area Neighbourhood Association	Question 33	New development should be sensitive to, recognise and respect the scale, design, materials and setting of historic assets and houses within this CA, as well as their historical and local significance.	Noted. Policies should ensure that these matters are taken into account.
Baker St Area Neighbourhood Association	Question 33	<p>We wish to have a Plan for regeneration and improvement made along the Oxford Road as whole from the Town Centre to the Norcot Roundabout. This Road affects our CA directly and contributes to the less- than -savory living conditions in some of the streets off the Oxford Road. This includes an important request for repairing and revitalising the Victorian Keep- owned by the Council, which has long ago fallen into disrepair. The history of the Oxford Road needs to be one that is focused on in the Plan and improvements made to retain its unique charm and flavour to newly arriving immigrant populations that seem to flock naturally to this area.</p> <p>This is the main West Reading pedestrian artery and an important shopping street for many of the immigrant communities in Reading. Whilst the street has always enjoyed a diverse reputation, and a certain unique spirit, this has not always been positive. The continuing degradation of the building and shop stock needs to be arrested and an action plan devised for the better management of shop waste and</p>	The Draft Local Plan must balance the need to promote key elements of the strategy, such as the preservation of heritage assets and the role of district centres, such as the Oxford Road, against the need to avoid getting into very significant levels of detail on specific centres. Whilst the draft policy on district and local centres highlights the need for environmental enhancements, looking in more depth at specific centres would more appropriately be a matter for Supplementary Planning Documents. Production of such documents would be a matter that would need to be considered in terms of available resources.

		<p>street furniture.</p> <p>Organisations such as Reading CIC and Reading BID, need to take root in the area, to get the shop -owners and the local communities to work together along the Road to capitalise on revitalisation improvements together. We wish to see this encouraged in the Plan and developed. If this street remains unchecked, and such a system not implemented, there will be further shop quality and community degradation that will continue to see the Road deteriorate to the loss of the entire town.</p>	
Baker St Area Neighbourhood Association	Question 33	As the westernmost reaches of Abbey Ward, and a vital area in the early 19th century development of the town, we ask also, in anticipation of higher tourist and visitor traffic due to the Abbey revitalisation that our CA and the Oxford Road- (only a step outside the Town Centre) are given due consideration, so that visitors see the charm of Reading and not -as soon as they start heading west from the Town Centre, an ASB-ridden urban blighted CA.	Noted. The setting of the conservation area should be given consideration in determining applications, in line with policy. Where specific proposals are made, in particular the West Side Major Opportunity Area, this reflects the need to take account of the neighbouring conservation areas.
Baker St Area Neighbourhood Association	Question 33	We support the Community Activists' submission that requests that the current list of locally important buildings that has fallen into disuse/ abeyance, should be re-launched, perhaps renamed, and the method of local listing/ placing assets on the Register should be reviewed to allow more input from Community and Volunteer Groups so that it becomes an active register. We feel it entirely appropriate to request that all CAs, inclusive of this one, should be listed on this register, as well as individual buildings of import. This needs to be brought into better focus on the Council's website.	<p>The Draft Local Plan contains a policy on locally-listed buildings, and the criteria for inclusion are set out in an Appendix.</p> <p>It is not clear what purpose it would serve to place Conservation Areas on the local list, since they already benefit from a more powerful protection.</p>
Baker St Area Neighbourhood Association	Question 33	<p>The lack of adequate planning controls for CAs allow easily for ruination of the visual appeal of a CA by neglectful and unsympathetic landlords and owner-occupiers. Article 4 Directions are the only legal method of pro-active protection against this gradual ruination of Reading's CA environments. We are requesting that methods and manpower be implemented to allow Article 4s to be applied wherever necessary in our town to maintain and improve the quality of our CAs.</p> <p>We encourage the positive and pro-active use of Article 4's for CAs to become part of the Local Plan. We feel confident that RBC can and should continue to find creative ways of dealing with the difficult issues of application and enforcement, and to try new methods of procedures,</p>	Extension of conservation areas or designation of new Article 4 directions is not within the remit of the Local Plan.

		so that CAs that urgently need Article 4's put in place (such as ours), can utilise this tool which will help to mitigate past and future damage.	
Baker St Area Neighbourhood Association	Question 33	Our CA has some polychromatic brickwork that is rapidly disappearing under stone cladding or other unsympathetic rendering work by unconcerned owners and landlords. Also right to the west of this Conservation Area are more streets wherein this brickwork exists along with frequent unique terracotta features which are assets that we would not wish to see disappear or be degraded. Together, these all help to tell the story of the development of West Reading. Consideration should be given to extending this Conservation Area to include some of these outlying buildings and flats, or into possibly creating a new CA or listing a Heritage Asset Area for the area to our west to highlight some of this attractive heritage. Possible Article 4s could be placed on these houses and streets to prevent further damage and this should be encouraged where it is needed.	
BSANA, CADRA, Reading Civic Society and Redlands	Question 33	The term 'historic environment' needs to be defined and we believe that the existing categories of accepted historic asset should be reviewed and extended so that the term in the New Local Plan would include not only listed buildings, scheduled ancient monuments, Conservation Areas and Historic Parks and gardens but also emphasise and include: <ul style="list-style-type: none"> • All Article 4 Directions which protect local buildings • Buildings on a revitalised and reactivated Reading Heritage Assets Register/Locally listed Buildings List • Reading River Views and waterways (the setting of the Thames, the Kennet, the Holybrook and their associated parks and gardens) • Reading's unique heritage of polychromatic brickwork • Other historic gardens or green spaces (even where not in public ownership) • Local streetscapes which capture the character of different periods 	The term heritage section covers a wide variety of types of asset within the policies it contains, including listed buildings, registered parks and gardens, conservation areas, ancient monuments, areas with archaeological potential, locally-listed buildings, heritage views and areas covered by article 4 directions due to their historic character.
BSANA, CADRA, Reading Civic Society and Redlands	Question 33	We believe that the New Local Plan should reprioritise the historic environment and develop a proactive strategy to better conserve and enhance Reading's historic assets and positively contribute to the quality of life in a rapidly changing town.	The policies and proposals for heritage are substantially expanded in the Draft Local Plan when compared to existing plans. Whilst the Local Plan cannot be the only piece of the jigsaw, it nevertheless illustrates how essential to the plans our heritage is.

<p>BSANA, CADRA, Reading Civic Society and Redlands</p>	<p>Question 33</p>	<p>Raising awareness of the value of all historic assets listed above is a vital primary issue. Community Groups and Voluntary bodies can play their part in this, however RBC should aim and plan to do more.</p> <p>We were recently thrilled to see Conservation Areas listed on the front contact page of the new Council website, and it is good to see that now in two clicks you can be at a map of Conservation Areas, but this can be expanded with the latest Conservation Area appraisals by area and making any Article 4's for each Conservation Area available for review in that Area's section. These are not minor cosmetic issues but are fundamental to the raising of awareness, and reprioritising attitudes to the historic environment.</p> <p>Additionally, efforts should be made once again by the Council, as in prior years, to provide sound advice via paperwork available through estate agents, and community groups to advise residents and owners of homes in Conservation Areas about the area's architectural significance and to understand what is being conserved and valued in the area. It is recognised these need to be accessible in other languages than English. If it were possible a direct mailing of such info / leaflets to owners of properties (perhaps via the ratepayers list) would be a positive initiative.</p> <p>We wonder also how the RBC legal team respond to property searches related to Listed Buildings and those in CAs and whether this may present an opportunity to identify to potential new owners what is expected of owning LB or being in a CA - some brief bullet points and links to website etc.</p>	<p>These are not matters that are within the remit of the Local Plan to address.</p>
<p>BSANA, CADRA, Reading Civic Society and Redlands</p>	<p>Question 33</p>	<p>Reading's national and regional image needs to be considered in any vision set out for its future in a new Local Plan. With regard to the historic environment, the reputation of the town does not reflect Reading's assets. A study by the Royal Society of Arts places Reading in the top 16% of towns and areas in England for historical assets. The town can improve its reputation through playing to its assets. In terms of these assets, comparable towns and cities include Winchester (top 25%) Hereford (top 15%) and Guildford (top11%). Many of these towns have more detailed information about local history and heritage than Reading. Likewise, many towns comparable to Reading have an easy to</p>	<p>It is agreed that Reading can make more of its heritage, and the Plan seeks to achieve this.</p> <p>The need to ensure that the setting of heritage assets is protected is acknowledged. However, with the development needs of the Borough, and the poor quality areas that are often already in close proximity, there is a clear role for new development close to heritage assets. The plan aims to ensure that new development sits</p>

		<p>understand network of signs relating to historic sites and walks, while Reading's assets are hard to locate. It is by having better information, more easily available to residents on the web-site that we can most easily state their import to the town overall.</p> <p>To highlight the most obvious example: the scale and views from our most well-known heritage asset, Reading Abbey has undergone dwarfing by surrounding buildings and roads over past years. Other historical assets and areas in our town need to be better respected, rather than be subsumed in modern fabric and infill altogether. The scale and surrounding of historical assets with views of them and from them, need to be carefully considered in light of how the new development will relate to and enhance the historic asset or area. In France, scheduled ancient monuments are automatically protected by a wide perimeter around which there cannot be placed any modern infill without strident substantiating evidence to the ability of that proposal to the enhancement of the listed building itself. We need to look at ways we can be as prudent in our thinking on our historic structures as the French are.</p> <p>Signage is a very important factor, both for visitors and local people. Current signage of historical assets is poor or non-existent and Conservation Areas are not marked out by separate street signs, losing an important opportunity to improve awareness.</p>	<p>comfortably alongside historic buildings, and where possible enhances their setting.</p> <p>The role of signage and interpretation is highlighted in e.g. the conservation areas and Abbey Quarter policies.</p>
BSANA, CADRA, Reading Civic Society and Redlands	Question 33	New development should recognise and respect all historical assets in terms of scale, design, materials, setting, local and historical significance, views of and from. Better documentation and awareness of historic assets will be important to support this. There is considerable scope for a much better relationship between existing planning policies and heritage assets, Conservation Areas and Listed buildings	Noted. The planning policy approach has been substantially improved from existing policies.
Baker St Area Neighbourhood Association	Question 33	Revitalise and re-launch a Reading Heritage Assets Register/ List of locally important buildings. The current list of locally important buildings has fallen into disuse/ abeyance. It should be re-launched, perhaps renamed, and the method of local listing/ placing assets on the Register should be reviewed to allow more input from Community and Volunteer Groups so that it becomes an active register. Consideration	The Draft Local Plan contains a policy on locally-listed buildings, and the criteria for inclusion are set out in an Appendix.
BSANA, CADRA, Reading Civic Society and			

Redlands		<p>should also be given to allowing areas or streets on the register, as well as individual buildings. This needs to be brought into better focus on the Council's website.</p> <p>As this will not have the force of National Listing it must be used actively in determination of Planning Applications and be specifically endorsed in the Local Plan. (It is noted that two of the 5 items currently on the Local List are within the boundary of the Elvian School site. Some of the planning officers' alternative suggestions for configuration will lead to their retention and others to their demolition... a rot that started when the owners removed all the windows years ago. If demolished 40% of the existing Local List will be lost.)</p>	
Baker St Area Neighbourhood Association	Question 33	<p>Create or make available character assessment toolkits on the Council's website. Assuming the current training of Volunteers and Council Officers to undertake Conservation Area re-appraisals is successful and leads to updated appraisals and action plans, then the toolkit could be made available on the Council's website to support wider local involvement.</p>	<p>The Council will continue to review the information available on the website, although this is not within the remit of the Local Plan.</p>
BSANA, CADRA, Reading Civic Society and Redlands			
Baker St Area Neighbourhood Association	Question 33	<p>Commit to regular assessment of existing Conservation areas with a clear action plan for each area. Local volunteers may be able to assist with reviews where appropriate. The important result is that action plans should be drawn up. These plans should feed in to all routine maintenance and replacement programmes for the public realm.</p>	<p>Work is underway with the CAAC to use local expertise to assess conservation areas, and this may provide a model going forward.</p>
BSANA, CADRA, Reading Civic Society and Redlands			
Baker St Area Neighbourhood Association	Question 33	<p>Consider the extension/ creation of new Conservation Areas or Heritage Asset areas. Reading has exceptional areas of polychromatic brickwork. This brickwork of red, grey and yellow is probably unique in England in its diversity and extent. It covers the range of dwelling type from modest terrace to larger houses. Built during the expansion of Reading in the Victorian and Edwardian eras, this inheritance has for the last 100 years been undervalued. Some areas featuring coloured brick are included in existing Conservation areas, most are not. Consideration should be given to extending existing Conservation areas,</p>	<p>Designation of conservation areas or new Article 4 directions is not within the remit of the Local Plan.</p>
BSANA, CADRA, Reading Civic Society and Redlands			

		creating new ones, or placing relevant important streets/areas on the Heritage Assets Area List or creating Article 4's to protect areas of extant polychrome brickwork in the town.	
Baker St Area Neighbourhood Association	Question 33	Undertake a Reading river Views Study. The river Thames and its setting is a national as well as a local asset. Taken together with the Kennet and Holybrook, Reading's waterways are great historic and environmental assets to the town. A Reading River Views study, possibly involving volunteers, included as part of the Local Plan would contribute to and inform Council policies - planning policies, heritage policies, landscape policies, site specific planning briefs, arts and leisure policies, tourism policies, habitat and bio diversity issues. It would also draw consideration to valuing the spaces near the rivers, so that rivers are not over- developed and views obliterated.	The Council considered the benefits of a river view study, and considered that it would be preferable to deal more generally with heritage views. This has led to a specific heritage views policy, into which the CAAC has had considerable input.
BSANA, CADRA, Reading Civic Society and Redlands			
Baker St Area Neighbourhood Association	Question 33	<p>Officer Resources.</p> <p>Given the ranking of Reading referred to above, in the top 16% for historical assets, the current Conservation Officer resource in Reading is inadequate. Swindon in comparison which has a low ranking for historical assets (in the bottom 21%) has a full time Conservation Officer. It is abundantly clear that this is not the role of Historic England and they will not fill this gap. There are many examples of missed opportunities to conserve important historic assets - even those with Grade I listing - which may have had a different result with greater Conservation Officer input. Whilst current Budget constraints are recognised, the proposed Plan period covers 20 Years. There should therefore be a commitment in the Plan to increase Conservation Officer Resource as soon as possible to match the needs and extent of the historic environment.</p> <p>Likewise whilst successful efforts have been made by Enforcement on high profile breaches (e.g in Castle Hill) , constraints on Enforcement Officers and legal assessments of the risks and benefits have, inevitably, contributed significantly to the deterioration of historic assets, including Listed Buildings and Conservation Areas. There should be a commitment in the Plan to extend the range of enforcement measures appropriate to historic assets.</p> <p>With the current existing relaxed planning policy at the national level,</p>	It is not the role of the Local Plan to make commitments regarding officer resources over a 20-year period.
BSANA, CADRA, Reading Civic Society and Redlands			

		<p>Conservation Areas have little to no protection in terms of owner - initiated development often at the detriment of the Conservation Areas. As Article 4s are the only legal method which offers the possibility of some constraint against this gradual ruination of Conservation Area environments. We are requesting that methods and manpower be implemented to allow Article 4s to be applied wherever necessary in our town to maintain and improve the quality of our CAs. This needs to be a long-term goal, and Article 4s need to be considered long before detrimental impact may have an irreversible result.</p>	
<p>Baker St Area Neighbourhood Association</p> <p>BSANA, CADRA, Reading Civic Society and Redlands</p>	<p>Question 33</p>	<p>Heritage Champion and Regular Forum.</p> <p>The role of Heritage Champion is important in representing local views on heritage, helping influence planning decisions and in supporting local historic environment services. Champions can make sure that local plans and strategies capture the contribution that the local historic environment can make to the success of an area. This is critical to the enhancement and protection of historic assets in Reading and the role needs to be developed and expanded.</p> <p>It is not a job to be done alone and the Voluntary Groups represented see themselves as providing support and communication channel in achieving the objective. Reading needs and deserves a regular forum to ensure that broad measures are in place and ongoing issues receive the necessary attention.</p>	<p>The role of a heritage champion or forum is not within the remit of the Local Plan.</p>
<p>Baker St Area Neighbourhood Association</p> <p>BSANA, CADRA, Reading Civic Society and Redlands</p>	<p>Question 33</p>	<p>Look at best practice of other authorities with the same budget constraints as Reading.</p> <p>A consultation with other towns of similar size and with similar budget constraints should be undertaken to understand and implement good practice techniques in positively maintaining and improving their CAs and historic assets. Again, we point to Swindon for example in this case, with less assets but greater energies expounded on their Conservation than we currently employ. This is only one example, and studies can bring to light better options through sharing knowledge. It is not all about ongoing resource commitment, it can be as simple as how information flows through from web searches. A simple search of Swindon Conservation Areas brings this link. http://swindon.gov.uk/conservationareas as the very first item you see. In it each of the 28 CAs are listed with access to the individual</p>	<p>The issues with the way that information is presented on the website are noted, although are not for the Local Plan to deal with.</p>

		<p>area appraisal and map, at the end is the CA SPG. The next item on the websearch is a slightly different presentation of the same thing; http://ww1.swindon.gov.uk/ep/ep-planning/listedbuildingsconservationandtrees/Pages/ep-planning-conservationareas.aspx</p> <p>Undertaking exactly the same search for Reading produces this as the first item http://beta.reading.gov.uk/article/2419/Planning and this as the next http://www.reading.gov.uk/article/8056/Conservation-areas. The fourth area listed gives access to http://www.reading.gov.uk/media/2584/Conservation-Areas-Maps/pdf/Conservation-Areas-Merged.pdf</p> <p>This is not to suggest Swindon is best in class but their way of presenting the information seems easier to access.</p>	
Baker St Area Neighbourhood Association	Question 33	<p>Draft Heritage Statement</p> <p>This document is to be commended; it has however remained in Draft for 2 years and comments made when it was first issues have still not been addressed. Many points and recommended actions in it overlap with the points made above. It should be reviewed and included in the new Local Plan. A stronger and specific action plan with projected time scales could be included incorporating points above. It should be directly accessible and promoted on the website.</p>	<p>The content of the Heritage Statement has informed the development of the Local Plan. However, this document does not form part of the Local Plan in itself.</p>
BSANA, CADRA, Reading Civic Society and Redlands			
Baker St Area Neighbourhood Association	Question 33	<p>The Abbey Quarter.</p> <p>The achievement of funding for the regeneration of the Abbey Quarter is to be celebrated and commended. The new Local Plan should allow for the on-going achievement of this in the plan period to be used as a Catalyst and Springboard for the re-prioritisation of Reading's historic environment as a whole as set out in this paper.</p> <p>Engaging actively with the local Reading CIC and Reading BID to promote proper businesses reflective of a town that is able to promote tourism, is to be highly encouraged, and we urge that pointed and specific actions with these organisations to promote businesses towards this end be part of the new Local Plan. Such improvements must be Council - led and promoted actions.</p>	<p>The Draft Local Plan includes a specific policy that supports the Abbey Quarter project.</p> <p>In terms of engagement with CIC/BID, culture and heritage makes up a large element of the Reading 2050 project, one of the lead organisations of which is the CIC.</p>
BSANA, CADRA, Reading Civic Society and Redlands			
The Butler	Question 33	Specific sites being allocated where they are considered to provide an	Noted. The area at the rear of the Butler is now

Partnership		opportunity to enhance the historic environment. The Butler is a site that would lend itself to such an approach. Indeed, the significance of the Grade II listed building is compromised by incongruous rear extensions, and an existing car repair workshop. The removal of these buildings, and the site's appropriate redevelopment provides an opportunity to enhance the historic environment.	incorporated within site CR12c.
Mr Aaron Collett	Question 33	I think historically Reading needs to shout about its place in the history of the county and the country. Maybe an initiative to showcase off the history of this town over the summer?	Noted, although this is not within the remit of the Local Plan.
Mrs Jenny Cottee	Question 33	Ease of recognition and increasing public awareness -e.g. pointers regarding use of different materials, more blue plaques.	Policies are now included relating to specific enhancements within conservation areas, and to using new development to better reveal the relationship with heritage.
Dr Antony Cowling	Question 33	Reduce the size and number of conservation areas, this is a positive move, fewer better ones would be a benefit.	Designation of conservation areas is not within the remit of the Local Plan.
Emmer Green Residents' Association	Question 33	We are aware of the working group in collaboration with Historic England and are happy to see the outcome of this pilot scheme that will influence policy on the historic environment. We also support CADRA's call for there being a 'Heritage Forum' set up as part of RBC's 'Arts and Heritage Forum'.	Noted,
Historic England	Question 33	<p>An adequate, up-to-date and relevant evidence base to underpin the strategy and policies of the Local Plan is really the starting point.</p> <p>We are aware of the Council's series of Conservation Area Character Appraisals, the Culture and Heritage Strategy 2015-2030 and the Berkshire Historic Environment Record. Other sources of information on the historic environment include the National Heritage List for England, the Heritage at Risk Register and the Historic Landscape Characterisation due to be completed this summer. However, we are not clear if the Council has other historic environment evidence e.g. is there an extensive urban survey of Reading or other townscape or characterisation study? Is there an urban archaeological database? Is there a list of locally important heritage assets? Has the Council undertaken a survey of grade II buildings at risk?</p> <p>We will expect the Council to have an adequate, up-to-date and</p>	Noted. The Council will continue to assemble evidence on the historic environment which will be compiled for the submission stage.

		relevant historic environment evidence base and to demonstrate in the Local Plan how that historic evidence base has informed and influenced the Plan's policies and site allocations. We may be able to assist the Council with additional studies e.g. an assessment of the significance of the waterways in Reading.	
Historic England	Question 33	<p>We consider that the positive strategy required by the NPPF should comprise recognition throughout the Plan of the importance of the historic environment, of the historic environment's role in delivering the Plan's vision and the wider economic, social and environmental objectives for the Plan area, and of the potential impacts of the Plan's policies and proposals on the historic environment. The strategy should include strategic policies to deliver the conservation and enhancement of the historic environment, as also required by the NPPF.</p> <p>We think the words "positive", "enhancing" and deliver" are significant, and we believe that the Plan (and Council) should be proactive in the conservation and enhancement of the historic environment. We therefore welcome the recognition that a positive strategy goes beyond merely a general protection policy and involves using heritage assets to inform how new development should take place.</p> <p>However, it is our view that a positive strategy should also go beyond that and we therefore look to local plans to contain commitments to positive measures for the historic environment e.g. a programme of completing and reviewing conservation area appraisals, the implementation of Article 4 Directions where the special interest of a conservation area is being lost through permitted development, the completion of a list of locally important heritage assets or a survey of grade II buildings at risk. The Council's initiative for conservation areas at risk is a good example of a positive action.</p>	<p>Noted. It is considered that the Draft Plan contains a positive and proactive strategy as required by the NPPF, not only through the heritage policies and the policy on the Abbey Quarter, but also throughout the plan, and in particular in the area-specific sections and site allocations.</p> <p>However, any consideration of future measures must be balanced against the likely availability of resources.</p>
Historic England	Question 33	We welcome the reference to heritage in the foreword to the document as an indication of the Council's positive and proactive attitude towards the historic environment of Reading and the recognition of the vital importance of the historic environment to both the character of Reading and the quality of life of those within it in paragraph 5.25.	Noted.

Historic England	Question 33	We welcome the intention to retain the core objective to “Maintain and enhance the historic, built and natural environment of the Borough through investment and high quality design”.	Noted.
Historic England	Question 33	We would like to see the Vision for the new proposed Local Plan include the conservation and enhancement of the Borough’s rich historic environment and the heritage assets therein, both designated and non-designated, and their settings, as part of the positive strategy. We would also welcome the Vision including a greater appreciation of and access to the historic environment and heritage assets and a reference to new development conserving and enhancing the historic environment.	The vision of the Draft Plan makes enhanced reference to the importance of the town’s heritage.
Historic England	Question 33	The NPPF requires the positive strategy for the conservation and enjoyment of the historic environment to include heritage assets most at risk through neglect, decay or other threats. We welcome the Council’s initiative in seeking to tackle conservation areas at risk but on the Historic England 2015 Heritage at Risk Register there are also three very significant assets at risk in the Borough: the grade II* St David’s Hall, the grade I Chazey Farm barn and Reading Abbey, which is a Scheduled Monument. It should be noted that outside London the Register does not include grade II listed buildings at risk, and that other heritage assets may become at risk during the life of the Local Plan. We therefore suggest including wording within local plans along the lines of: “The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers”.	Noted. The importance of tackling heritage at risk is referred to. However, any consideration of future measures must be balanced against the likely availability of resources.
Historic England	Question 33	We will be looking in the Local Plan for a detailed development management policy or policies setting out the requirements of development proposals and providing a clear indication of how a decision maker should react to a development proposal as required by paragraph 154 of the NPPF. This should include criteria for assessing the potential impact of	Noted. A detailed development management policy setting out expectations is included at EN1.

		<p>development proposals on the significance of all relevant heritage assets, both designated and non-designated.</p> <p>The policy should reflect paragraph 132 of the NPPF that any harm or loss of a heritage asset should require clear and convincing justification, most often in the form of public benefits. In accordance with paragraphs 132 -135 of the NPPF, the more important the asset, the greater the weight that should be given to its conservation.</p> <p>We would expect the development management policy or policies to set out what is required of applicants e.g.</p> <p>“Applications which affect, or have the potential to affect, heritage assets will be expected to;</p> <p>i) describe the significance of the asset and its setting, using appropriate expertise; at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; using appropriate references such as the Historic Environment Record and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and</p> <p>ii) to set out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.</p> <p>Where development is permitted that would result in harm to or loss of the significance of a heritage asset, developers will be required to record and advance understanding of the significance of that asset, in a manner appropriate to its importance and the impact, and to make that evidence publicly accessible.”</p>	
Historic England	Question 33	<p>The policy or policies could also address issues such as important views or tall buildings. The Council should consider or not it is appropriate to identify land where development would be inappropriate for its historic significance (e.g. Thames Meadows or other green spaces ?). It may also be appropriate to consider a policy or policies protecting areas of</p>	<p>Noted. Some elements of this, e.g. heritage views and promotion of good design that takes cues from its historic context, are included within the draft plan. Blanket protection of areas (other than conservation areas or other designated</p>

		special townscape character that create a sense of place, but which do not merit conservation area status. We would welcome a policy promoting good design that respects its historic context.	assets) will not be appropriate given the need to meet development needs in Reading, but the policies seek to ensure that development makes a positive contribution.
Simona Kermavnar	Question 33	<p>Reading does not seem to appreciate its past, which is a huge pity. Reading has a magnificent history, but a tourist is not aware of that as it is not marked. There should be plaques, noticeboards etc.</p> <p>To stress only one aspect: there are hundreds of brick buildings from 18th/19th century in Reading. These are beautiful houses but they are simply lost in the flood of ugly "modern" buildings, and many were already brutally ruined. The architecture of the 19th century was maybe not appreciated few decades ago, but now it is because it was in many cases simply destroyed as "not important" comparing with "important" older buildings. But beauty in art and architecture is of course not measured only with age.</p>	It is agreed that Reading has not always made the most of its substantial heritage. The Local Plan sets out a positive and proactive strategy to better draw on the substantial heritage interest that we have.
James Lloyd	Question 33	The strategy should be to look to increase the amount and area of conservation areas. With an increase of new build we should be also aiming to increase the amount of everyday we handover to future generations.	Designation of conservation areas is not within the remit of the Local Plan.
James Lloyd	Question 33	<p>As well as finding sites for development the plan should also look to find specific sites of everyday heritage interest that are presently not in conservation areas but because of local provenance they should be conserved. These could be of natural or historic beauty or interest.</p> <p>One area would be Elgar Road because of the links of the buildings to the historic brickworks with interesting design features displaying local craft. Waterloo meadows could also be given greater protection celebrating its heritage and linking it to the strategic green space to the south of reading bordering the river Kennet.</p>	The Draft Local Plan contains scope for identifying locally significant buildings and structures. However, the protection of large areas that do not qualify as conservation areas will not be possible given the substantial needs for new development within the Borough.
James Lloyd	Question 33	With some new permitted development right greater steps should be made to protect everyday heritage and extend some conservation areas to protect important vernacular building of local beauty and heritage value. I would be concerned about external wall insulation being fitted to traditional pre 1919 brick buildings that give the town a distinctive character. These will be seen as no different to the stone cladding which was popular in the 1980 and has done damage to the character of	Exercising this kind of control would require an Article 4 direction. Whilst this has been done in some areas of Reading noted for their patterned brickwork, it carries significant resource implications which must be judged against any benefits it brings.

		some streets in Reading.	
Elaine Murray	Question 33	Turning the prison into a museum? Similar to Milestones in Basingstoke - with displays concentrating on Reading's historic past.	The potential for the prison to include some cultural/heritage element is noted. However, this is likely to form only one element of any designation.
Reading Abbey Quarter Project Team	Question 33	<p>Heritage is widely recognised as an asset in supporting economic development. RBC and partners should continue to engage the commercial sector in mutually beneficial projects within the Abbey Quarter, promoting the Abbey Quarter brand and concept, and encourage further enhancements to its historic environment, by creating an attractive environment for high-quality commercial investment within the Abbey Quarter. The local plan should help encourage the town's public, private and voluntary sectors to work together to raise the profile of Reading's rich heritage, by marketing its heritage attractions and assets, to change perception of Reading and increase participation and engagement with its heritage.</p> <p>The Council's progress in both protecting and enhancing the Abbey Quarter should be formally recognised within the strategy and its positive contribution to the town centre both identified in the local plan and respected by future development. There are opportunities to improve the conservation and enhancement of Reading's heritage within this policy framework.</p> <p>The Council's public consultation for the Reading Abbey Revealed project has shown the high importance that residents and visitors attach to the Quarter's historic environment. Reading Borough Council has successfully secured external funding through the Heritage Lottery Fund (HLF) of £1.77m to support the conservation of the Abbey Ruins and the Abbey Gateway (both Scheduled Monument and Grade I listed).</p> <p>Meanwhile the significance of Reading Abbey to the historical development of Reading as a place and the pivotal role its restoration plays in delivering the aspirations for the future of culture and heritage in the town is fully acknowledged in the Cultural & Heritage Strategy 2015-2030 and the Outline Development Framework for the Reading Prison site.</p>	Noted. The Draft Local Plan contains a policy on the Abbey Quarter, and this has had input from the Abbey Quarter Project Team, and reflects the points made.

		<p>The opportunity to formally recognise, protect and enhance the Abbey Quarter's historic character within the local plan would also follow-up on the recommendations in the last Market Place/London Street Conservation Area Appraisal. This recognised that 'consideration should be given to designating a new conservation area to the west, based on the 19th century re-development of the town centre (i.e. Friar Street and Broad Street), and a new conservation area to the east based on Forbury Gardens and the site of the former abbey'.</p> <p>This local plan is the ideal opportunity to implement this recommendation and recognise the Council's proactive and holistic approach to enhancing and protecting the Abbey Quarter as Reading's Heritage Quarter including the former prison site. The Reading Abbey Revealed Conservation Plan provides an assessment and overview of the Quarter's built heritage.</p>	
Reading Abbey Quarter Project Team	Question 33	The strategy should take more positive approach to identifying, enhancing and protecting Reading's heritage assets. A particularly issue are illegal alterations to listed buildings especially replacement windows and doors, leading to the piecemeal erosion of historic character in some conservation areas (e.g. Castle Hill/Russell Street).	It is agreed that a more positive strategy is required, and this is contained within the plan. Illegal alterations to listed buildings are, however, an enforcement matter.
Reading Abbey Quarter Project Team	Question 33	<p>Character appraisals of conservation area can identify both features that should be preserved or enhanced and areas where enhancement through development may be desirable. There are opportunities to improve the conservation and enhancement of Reading's heritage by updating Reading's conservation areas.</p> <p>A more proactive approach could involve a closer relationship working with the voluntary groups such as the Civic Society and Resident Associations.</p>	Agreed. The Council is working closely with local groups on the Borough's conservation areas through the Conservation Area Advisory Committee.
Reading Abbey Quarter Project Team	Question 33	The process for locally listed buildings in Reading could also provide the opportunity for communities to proactively nominate buildings and structures that they believe fit the published criteria. This ensures that buildings of local historic and architectural value to Reading's distinctiveness and character are recognised and taken into account when changes affecting the historic environment are proposed.	The plan does not prevent nominations for local listing of buildings in this way. However, any consideration of future measures must be balanced against the likely availability of resources.
Reading Urban	Question 33	Series of historical walks, including the little walkways with	This matter is considered to be too detailed for

Wildlife Group		interpretation boards and apps to download	the Local Plan.
Evelyn Williams	Question 33	<ol style="list-style-type: none"> 1. Demonstrate pride and awareness of the historic environment and Reading's history by making sure that historic sites, names etc. are always spelt correctly. For example: Simonds Maltings is currently known as 'Simmonds Maltings' (double m), Boorne-Stevens Close (off East Street) has a sign spelt 'Bourne-Stevens Close', Robert Hewett Recreation Ground was spelt Robert 'Hewitt' Close in the 2014/2015 S106 schedule on the RBC website. 2. Find creative ways in which historic buildings can be modernised/re-used/redeployed. For example historic buildings such as Reading Town Hall may become unattractive because they are expensive to run, lack of flexibility and poor heating efficiency. 3. Recognise that in 2016 some post war buildings should be considered as part of the historic environment. 4. Have a strategy within housing planning policy for Reading's historic housing stock. 5. Develop an industrial heritage strategy. 6. Consider the possibility of there being other conservation areas in Reading, beyond those already designation. If Reading values its heritage it should consider the designation of an area of working class housing such as the Milman Road and Swainstone Road area for conservation area status. (Note that the redevelopment of the Spring Gardens area in the 1970s left 61-69 Waterloo Road as an example of the type of housing that existed in the area.) 	<ol style="list-style-type: none"> 1. Noted. 2. On some specific sites identified in the plan, the re-use of buildings is advocated. The policies on heritage need to be operated in a way that allows for beneficial uses. 3. Noted. The criteria for local listing includes post-1939 buildings. 4. It is not clear what such a strategy would entail. 5. The industrial heritage of the Borough is important, and it forms part of the overall heritage picture rather than being a distinct entity. 6. Designation of conservation areas is not within the remit of the Local Plan.
John Booth	Question 34	Bus routes, cycleways, walkways, green-space, district heating, ground-sourced heat - if we are investing money, energy and carbon - all scarce resources - need to build to last.	Noted. These matters are mostly covered within the policy on infrastructure provision.
Ian Campbell	Question 34	To support growth in a popular area like Reading and its environs fast and frequent public transport is essential. Unlike many other locations in the Home Counties around London, Reading already has above average public transport links to London by rail. But convenient public transport around Reading and its environs and the remainder of the Thames Valley is weak. If most of the new building is crammed into the town centre this handicap matters less. If major new house building takes place on greenfields beyond Reading's boundaries, in order to reduce private car reliance to the low levels expected in the future, fast, frequent and comprehensive sub-regional rapid transport	It is agreed that any major urban extensions or new settlements outside the urban area will require high quality public transport provision. The Council is working with its neighbours to ensure that any such development is supported by timely delivery of the necessary infrastructure.

		transport solutions will be needed. This will only be possible with the benefit of 'land value capture' to fund mass rapid transport systems.	
Caversham and District Residents' Association	Question 34	Re-routing of through traffic over an additional Thames Bridge should be a primary policy. A new bridge would benefit both Caversham and the wider Borough of Reading.	Noted. The Council continues to work with its neighbours towards the provision of improved cross-Thames travel, and this is reflected in the Local Plan.
Mr Aaron Collett	Question 34	The biggest area I feel needs investment is the road and traffic system, Reading is becoming a shortcut for those who want to circumnavigate the M4 causing massive tailbacks especially on the IDR. More incentives to use park and rides, buses and consider a Relief road bordering Reading that takes the traffic away from the centre of the town?	Noted. There are a number of major transport projects being drawn up to try to relieve pressure from the roads, set out both in the plan itself and in the accompanying Infrastructure Delivery Plan.
Mrs Jenny Cottee	Question 34	<p>The first point is that we need very significantly more housing within the travel to work distance of what is referred to as Reading, but is considerably bigger than the Borough- at prices people can afford to pay. Cash incentives/land availability are needed to make for needed housing development.</p> <p>Of the headings listed education and health facilities are needed to match development and remedy current shortages.</p> <p>Given the anticipated growth within and close to the borough boundaries leisure and cultural facilities need upgrading and land must be allocated for this. To still refer to Reading as a city, and have such massive dwellings growth targets whilst relying on London or TV for cultural life is inconsistent.</p>	<p>The importance of providing housing is acknowledged, and is an essential element of the plan.</p> <p>In terms of education and health, the Council is continuing to work with its partners to address the needs created by new development. The Infrastructure Delivery Plan looks at this issue, and this work will continue as the plan develops.</p> <p>The Retail and Leisure Study identifies specific leisure facilities required, which is set out in the relevant section.</p>
Dr Antony Cowling	Question 34	Light rail, renewable energy, dedicated cycle routes	The infrastructure delivery plan considers renewable energy and cycling infrastructure. The Local Plan identifies cycle routes where improvements will be sought and also the specific scheme for NCN route 422. In terms of light rail, the MRT scheme explored this option, but is now a bus-based scheme.
Emmer Green Residents' Association	Question 34	Of particular concern in Emmer Green is: quality of roads; provision of public transport; schools, libraries and educational facilities; health facilities; provision of public green spaces for health and leisure; provision of social and community centres with activities for all ages.	Noted. The Infrastructure Delivery Plan considers these matters in more detail insofar as they are needed to support growth.

Foudry Properties Limited	Question 34	Foudry remain supportive of the future investment in the Mass Rapid Transit (MRT) and this will be important to the success of South Reading's further growth. It is understood that the MRT route will follow the A33 in this locality. Foudry contends that the safeguarded route for MRT could and should avoid impacting directly on this site as further loss of developable land will adversely affect delivery options.	Noted.
Highways England	Question 34	<p>The M4 is currently subject to congestion at peak hours and we would be concerned if development impacts were not appropriately mitigated. We welcome the inclusion of sustainable transport schemes as in line with NPPF in order to manage down the demand on the M4. We welcome a meeting with Reading Borough Council if any improvements are identified that have the potential to directly or indirectly impact the M4 in order to facilitate delivery of the Local Plan. These should be identified within the Infrastructure Delivery Schedule.</p> <p>You will be aware of the Highways England proposal to deliver a Smart Motorway Scheme between M4 Junctions 3 to 12. There is not a detailed programme of works or detailed design for the M4 Smart Motorway scheme. This is currently being developed and will determine the scale of works that would impact on these sites if they were taken forward.</p>	<p>Transport modelling of the proposals is currently underway, and the report will be shared with the Highways Agency when available. Sustainable transport schemes continue to make up a key part of the overall strategy.</p> <p>The Smart motorway plans are included within the Plan and shown on the Proposals Map.</p>
Elaine Murray	Question 34	Schools, roads - and a strategy for town centre and improved bridge crossings over the Thames	Education and transport infrastructure is covered in the Infrastructure Delivery Plan, a summary schedule of which is in the Implementation section. This includes improved crossing of the Thames, which is also highlighted elsewhere in the Local Plan.
Oxford Properties	Question 34	The Infrastructure Delivery Schedule produced in March 2014 identifies Green Park railway station as a piece of transport infrastructure that could be funded using CIL revenue. Securing the necessary additional funds to complete the scheme will provide a sustainable transport connection between south Reading and the town centre, allowing workers on Green Park to be less dependent on cars for commuting, as well as providing similar benefits for other local sites, such as Green Park village, Island Road (site A31), Madejski Stadium (site A32) and Worton Grange (site B37). OP therefore encourages Reading BC to	Noted. Green Park station and interchange is identified as a project appropriate for CIL funding on the Council's Regulation 123 list.

		prioritise CIL funding for the completion of the station.	
Oxford Properties	Question 34	Completion of the MRT link between Mere Oak Park & Ride and Reading town centre must be a priority. Without it, future development not already accounted for in South Reading, will be constrained by the impact on the road network.	Agreed. South MRT is a priority for the Council. More information on implementation and timescales is available on the Council's website.
Oxfordshire County Council	Question 34	Transport: Oxfordshire County Council will work with Reading BC and other partners to assess the transport impacts of Reading's growth on the highway network within South Oxfordshire and to identify appropriate mitigating measures. Oxfordshire County Council also supports the development of the rail network in Reading as a means of further encouraging public transport use, especially for journeys to work.	Noted. Transport modelling of the proposals is currently underway, and the report will be shared with Oxfordshire County Council and South Oxfordshire District Council when available. Sustainable transport schemes including rail continue to make up a key part of the overall strategy.
Oxfordshire County Council	Question 34	Education: Given the movement of school pupils across the local authority boundaries between Reading and Oxfordshire, Oxfordshire County Council would welcome the opportunity to discuss with the borough council any possible implications for the demand and supply of school places in both authorities relating to the new Local Plan.	Noted. The Council has asked Oxfordshire County Council for further details on cross boundary movement of pupils, and will continue to liaise as the plan develops. Where developments are proposed on the edge of Reading in South Oxfordshire District, this is a matter which should also be considered, as there is not likely to be scope to accommodate a significant increase in Oxfordshire pupils in Reading schools.
Reading Urban Wildlife Group	Question 34	Cycleways, pedestrian routes, buses, bus shelters, seating at bus stops. Consider ALL new development to have 20mph speed limit and pedestrian priority zones (can't remember the terminology: the space is neither pavement nor roadway, cars are on sufferance)	Noted. There are a number of sustainable transport projects being drawn up, set out both in the plan itself and in the accompanying Infrastructure Delivery Plan. Speed limits is not a matter for the Local Plan.
Sackville Developments (Reading) Ltd	Question 34	It is critical that the Council's Infrastructure plan mitigates the requirements that new development creates (e.g. education, health, community facilities and transport). It should not be used to address a backlog of investment. The infrastructure plan should target investment in areas where new development is proposed to maximise the benefits and help to act as a catalyst to future investment. In particular, we recommend investment in public realm and transport to ensure that the town centre thrives and this is delivered in a timely manner.	Noted.

Tarmac	Question 34	<p>A town with the ambition and continuous track record of economic success requires modern infrastructure provision. Appropriate roads, power supply, drainage networks, water supply are all vital to support an expanding local and sub-regional economy.</p>	<p>Noted. The Infrastructure Delivery Plan considers these matters in more detail insofar as they are needed to support growth.</p>
Thames Water	Question 34	<p>A key sustainability objective for the preparation of the Local Plan should be for new development to be co-ordinated with the infrastructure it requires to serve it and to take into account the capacity of existing infrastructure.</p> <p>Paragraphs 156 and 162 of the NPPF and the NPPG ref Reference ID: 34-001-20140306 relates to water and wastewater. We consider a specific Policy on water and sewerage infrastructure, within the Local Plan, is required. Suggested policy:</p> <p><i>PROPOSED POLICY - WATER AND SEWERAGE INFRASTRUCTURE CAPACITY:</i> <i>Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where:</i></p> <ol style="list-style-type: none"> 1. <i>sufficient capacity already exists or</i> 2. <i>extra capacity can be provided in time to serve the development which will ensure that the environment and the amenity of local residents are not adversely affected.</i> <p><i>When there is a capacity constraint and improvements in off-site infrastructure are not programmed, the developer should set out how the infrastructure improvements will be completed prior to occupation of the development."</i></p> <p>Text along the following lines should be added to the Local Plan to support the above proposed Policy:</p> <p><i>"PROPOSED NEW POLICY SUPPORTING TEXT:</i> <i>The Council will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed</i></p>	<p>The importance of provision of water and sewerage infrastructure is acknowledged. However, it is not the Council's intention to have a separate policy on all matters. Policy EN16 ensures that water and sewerage infrastructure is sufficient.</p>

		<i>development will lead to overloading of existing infrastructure. Where there is a capacity constraint and no improvements are programmed by the water company, the Council will require the developer to set out how the infrastructure will be delivered ."</i>	
Universities Superannuation Scheme	Question 34	USS considers the proposed Mass Rapid Transit Scheme along the A33 corridor to be important to support the vitality of the Borough, improving transport options for commuters and improving public transport connectivity in the area.	Noted. This policy is being actively brought forward at the current time.
University of Reading	Question 34	The University would record its support for the delivery of a third Thames Bridge. A third Thames Bridge is considered critical to the future of Reading and must be considered as a fundamental requirement in terms of strategic infrastructure.	Noted. The Council continues to work with its neighbours towards the provision of improved cross-Thames travel, and this is reflected in the Local Plan.
Scott Versace	Question 34	Sustainability should be at the forefront of any infrastructure planning. Water, energy, recycling and other waste management as well as transport and more.	Noted. The Infrastructure Delivery Plan considers these matters in more detail insofar as they are needed to support growth.
West Berkshire Council	Question 34	When the Council is preparing the Infrastructure Delivery Schedule to support the Local Plan, consideration will need to be given to the impact upon West Berkshire infrastructure given the linkages between the eastern-most part of West Berkshire and Reading and the likelihood of cumulative impacts from developments in West Berkshire and Reading.	Noted. The Council will continue to cooperate with West Berkshire Council in considering the infrastructure requirements of growth across the area.
Evelyn Williams	Question 34	Gas; Water and sewage; Electricity; Wifi and phone; Parking; Road network, cycle network, pedestrian zones and footpaths; Public transport; Allotments; Schools; Doctors	Noted. The Infrastructure Delivery Plan considers these matters in more detail insofar as they are needed to support growth.
Willowside Homes	Question 34	The Regulation 123 list should be split into geographic areas in order to ensure CIL receipts are benefiting the whole Borough, not just Central and South Reading.	CIL Regulations ensure that 15% of receipts are spent in the local area, and the Council will continue to comply with these requirements.
Evelyn Williams	Question 35	Agree with separate plan, but not convinced of 'joint'.	Noted. Work is now underway on a Joint Minerals and Waste Plan covering Reading Borough Council, Wokingham Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor and Maidenhead. Consultation on Issues and Options is due to begin in Summer 2017. This is considered to be the most robust approach, given that minerals and waste issues usually need
Emmer Green Residents' Association	Question 35	Agree with separate joint plan, but only with the proviso that any future controversial industrial extraction requests, such as fracking, is fully open to public consultation and any decision taken would not be to the detriment of the health and wellbeing of local residents.	
Hampshire County Council	Question 35	Hampshire have historically provided around 30,000 tonnes of marine-won and around 96,000 tonnes of land-won aggregate to Berkshire, although early indications are that this has significantly reduced since	

		<p>2009.</p> <p>It is noted that Reading is a net consumer of aggregates, although the limited amount of secondary or recycled aggregate it does produce is still of great value to the overall aggregate supply for both Reading and the surrounding authority areas. Secondary and recycled aggregate can have potential to be used as a substitute for primary aggregate reducing the need to import, or extract primary materials. The NPPF encourages existing aggregate recycling operations to be safeguarded as a means to protect operations from potential encroachment which may jeopardise the production and supply of recycled and secondary aggregate.</p> <p>Despite Reading being covered by urban development, there remains potential to recover previously sterilised aggregate resources as an integral part of redevelopment projects.</p> <p>Hampshire County Council welcome any opportunity to share examples of best practice in support of a joint minerals local plan.</p>	to be dealt with on the basis of a wider geographical area.
Brian Jamieson	Question 35	Agree with a separate joint Minerals Local Plan. It would be sensible to work together.	
Oxfordshire County Council	Question 35	A separate joint Minerals Local Plan, prepared with other Berkshire UAs, would be an appropriate approach and would be preferable to either including minerals policies in the new Reading Local Plan or preparing a separate minerals local plan for Reading alone. But the Issues and Options paper does not say what would happen in the event that the other Berkshire UAs do not agree to preparation of a joint plan. Reading BC should make clear what its fall-back position is, with commitment to either including minerals policies in the new Reading Local Plan or preparing a separate minerals local plan for Reading alone.	
BBOWT	Question 35	Agree that a separate joint Minerals Local Plan is the correct approach.	
John Booth			
Elaine Murray			
Reading Urban Wildlife Group			
James Lloyd	Question 35	I think it is important that the local plan includes all considerations and	

	Question 36	is a strategic as possible. We should not be considering waste and minerals separately.	
Surrey County Council	Question 35 Question 36	As Minerals and Waste Matters are not included within the scope of the plan, we assume that the Duty to Cooperate on Minerals and Waste issues will apply to the Joint Minerals and Waste Plans as they progress and that you will engage with the County Council at a later date through this joint process.	Noted. The Duty to Cooperate will apply to the Council and its partner authorities in undertaking Minerals and Waste planning.
West Berkshire Council	Question 35 Question 36	We would agree that the both the Replacement Minerals Local Plan for Berkshire and the Waste Local Plan for Berkshire are somewhat dated. An up to date Minerals Local Plan and Waste Local Plan would provide a more robust policy context for Reading Borough Council to determine planning applications for minerals and minerals associated development, and waste development. It is for Reading Borough Council to determine the most appropriate method for developing and adopting an up to date and appropriate minerals and waste policy framework but it is recognised that joint working may be an appropriate approach.	Noted. Work is now underway on a Joint Minerals and Waste Plan covering Reading Borough Council, Wokingham Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor and Maidenhead. Consultation on Issues and Options is due to begin in Summer 2017. This is considered to be the most robust approach, given that minerals and waste issues usually need to be dealt with on the basis of a wider geographical area.
Mr Aaron Collett	Question 36	I think a joint plan for waste management is the correct thing to do, in fact. I think that it's a success for this and the other local councils involved. I think maybe lessons from this can be taken and used across other areas - education for instance.	
BBOWT	Question 36	Agree that a joint waste plan is the correct approach	
Dr Antony Cowling			
Brian Jamieson			
John Booth	Question 36	A joint plan may be the correct approach, but would certainly like to see waste dealt with very locally to avoid transportation costs not shipped miles away for incineration. Perhaps circular economy will require local warehousing to bulk up different types of material.	
Emmer Green Residents' Association	Question 36	It fully makes sense to jointly plan and execute our waste management with neighbouring councils since this is a problem of a much wider nature. Furthermore, it would be a sensible approach for Reading to adopt SODC's recycling model, which includes door-to-door collection of glass and compost for incinerating (including bones). A joint Waste Local Plan must also actively encourage reducing waste creation as a	

		front line measure to save raw materials and the energy and chemicals involved in recycling.	
Hampshire County Council	Question 36	<p>Reading currently exports large amounts of CD+E waste to facilities in Hampshire, with insignificant levels of waste sent to Hampshire's limited landfill capacity. Hampshire also currently exports large amounts of CD+E Waste to Reading, along with a minor, yet significant amount due to its nature of specialist clinical waste.</p> <p>National Planning Policy for Waste seeks to ensure that the likely impact of proposed, non-waste related development on existing waste management facilities, is acceptable and does not prejudice the implementation of the efficient operations. Safeguarding of waste management infrastructure providing strategic capacity to both Reading and surrounding authority areas could be an effective tool for addressing this aspect of national policy.</p> <p>Hampshire County Council welcome any opportunity to share examples of best practice in support of a joint waste local plan.</p>	
Hampshire County Council	Question 36	<p>Reading currently exports large amounts of CD+E waste to facilities in Hampshire, with insignificant levels of waste sent to Hampshire's limited landfill capacity. Hampshire also currently exports large amounts of CD+E Waste to Reading, along with a minor, yet significant amount due to its nature of specialist clinical waste.</p> <p>National Planning Policy for Waste seeks to ensure that the likely impact of proposed, non-waste related development on existing waste management facilities, is acceptable and does not prejudice the implementation of the efficient operations. Safeguarding of waste management infrastructure providing strategic capacity to both Reading and surrounding authority areas could be an effective tool for addressing this aspect of national policy.</p> <p>Hampshire County Council welcome any opportunity to share examples of best practice in support of a joint waste local plan.</p>	
Elaine Murray	Question 36	Do not agree that a separate joint waste plan is the correct approach	
Oxfordshire County Council	Question 36	A separate joint Waste Local Plan, prepared with other Berkshire UAs, would be an appropriate approach and would be preferable to either	

		<p>including waste policies in the Reading Plan or preparing a separate waste local plan for Reading alone. Paragraph 5.38 states: 'A separate Waste Local Plan, ideally prepared jointly with neighbouring authorities, will be required'. This is a stronger position than is the case for minerals but it is still not clear what would happen in the event that the other Berkshire UAs do not agree to preparation of a joint plan. There should be clear commitment that, in such event, either waste policies will be included in the new Reading Local Plan or a separate waste local plan will be prepared for Reading alone.</p> <p>In paragraph 5.36, the sentence: 'Reading's municipal solid waste, which includes household waste, after being sorted at Smallmead, then goes to the energy from waste plant in Slough, with the residual waste left after that process currently mainly being landfilled in Oxfordshire' does not seem correct. As written, it appears to be saying that residues from the Slough EFW plant are currently landfilled in Oxfordshire. It is our understanding that there are no landfill sites in Oxfordshire that are permitted to take this type of (hazardous) waste. We wonder if the sentence is intended to mean that residues from Smallmead are landfilled in Oxfordshire.</p>	
Evelyn Williams	Question 36	Agree with separate plan, but not convinced of 'joint'.	
John Booth	Question 37	<p>South East Plan had cross-cutting policies CC1 to CC3 on Sustainable Development, Climate Change, and Resource Use (achieving sustainable levels of resource use; reducing greenhouse gas emissions; adapting to climate change; stabilising the ecological footprint).</p> <p>Reading Climate Change Partnership has a Vision that 'Low carbon living will be the norm in 2050' and a target "we will work to reduce the carbon footprint of the borough in 2020 by 34% compared with levels in 2005." Would like to see commitment to similar sustainability assessments and targets for Reading LA and TV Berkshire LEP area.</p>	The Climate Change Strategy feeds into the Local Plan, and the plan seeks to provide development that helps to accord with those aims. A range of policies seeking high standards of new development are included.
The Butler Partnership	Question 37	A specific policy that recognises the need to provide additional hotel accommodation in the Borough, and supports such development.	There has been a substantial amount of hotel development in recent years, and it is not clear that there is a significant additional need that should be fulfilled. Nevertheless, policy CR4 includes general support for leisure and tourism uses in the centre.

Ian Campbell	Question 37	There is an opportunity for wealthy areas like Reading and the Thames Valley to raise very substantial capital funding through land value capture. Overcoming Reading's need for new infrastructure, and as a means of financially compensating residents whose lifestyle or financial expectations are hurt by new building, land value capture is a rare opportunity for a wealthy area to maintain wider support through targeted compensation. It is an opportunity for Reading and its Thames Valley neighbour councils to raise billions, not millions of pounds for its area. Does Reading Council intend to ignore this immense source of community generated wealth?	It is not within the remit of the Local Plan to introduce new models of taxation.
Mrs Jenny Cottee	Question 37	Sound and light as well as air quality should be included -i.e. shielding dwellings from noisy surroundings (e.g. development near railway lines), and having acceptable street lighting quality standards (warm white etc). Mental health issues (promoting feel-good factors) should have a bearing on policy as physical health issues do (air quality).	Noise and light pollution are dealt with in the residential amenity and pollution policies of the Local Plan. Promotion of well-being is also important and feeds into policies relating to amenity and internal space standards of new dwellings.
Dr Antony Cowling	Question 37	Renewable energy, air quality, mental health.	Renewable energy and air quality are addressed by policies in the plan. Promotion of well-being is also important and feeds into policies relating to amenity and internal space standards of new dwellings.
James Lloyd	Question 37	I would like to see an adaptation and resilience plan mapping environment agency data against local climate modelling. I would also like this to influence a green infrastructure plan actively looking to the interconnectivity of green and blue spaces into the surrounding countryside. This could also correspond with access and recreation planning.	There is no separate adaptation and resilience plan included within the Local Plan. The production of additional strategies such as this would be dependent on available resources.
Elaine Murray	Question 37	Reference to Education provision policy and Transport policy	Policies for transport and community uses including education are included.
Network Rail	Question 37	Councils are advised that level crossings can be impacted in a variety of ways. Development proposals' affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.	Noted. However, there are no level crossings within Reading Borough. The nearest footpath crossings are just outside the Borough boundary, and not in a location where development is expected to lead to any significant increase in use. The nearest road level crossing, at Ufton Nervet, is over 6 km from the Borough boundary.

		<p>As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services.</p> <p>In this regard, we would request that the potential impacts from development affecting Network Rail's level crossings is specifically addressed through planning policy as there have been instances whereby Network Rail has not been consulted as statutory undertaker and a proposal has impacted on a level crossing. We request that a policy is provided confirming that:</p> <ul style="list-style-type: none"> • The Council have a statutory responsibility to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway: • Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and • The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed. 	
Brian Oatway	Question 37	<p>Given the great increase in aging population over the next 20 years it is essential that their safety be considered when out and about.</p> <ul style="list-style-type: none"> • The middle aged only take a few days to recover from bad bruising, the elderly several weeks. • The middle aged only take a few weeks to recover from broken bones, the elderly several months. • Intimidation can mostly be shrugged off by the middle aged, it can mean that the elderly do not leave the safety of their house. • Daily exercise is vital, be it a 20 minute walk to the shops or 	<p>The Local Plan seeks general improvements to walking and cycling routes, for the benefit of all members of the population.</p>

		<p>more.</p> <p>Currently experience shows that all the adverse risks to the elderly are increasing particularly as it is now so intimidating to walk on pavements and footpaths due to cyclists going too fast and passing too close. Hopefully, we will be given protected areas on pavements and footpaths where we can walk in safety.</p>	
Mr Robert O'Neill	Question 37	<p>Two other sites should be left earmarked for education - namely Caversham Primary School, Hemdean Road Caversham. and Hemdean House School, Hemdean Road, Caversham. Reading. I feel that we are running into a future big problem with finding adequate space for education in the area to the North of the Thames and a potential loss of both or either of these sites to in-fill housing or other would compound the problems for the future.</p>	<p>A general policy on loss of community uses, including education, is included within the plan, because this issue applies to education facilities across the Borough. This is a preferable approach to site-by-site protection.</p>
Eleanor Pitts	Question 37	<p>We need to protect health of citizens, reduce carbon emissions and pollution, look at ways of using the power of the LA to generate improvements for wildlife, and nature. Encourage sustainable local food production (not animal husbandry). Follow in the footsteps of towns that generate their own power communally. Encourage use of public transport by making it affordable, clean and efficient - subsidise it by making it more expensive to drive cars in Reading. (Try riding a bike in Reading and see how unsafe it feels and then try to improve the situation.)</p> <p>Be aware of the potential impacts of climate change and build in safeguards in planning and building regs. Encourage local clean green jobs and make a name for yourselves in doing this. Educate the population with honest information that they can trust.</p>	<p>The Climate Change Strategy feeds into the Local Plan, and the plan seeks to provide development that helps to accord with those aims. A range of policies seeking high standards of new development are included. However, many of the items mentioned here are more appropriate for an overall sustainability strategy than the Local Plan, as they will not be controllable through planning powers.</p>
Reading Urban Wildlife Group	Question 37	<p>Flooding, drainage, reduction in areas for infiltration are all relevant to Reading. We have had flooding due to poorly maintained surface water drainage; flooding due to lack of capacity in surface water drainage and flooding due to increased water levels, over flow of the river systems</p> <ol style="list-style-type: none"> all new developments should have a sustainable urban drainage scheme with higher intense rainfall, larger capacity gutters, downpipes, soakaways. More than one soakaway per side of dwelling permeable hard standing for vehicles incorporated in construction 	<p>There are a variety of measures within the Local Plan relating to water including requirements for SuDS in major schemes plus encouragement for SuDS in minor schemes, and guidance on how SuDS should be achieved; policy on flood risk and adaptation to climate change; and water reduction measures in new development.</p>

		<p>design to reduce the amount of additional, poor quality construction after sale</p> <p>d. suggest a change in national or local laws to insist that persons applying for building regs pay a fee to enable clearance of roadside drains after construction is completed</p> <p>e. maximise use of water reduction techniques inside new homes</p> <p>f. increased permeability of cycleways/pedestrian routes either planting on both sides to shed water into the ground or permeable pathways</p>	
Reading Urban Wildlife Group	Question 37	<p>More greenery for cooling, air quality improvement and wildlife corridors/food/shelter.</p> <p>a. increase urban tree provision</p> <p>b. vertical planting on large high rise</p> <p>c. breaks in very high rise buildings to give high level planting areas (half way up the buildings)</p> <p>d. roof gardens (accessible to residents)</p> <p>e. hedges and trees in commercial developments forming corridors through the concrete and shady divisions in car parks</p> <p>f. tree planting/better planting of roundabouts</p> <p>g. wildlife corridors required linking waterway corridors and rail corridors to urban green spaces</p> <p>h. homes for wildlife. incorporation of nest boxes, flat spaces for black redstarts, holes in fences for hedgehogs, communal holes for sparrows</p>	There are a variety of policies within the Local Plan that seek improved green infrastructure within the urban area, relating to adaptation to climate change, tree planting, landscaping, biodiversity and the green network, and measures than can be implemented on town centre sites including tall buildings.
Reading Urban Wildlife Group	Question 37	<p>Traffic management systems:</p> <p>a. consider turning off traffic lights after a particular time</p> <p>b. more intelligent traffic management system</p>	Traffic management systems are not a matter for the Local Plan to control.
Reading Urban Wildlife Group	Question 37	<p>Lighting:</p> <p>a. policies for use of LEDs and test areas prior to introduction throughout the town</p> <p>b. consider turning off lights at night in certain areas</p>	This is a significant level of detail, beyond what it is appropriate for the Local Plan to provide. General policy avoids light pollution and light effects on residential amenity.
Tanja Rebel	Question 37	<p>Suggested Lighting Policy:</p> <p>1. The installation of new lights will be preceded by robust Environmental and Health Impact Assessments.</p> <p>2. New lights will be installed gradually, by conducting transparent Public Consultations. These will take the form of 'trials' to ensure that theoretical design calculations deliver a fully satisfactory solution</p>	

		<p>which is considered acceptable by the public in terms of overall light levels, uniformity, lack of nuisance and pollution as well as appropriate colour temperature.</p> <p>3. Luminaires will not send any light directly at or above the horizontal.</p> <p>4. Lighting levels for road lighting will be designed to avoid detrimental glare.</p> <p>5. Lights will be dimmed or shut off when the area is not in use.</p> <p>6. The main aim will be for a decrease of the total installed flux.</p> <p>7. Short wavelength blue light will be strongly limited by ensuring that the CCT (Correlated Colour Temperature) of new lights is a maximum 3000K (preferably 2700K) i.e. warm-white to prevent harmful effects on human and wildlife circadian rhythms, road safety and sky glow.</p> <p>8. Warm-white lights (max 3000K) will be the preferred choice for the above reasons as well as their positive aesthetic impact, This for the benefit of general well-being and tourist attraction potential.</p>	
Evelyn Williams	Question 37	Provision of allotments and protection of all Reading Borough Council's allotments sites, by adoption as statutory allotments.	The importance of allotments is specifically referenced within policy EN8.
Sport England	Question 37	Sport England along with Public Health England have recently launched our revised guidance 'Active Design'. It may therefore be useful to provide a cross-reference (and perhaps a hyperlink) to www.sportengland.org/activedesign . Sport England believes that being active should be an intrinsic part of everyone's life pattern. As such, Sport England would expect to see the principles on Active Design embedded in any subsequent Local Plan policy.	Reference to the Active Design criteria is included in the supporting text to the design policy.
Caversham and District Residents' Association	Other comments	We have tried to make comments which have taken into account the existing framework of planning policies used by Reading Borough Council. What we have discovered is a confusing web of documents, often overlapping in their purpose. This has made the process unwieldy and time-consuming for us and we feel that it inevitably makes meaningful consultation quite difficult for Reading residents. We hope that during the process of preparing the Local Plan the opportunity will be taken to provide a more accessible set of supporting policy documents which can be more easily accessed from the Council website.	Noted. The purpose of the Local Plan is to bring several documents under one roof and make cross-referencing more straightforward.
Brian Cottee	Other comments	What is the population density of a) Reading, b) Wokingham, c) West Berkshire d) Swindon, e) Basingstoke, e) Slough?	This information is available on the Office of National Statistics website, and has been provided separately.

Brian Cottee	Other comments	A number of years ago Reading B.C. committed itself to create a 'Green City'. Does this commitment still exist? If it does, why is it not mentioned in the document?	Whilst this specific aspiration is no longer referred to, the vision refers to the need to ensure the green elements of Reading remain.
Brian Cottee	Other comments	Why is there not a planning commitment to increase the area of green space /public open space? During the period 1971-2011 the population of Reading has grown by 50% whilst open space/public open space has declined in area	The policies within the plan seek to achieve new areas of public open space on sites of 50 or more dwellings. Over recent years, major new developments have delivered new areas of public open space, for instance at Kennet Island and Battle Hospital.
Brian Cottee	Other comments	How many people travel each weekday morning to reading via Reading station ? With the investment in the local railway system what increases are anticipated in the period to 2036?	Estimates of station useage are set out on the ORR website: http://orr.gov.uk/statistics/published-stats/station-usage-estimates
Brian Cottee	Other comments	Why is there no identification and safeguarding, of sites for primary and secondary schools which might be needed in future. In the recent past and currently there has been a serious problem in finding such sites.	Provision for schools in general terms is covered by the policy on community facilities. Specific infrastructure investments are shown in the summary Infrastructure Delivery Plan.
James Lloyd	Other comments	As well as recreation, quality green and blue infrastructure will also be essential to deal with climate change, help reduce air pollution and give nature a more interconnected set of habitats. A green and blue infrastructure plan should accompany the local area plan to guide appropriate development.	The infrastructure delivery plan, accompanying the Local Plan, looks at green infrastructure provision to support growth. In terms of more detailed work, with limited resources, the focus must currently be on the Local Plan itself.
Mrs E R Smeeth	Other comments	Although I read the local paper the fact that there was a consultation document about the future of Reading has not come to my notice until now. The on line form is too complicated for me and as some-one who considers Reading to be over populated already I am obviously not suited to commenting on most of the proposals.	The consultation was extensively covered in the local press. With resource constraints, it is not possible to individually inform all residents of the consultation, so there must be reliance on the press and online methods. The online form was designed to be as simple as possible, and it was made clear on that form that it was an option for those who wanted to use it, and that a simple letter or e-mail would be perfectly acceptable.
Caversham GLOBE	Other comments Biodiversity	The current mapping layer for CS36 on the Adopted Local Plan is out of date in some areas and needs updating to correctly show the current boundaries of designated Local Wildlife Sites. Of particular concern is that the boundaries of Hemdean Bottom LWS are incorrectly mapped on the current CS36 layer. The map layer for CS36 wrongly shows only the	The current boundaries are shown on the new Proposals Map.

		wooded western part of Hemdean Bottom; the map needs updating to include the whole of Bugs Bottom within the LWS designation. The open area is LWS designated for its calcareous chalk grass meadow - a rare habitat in Reading & Berkshire as a whole and priority habitat nationally. The meadows are managed as conservation grassland under the Higher Level Stewardship scheme.	
Natural England	Other comments Biodiversity	<p>The Plan area is within the vicinity of the following designated nature conservation sites:</p> <ul style="list-style-type: none"> • Thames Basin Heaths Special Protection Area (SPA) • Bramshill SSSI (part of TBH SPA) • Hazeley Heath SSSI (part of TBH SPA) • Sulham & Tidmarsh Woods & Meadows SSSI • Hartslock SSSI • Temple Island Meadows SSSI • Lodge Wood & Sandford Mill SSSI • Stanford End Mill & River Loddon SSSI • Aldermaston Gravel Pits SSSI <p>The Plan or associated docs should include a full assessment of the direct and indirect effects of the Plan on the features of special interest within the SSSIs listed above, and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.</p>	<p>A Screening level Appropriate Assessment has been carried out of the effects on internationally-designated wildlife sites, which includes many of the sites on this list, and this has not identified a need for a full Appropriate Assessment to be completed.</p> <p>Where an SSSI is not an internationally-designated site, and the site is not particularly close to the Borough boundary, it is not considered that it is proportionate to specifically assess all effects, unless there are specific reasons for doing so.</p>
Natural England	Other comments Biodiversity	The Plan will need to consider any impacts upon local wildlife and geological sites. The Plan should include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The Plan should include proposals for net biodiversity enhancement, or mitigation of any impacts and if appropriate, compensation measures.	Where development is proposed, consideration of the impact upon wildlife or geological sites, protected species or important habitats has formed part of the assessment, and has informed the policy.
Natural England	Other comments Biodiversity	<p>The Plan should assess the impact on protected species. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, the Plans and appropriate accompanying mitigation strategies included as part of the Plan.</p> <p>In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried</p>	

		out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants.	
Natural England	Other comments Biodiversity	<p>The Plan should thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity.</p> <p>Natural England advises that survey, the Plan and mitigation proposals for Habitats and Species of Principal Importance should be included in the Plan. Consideration should also be given to those species and habitats included in the relevant Local BAP.</p>	
Natural England	Other comments Biodiversity	Natural England does not hold local information on local sites, local landscape character and local or national biodiversity priority habitats and species. We recommend that you seek further information from the appropriate bodies.	Noted.
Caversham and District Residents' Association	Other comments District and Local Centres	<p>We wish to see policies included in the new Local Plan which are much more proactive regarding District Centres. We would like to see a framework within the Local Plan which recognises, protects and seeks to enhance the physical environment of District Centres as well supporting their economic, social, and spiritual and leisure functions for local residents. In Caversham we are particularly anxious that there should be recognition of the significance of the built form of the centre - taking into account all the elements that contribute to the character and ambiance of the area. This would include looking at streetscapes, types and styles of buildings, building materials used, relative heights of the buildings and the spaces between them, the relationships between buildings and open space, and location and amenity value of trees and shrubs.</p> <p>A plan for the centre of Caversham would be of great help in assessing any future proposals for development. This would sit well alongside the work that CADRA and Caversham Traders Association have already prepared in the 'Sharing Our Streets' initiative. It could optimize opportunities to implement much needed improvements. Enhancement</p>	The Draft Local Plan must balance the need to promote key elements of the strategy, such as the role of district centres, against the need to avoid getting into very significant levels of detail on specific centres. Whilst the draft policy highlights the need for environmental enhancements, looking in more depth at specific centres would more appropriately be a matter for Supplementary Planning Documents. Production of such documents would be a matter that would need to be considered in terms of available resources.

		<p>of the shopping offer, especially food and services, would reduce the need to travel elsewhere by private car and, therefore, would be environmentally sustainable. A cohesive plan should include a strategy for longer term relocation of inappropriate land uses within the centre (eg petrol station).</p> <p>It could also look at: parking, which is an increasingly complex issue locally, especially as no provision is made for car parking spaces in higher density housing developments near the centre of Caversham; the design of shopfronts; signage as it relates to traditional building and character; and the prioritisation of motor traffic over other road users..</p> <p>The involvement of community groups in assisting the Council to build frameworks for safeguarding and developing vibrant District Centres would be an approach which we would commend to the Council.</p>	
Environment Agency	Other comments Flood risk	The climate change allowances were updated on 19 February 2016. The climate change allowances will need to be incorporated into the SFRA as part of the evidence base for your local plan.	Noted. The SFRA builds in climate change allowances, in liaison with the Environment Agency.
Environment Agency	Other comments Flood risk	We were consulted on the Level 1 SFRA in March 2015, however, since that time our climate change guidance has been updated. We are aware that you are in the process updating the SFRA but we are not sure how near to completion it is. The Level 1 SFRA will need to include the new climate change guidance as will the Level 2 SFRA.	Noted. The Environment Agency's comments have been sought and taken into account in producing the SFRA.
Natural England	Other comments Landscape	As the Plan area is adjacent to both the North Wessex Downs and the Chilterns Area of Outstanding natural Beauty (AONB), consideration in the Plan and associated documents should be given to the direct and indirect effects upon this designated landscape and in particular the effect upon its purpose for designation within the environmental the Plan, as well as the content of the relevant management plans for the AONB.	The policy and commentary on the nearby AONBs has been fleshed out within the Draft Local Plan. Where a proposed site may have an impact on the AONB, this has been taken into account in the assessment.
Natural England	Other comments Landscape	Details of local landscape character areas should be mapped at a scale appropriate to the Plan area as well as any relevant management plans or strategies pertaining to the area. The Plan should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the Plan, such as changes in topography.	Noted. The Core Strategy and Sites and Detailed Policies Document have policies on Major Landscape Features, based on appropriate local evidence. Given competing demands for scarce resources, and the almost entirely urban nature of the Borough, a full Landscape Character Assessment was not felt to be necessary.

		<p>The Plan should include a full assessment of the potential impacts of the Plan on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013.</p> <p>In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of proposed developments reflecting local design characteristics and, wherever possible, using local materials.</p>	
Natural England	Other comments Landscape	You should consider whether there is land in the area affected by the Plan which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific or historic interest.	This is not within the remit of the Local Plan.
Natural England	Other comments Access	Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.	Improved access to open spaces, including areas of countryside on the fringe of Reading, are covered within the plan. It is covered in general terms in policy EN9, and SR5 identifies some specific opportunities.
Natural England	Other comments Access	The Plan should consider potential impacts on access land, public open land, Rights of Way and coastal access routes in the vicinity of the Plan. Consideration should also be given to the potential impacts on the Thames Path National Trail. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.	The consideration of impacts on these matters has been considered in assessing site allocations.
Natural England	Other comments Soil and agriculture	The Plan should consider, in light of the Government policy, the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 112 of the NPPF. We also recommend that soils should be considered under a more general heading of sustainable use of land and the ecosystem services they provide as a natural resource in line	There is no BMV agricultural land within Reading. Given the urban nature of the Borough, it is felt that existing policy coverage is appropriate.

		with paragraph 109 of the NPPF.	
Caversham and District Residents' Association	Other comments Tall buildings	<p>We recognise and support the role of tall buildings in helping to meet the housing targets of the borough. However we have considerable concern about the Vastern Road area. The existing buildings surrounding this area are not of great height. Any development should be stepped down in height toward the Caversham Road and Vastern Road edges of the area, and stepped up in height towards the rear of the site and abutting the railway. This would lessen the visual impact on the surrounding development.</p> <p>We are concerned that very considerable care is taken in assessing the potential impact of tall buildings on significant views. Any tall development in the Vastern Road area would inevitably impact on views to and from the River Thames and from Caversham.</p> <p>As part of the joint working on Enhancement of Conservation Areas, CADRA has helped to develop terms of reference for a study of views from Reading's waterways. This is an important area for Reading and should influence the decisions taken on tall buildings which can have a profound impact on long distance views. We would like to see this form part of the Local Plan framework.</p>	<p>The tall buildings strategy was developed taking into account a wide range of views, including from Caversham. The Station Area Framework, which will remain relevant, includes more detail on building heights, and seeks to reduce height away from the station towards Caversham Road and Vastern Road.</p> <p>In terms of a river views study, this was not taken forward. However, specific heritage views are covered by a policy. More panoramic views of central Reading are taken into account in the tall buildings policy.</p>
Scott Versace	Other comments Tree planting	My partner and I have begun a project, entitled "Saptember", to have more trees planted across the UK. As we are resident in Reading we would like to start the project in our town and take the success further afield. Having guidance for where our project's members can plant new sapling trees would be of great help. We have recently contacted councillors who are investigating this for us already but any further assistance would be most beneficial.	Noted. General support for tree planting is included within the Local Plan. New tree planting initiatives are best dealt with by the Council's parks section.
Environment Agency	Other comments Watercourses	The Council should consider producing an advice note for developers on aspects that should be addressed when proposing developments adjacent to rivers. Please see the River Wye Advice Note produced by Wycombe District Council.	Noted, although policy resources are currently focused on production of the Local Plan itself.
Network Rail	Other comments Section 106/CIL	<p>DDPs should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure.</p> <p>Specifically, we request that a Policy is included within the document which requires developers to fund any qualitative improvements</p>	<p>Transport infrastructure is identified as a major infrastructure provision priority for developments in policy CC9, and it is not considered that a separate policy is required.</p> <p>The plan includes reference to assessments of</p>

	<p>required in relation to existing facilities and infrastructure as a direct result of increased patronage resulting from new development. In order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a planning application that this quantifies in detail the likely impact on the rail network.</p> <p>To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail and should include the following:</p> <ul style="list-style-type: none"> • Developments on the railway infrastructure should be exempt from CIL or that its development should at least be classified as payments in-kind. • We would encourage the railways to be included on the Regulation 123 list • A clear definition of buildings should be in the charging schedule. Railway stations are open-ended gateways to railway infrastructure and should not be treated as buildings. Likewise lineside infrastructure used to operate the railway should be classed as railway infrastructure and not treated as buildings. • We would like confirmation that its developments over 100sqm undertaken using our Permitted Development Rights will not be CIL chargeable. • Imposing a charge on one infrastructure project to pay for another in an inefficient way of securing funding • A requirement for development contributions to deliver improvements to the rail network where appropriate. • A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated. • A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek 	<p>transport impacts covering impacts on the rail network where relevant. Policy TR1 also includes strong requirements in terms of sustainable transport measures including public transport.</p> <p>Changes to the CIL Charging Schedule and Regulation 123 list are not being consulted upon at this time.</p>
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		contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.	
Natural England	Other comments Air quality	Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced.	Noted. A policy on air quality is included, and Natural England's comments on the policy are welcomed.
Natural England	Other comments Ancient woodland	The S41 list includes six priority woodland habitats, which will often be ancient woodland, with all ancient semi-natural woodland in the South East falling into one or more of the six types. Ancient woodland is an irreplaceable resource of great importance for its wildlife, its history and the contribution it makes to our diverse landscapes. Local authorities have a vital role in ensuring its conservation, in particular through the planning system. The Plan should have regard to the requirements under the NPPF (Para. 118)2.	Noted. The importance of retaining existing woodlands is recognised in policy EN14. Defined Ancient Woodland is shown on the Proposals Map.
Environment Agency	Other comments Contamination	The strategic objectives of the Local Plan should have regard to the need to protect groundwater from potential impacts of development, and how the specific issues in Reading BC can be addressed through the planning system. The local plan should make clear that where sites may have contamination, e.g. because of a historic use, that at least a Preliminary Risk Assessment, including walkover survey, is submitted with the application. Advice within the supporting text to such a policy should suggest pre-application discussions with the Environment Agency and local planning authority on establishing how much information is required. Protecting groundwater quality relies on three-dimensional conceptual modelling and the risk assessment of historic contamination potentially	Policy EN16 on pollution and water resources covers groundwater. The supporting text to the policy refers to the need for a preliminary risk assessment and for early pre-application discussions.

		<p>disturbed during enabling works that could impact on an underlying aquifer and assessing the potential for piling to create vertical pathways for contamination to migrate into underlying aquifers. Also the potential impact of the new development on the underlying aquifers needs to be risk assessed.</p>	
Network Rail	Other comments Planning applications	<p>We would appreciate the Council providing Network Rail with an opportunity to comment on any future planning applications should they be submitted for sites adjoining the railway, or within close proximity to the railway as we may have more specific comments to make. In this regard Network Rail would draw the council's attention to the Town and Country Planning (Development Management Procedure) (England) Order 2015 (16).</p>	Noted.
Environment Agency	Other comments Water	<p>You will need to provide evidence that the growth proposed in Reading will be acceptable in terms of water quality impacts to the receiving watercourse. No assessment has been made on the environmental capacity. Water framework directive (WFD) impacts as a result of the increase in flow and loads (direct result of the growth only) from the sewage treatment works (STW) will need to be assessed.</p> <p>The Environment Agency is currently preparing some guidance about Water Cycle Studies (WCS) for local planning authorities, and we will forward this guidance to you once it is finalised. We intend that this guidance will set out questions for local planning authorities to consider regarding water resources, water quality and flood risk. If LPAs can answer them all with confidence, then they do not need to undertake an assessment.</p> <p>However, we would like to see the evidence. If you cannot answer the questions then you are likely to need to undertake an assessment to find out. There are different stages to a WCS and it might be that you only need to undertake a scoping study.</p> <p>Ideally any WCS assessment which you undertake would provide suitable evidence for the entire growth proposed within the council's plan area. From a water quality point of view, the housing numbers will add up to potentially quite an impact if all being served by the same STW.</p>	<p>The Council is considering how best to assemble evidence related to the water effects of development. Water Cycle Studies are mentioned in the representation, but are not a requirement of national policy.</p>

Evelyn Williams	Other comments	Reading should not seek to achieve city status but be happy with what it is. Perhaps it would be helpful to hold a referendum?	The Draft Local Plan does not make any comment on potential city status.
Evelyn Williams	Other comments	Many of the homes built or resold in Reading are not available for Reading residents to live in because they are sold for investment only or cash buyers only. Does legislation allow Reading Borough Council to control the actions of developers or estate agents so that these restrictions are controlled?	This is clearly a matter of some concern. However, the ability of the Council to control tenure and sales through the planning system are extremely limited.
Evelyn Williams	Other comments	There have been some initiatives and projects recently looking at Reading's future: <ul style="list-style-type: none"> • Reading 2050; • Where's Reading Heading? Are the ideas generated from these initiatives and projects to have any influence?	Noted. The Sustainability Appraisal incorporates the requirement to undertake a Screening level Appropriate Assessment of the policies and proposals, which ensures compliance with the requirements. Development is not likely to lead to significant effects.
Natural England	Sustainability Appraisal	The Plan should thoroughly assess the potential for the proposal to affect designated sites - designated Special Areas of Conservation and Special Protection Areas, potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites. Under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 an Appropriate Assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site. Should a likely significant effect be identified or be uncertain, the local planning authority may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the Local Plan process.	
Natural England	Sustainability Appraisal	A full consideration of the implications of the whole Plan should be included. The Plan should include an assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included, (subject to available information), including those in neighbouring administrative areas:	

		<p>a. existing completed projects; b. approved but uncompleted projects; c. ongoing activities; d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and e. plans and projects which are reasonably foreseeable, ie projects for which an application has not yet been submitted, but which are likely to progress before completion of the Plan and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.</p>	
Reading Climate Change Partnership	Sustainability Appraisal A12	<p>The proposed schemes and sites are varied in their potential climate change impacts:</p> <ul style="list-style-type: none"> • Many are brown field re-developments, which are both positive and negative with regard to mitigation, and neutral for adaptation. • The ambition for 699 houses per year is notably negative (mitigation) and significantly negative (adaptation). • Of the rest, there are some positive schemes but the majority are viewed as negative for either mitigation, adaptation or both. <p>The latter point is not surprising given that most of these schemes will increase the footprint of the town. This is where we really need to understand the impacts holistically. And we need to compare them with the capacity of the existing town infrastructure, housing and businesses. All of these are likely to face pressure from the expected impacts of climate change, which is where we really need to see an adaptation plan for the town.</p>	Noted. A climate change adaptation plan does not fall within the remit of the Local Plan to provide, although elements of necessary adaptation (e.g. tree planting, SuDS, linking of wildlife habitats) are included.
Mr Chris Webster	Sustainability Appraisal Appendix 2 A12	<p>Regarding the positive and negative scores for the View Island Development in the Sustainability appraisal, only two clear positive aspects are found, namely 11 and 17. I disagree with both of these estimates.</p> <p>11: View Island is a wildlife reserve, a peaceful place that anyone who values such attributes can, and does, already visit. Construction of a building on the site will reduce its appeal to such people, and not contribute to their well-being.</p> <p>17: What physical and recreational activities are meant by this? If by</p>	These points are noted, but a use which brings people into a natural area where they can benefit from informal recreation may well have some positive impacts. Nevertheless, this proposal is not carried forward into the Draft Local Plan.

		<p>culture and leisure is meant learning about wildlife, people are free to do this without the construction of a building that will displace some of that wildlife.</p> <p>Indeed, it is not clear why points 11 and 17 score positive anyway considering what is written in the Sustainability Appraisal itself: " the positive impact would be a greater understanding and appreciation of biodiversity, but bringing more people into an area of biodiversity significance could have impacts on the wildlife of View Island itself as well as on access to leisure and education ".</p>	
Margaret and Michael Pocock	Sustainability Appraisal Appendix 2 A19	<p>It seems that there are more negatives than positives. To comment on specific sustainability objectives:- 1 Any of the proposals will intensify climate changes. E.O. 2 and 3 Mostly negative E.O. 4,5,6 and 7 between very negative and partly negative. E.O. 9, 10 and 11 should not be ignored. E.O. 12 this will definitely not promote community cohesion. E.O. 14 will increase car and lorry movements and increase congestion. E.O. 15 Anyone using Emmer Green doctors will tell you of waiting in excess of 1 and often up to 3 weeks for appointments. We would suggest that the remaining items will not be largely neutral and mostly negative.</p>	<p>The points re objectives 1-7 and 15 are already picked up within the assessment. No objectives are ignored, but have been considered to have a neutral or uncertain impact. It is unclear why a negative impact on community cohesion should be recorded. The point re 14 is noted. Ultimately, the purpose of SA is to highlight effects rather than a mathematical exercise about how many positives vs negatives there are.</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	4 April 2017	AGENDA ITEM:	9
TITLE:	CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS AND WASTE PLAN ISSUES AND OPTIONS CONSULTATION		
LEAD COUNCILLOR:	Councillor Page	PORTFOLIO:	Strategic Environment, Planning and Transport
SERVICE:	Planning	WARDS:	All
LEAD OFFICER:	Kieran Roughan	TEL:	0118 937 4530
JOB TITLE:	Planning Manager	E-MAIL:	kieran.roughan@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks approval for the Central and Eastern Berkshire Joint Minerals and Waste Plan, Issues and Options Consultation, which it is intended will be undertaken during June and July 2017. This consultation/community involvement will then feed into the preparation of a draft local plan.
- 1.2 Reading Borough Council is preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan jointly with the Royal Borough of Windsor and Maidenhead, Bracknell Forest Borough Council and Wokingham Borough Council. The Plan is being prepared by the Environment and Planning Services of Hampshire County Council. Draft consultation documents for the Issues and Options Consultation are attached or are available on request. They are at an advanced stage of preparation but will be subject to some further drafting.
- 1.3 The Issues and Options stage of local plan preparation involves consulting broadly on what the Joint Minerals and Waste Plan should address and how it should address it.

2. RECOMMENDED ACTION

- 2.1 That the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan (Appendix 1) be approved.
- 2.2 That community involvement on the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents be authorised;
- 2.3 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to community involvement.

3. POLICY CONTEXT

- 3.1 The unitary authorities in Berkshire have responsibility for planning for the future production of minerals and for the management of waste disposal within the Berkshire area. Minerals and waste is an area of planning which is strategic in nature and as such is better planned for on a larger geography than an individual unitary authority. As such Bracknell Forest, Reading, the Royal Borough and Wokingham Councils are pursuing a joint Minerals and Waste Local Plan. Slough BC does not wish to take part in this joint arrangement, but will have a watching brief. West Berkshire Council is currently preparing a Minerals and Waste Local Plan for the area of its district.
- 3.2 In September 2016, Policy Committee approved a Joint Working Agreement between Hampshire County Council (HCC), the Royal Borough of Windsor and Maidenhead (RBWM), Wokingham Borough Council (WBC), Bracknell Forest Borough Council (BFDC) and Reading Borough Council (RBC) for the preparation of a Minerals and Waste Local Plan for the Central and Eastern Berkshire area. The plan will cover the area of the 4 Berkshire authorities and it will guide minerals and waste decision-making in the Plan area up to 2036. The Councils currently rely on a Replacement Minerals Local Plan for Berkshire (Adopted in 1995 but subject to Alterations in 1997 and 2001) and the Waste Local Plan for Berkshire (1998). These were prepared and adopted by the former Berkshire County Council and are now out of date. The policies in the existing minerals and waste plans for Berkshire were designed to guide development until 2006. Although the 'saved' policies are still used, their effectiveness is now very limited.
- 3.3 The 4 authorities are working with the Environment and Planning Services of Hampshire County Council (HCC) to produce the plan with the costs of the work being shared equally between the four authorities. HCC is the Minerals and Waste Authority for Hampshire

and has a dedicated in-house team of specialist planners. The team have a track record of successful completion and adoption of minerals and waste local plans on behalf of groups of authorities in Hampshire. They have the capacity to undertake this work in accordance with an agreed programme. The programme accords with the programme for the preparation of the plan set out in this council's Local Development Scheme the latest version of which was agreed by this Committee on 25th November 2014 (Minute 17 refers).

- 3.4 The preparation of the Joint Minerals & Waste Plan will need to accord with current planning policy and guidance on minerals and waste. These are contained within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance along with the Waste Management Plan for England which was published in December 2013, and the National Planning Policy for Waste which was published in October 2014.

4. THE PROPOSAL

a) Current Position

- 4.1 The first stage in the preparation of any local plan involves evidence gathering with analysis, culminating in a consultation on Issues and Options. HCC are collecting the various evidence for the plan and undertaking various forecasting to be able to plan for future needs for minerals extraction and waste facilities in the plan area. This evidence gathering includes a call for sites under which stakeholders are invited to put forward sites for consideration for future mineral extraction or waste facilities. That exercise is being undertaken between 13th March and 5th May 2017 (i.e. it is ongoing at the current time, see <http://www.reading.gov.uk/mineralsandwaste> for further information)

- 4.2 As part of the governance for the preparation of the plan, the four authorities have set up a Joint Board with representation from each of the authorities made up of portfolio holders and one additional representative for each authority. The Board acts as an advisory body for the preparation of the plan. The Board met on 7th March 2017. It received a presentation on the issues and options and provided comments on the proposed arrangements for the issues and options consultation that is detailed in this report.

b) Option Proposed

- 4.3 A draft Issues and Options paper, based on this initial evidence gathering, and various associated documents have now been prepared. These set out factual information relevant to planning for future minerals extraction and waste treatment in the plan area. They include reference to national and other relevant policy; set out issues arising; and ask questions about options for resolving those

issues going forward with the plan. Subject to the approval of each of the Berkshire authorities, it is intended that consultation on this document and various associated documents will be undertaken during June and July 2017.

- 4.4 The consultation paper identifies the importance to the economy of maintaining an appropriate supply of minerals including recycled aggregates to serve activity, particularly construction activity, in the area. Where possible such minerals should be supplied from local sources or, where not available locally, from sustainable sources further afield delivered by sustainable transport. Berkshire has good local supplies of sharp sand and gravel but does have to import various other aggregate and mineral products. A significant role of the plan will be to ensure that there are appropriate local facilities for the delivery and storage of such products that minimise potential transport issues.
- 4.5 In relation to planning for waste, the document sets out to identify sufficient opportunities to meet the identified needs of the area for waste management for all waste streams. This includes waste produced by households, businesses, industry, construction activities, government and non-government organisations, etc. By its properties, waste can be classified as non-hazardous, inert and hazardous and plans need to deal with each type. The role of the Joint Minerals & Waste Plan will be to meet national policy ambitions locally; to deliver sustainable development through driving waste up the “waste hierarchy”, recognise the need for a mix of types and scale of facilities, and make adequate provision for waste management, including disposal.
- 4.6 The Issues and options consultation document refers to a separate Minerals Background Study and a Waste: Data Report that go into some detail on each of the areas. The document summarises the issues identified and sets out numerous questions seeking responses on how the plan should address these issues.
- 4.7 The issues and options consultation paper is supported by a number of reports which set out the evidence for the contents provided. These reports include:
- *Minerals: Background Study* - sets out the types, availability and movements of minerals in the plan area and what issues may affect future demand.
 - *Waste: Data Report* - sets out the amounts of waste that needs to be managed, how it is currently managed and what the future waste management may be.
 - *Methodologies Report* - sets out the proposed methodologies for assessing sites (including traffic and landscape assessments)

- *Sustainability Appraisal (incorporating Strategic Environmental Assessment) Scoping Report* - sets out how policies and sites will be assessed to ensure the Plan will not have any significant impacts on the Central & Eastern Berkshire environment, communities and economy.
- *Habitats Regulations Assessment: Methodology and Baseline* - sets out the European designated habitats that need to be considered during the Plan preparation and the proposed assessment methodology for assessing the potential impact of the Plan.
- *Consultation Strategy* - sets out how communities and key stakeholders will be consulted during the plan-making process.
- *Equalities Impact Assessment* - sets out how the Plan will be assessed during preparation stages to ensure it is not having an impact of particular sectors of Central & Eastern Berkshire's communities.

Draft versions of these documents are available to Councillors on request. Finalised versions will be made available on the Council's website as part of the consultation

4.8 Consultation will be undertaken jointly by Hampshire County council with the Joint authorities. The consultation exercise is being designed to meet the policies and practice set in the Statement of Community Involvement adopted by each of the joint authorities. Consultation will be undertaken with a wide range of parties, including those on the Council's Local Plan consultation database, during June and July 2017. The consultation will involve sending emails/ letters to individuals, organisations, councillors, and internal officers. Advertising and details will be placed on the RBC website. The results of the consultation will inform the preparation of a draft local plan for which approval is programmed to be sought in the early part of 2018.

4.9 Approval for the Draft Issues and Options document, and to other documents that will inform the plan, is sought from Committee. As work on these documents is on-going, delegated authority is sought for the final versions to be agreed by the Head of Planning Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport. Committee are also requested to authorise the undertaking of the community involvement described in this report

c) **Other Options Considered**

4.10 The alternative options that could be considered is to produce an outline plan rather than an issues and options discussion paper.

4.11 Producing an outline or skeleton plan as part of the consultation could help to bridge the gap between a discussion paper and a full draft plan, However, it is considered that including such an outline at

this stage would pre-judge the outcome of consultation on the identified issues, and could discourage the public from getting involved in the consultation if the impression is given that there is already a preferred strategy.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Central and Eastern Berkshire Joint Minerals and Waste Plan will contribute to achieving the Council's following strategic aims:

- Seeking to meet the 2016-19 Corporate Plan objectives for "Keeping the town clean, safe, green and active."
- Seeking to meet the 2016-19 Corporate Plan objectives for "Providing homes for those in most need."
- Seeking to meet the 2016-19 Corporate Plan objectives for "Providing infrastructure to support the economy."

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Consultation will be undertaken with a wide range of parties including those on the Council's Local Plan consultation database for a period of at least six weeks. The Consultation will be designed to meet the Council's adopted Statement of Community Involvement for planning consultations. This will involve sending emails/letters to a number of individuals, organisations, councillors, and internal officers. Advertising and details will be placed on the RBC website.

7. EQUALITY IMPACT ASSESSMENT

7.1 The Council has had regard to the general equality duty imposed by the Equality Act 2010 (S.149). This requires public authorities, in the exercise of their functions, to have due regard to the need to eliminate discrimination, harassment and victimisation etc.; to advance equality of opportunity between people who share a relevant protected characteristic and people who do not; and to foster good relations between people who share a relevant protected characteristic and those who do not.

7.2 A separate Equalities Impact Assessment has been prepared to guide the preparation of the plan. This sets out how the Plan will be assessed during preparation stages to ensure it is not having an impact of particular sectors of Central & Eastern Berkshire's communities.

8. LEGAL IMPLICATIONS

8.1 Local Plans documents are produced under the Planning and Compulsory Purchase Act 2004. The process for producing local plans is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 18 states that a local planning authority

should consult on what a local plan should contain. The Issues and Options consultation fulfils this Regulation 18 requirement.

9. FINANCIAL IMPLICATIONS

- 9.1 The cost preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan is being shared equally amongst the 4 commissioning Joint authorities. This was agreed by Policy Committee In September 2016, in approving the joint preparation of a Minerals and Waste Local Plan for the Central and Eastern Berkshire area. The preparation of the plan over its currently programmed 4 year period equates to a figure in the region of £56-70k per authority per annum. This has been agreed by the other 3 authorities. Reading Borough Council's share will be paid from the current Planning budget.

Value for Money

- 9.2 The preparation of Central and Eastern Berkshire Joint Minerals and Waste Plan will ensure that there is proper planning for minerals and waste in the area, that such developments are appropriate to their area, that significant effects are mitigated, that contributions are made to local infrastructure, and that there are no significant environmental, social and economic effects. Robust policies will also reduce the likelihood of planning by appeal, which can result in the Council losing control over the form of development, as well as significant financial implications. Production of the local plan, in line with legislation, national policy and best practice, therefore represents good value for money.

Risk Assessment

- 9.3 There are no direct financial risks associated with the report.

10. BACKGROUND PAPERS

- National Planning Policy Framework (2012) - <https://www.gov.uk/government/publications/national-planning-policy-framework--3>
- National Planning Practice Guidance - <http://planningguidance.communities.gov.uk/>
- Waste Management Plan for England - <https://www.gov.uk/government/publications/waste-management-plan-for-england>
- National Planning Policy for Waste - <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

Central and Eastern Berkshire

Joint Minerals and Waste Plan

Issues and Options

Consultation Paper

Version 3_March 2017_non-trk change version



www.rbwm.gov.uk



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Background and information

1. Introduction

- 1.1 Bracknell Forest Council, Reading Borough Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council (collectively referred to as 'Central & Eastern Berkshire Authorities') are working in partnership to produce a Joint Minerals & Waste Plan which will guide minerals and waste decision-making in the Plan area for the period up to 2036.
- 1.2 The Joint Minerals & Waste Plan will build upon the formerly adopted minerals and waste plans for the Berkshire area, and improve, update and strengthen the policies and provide details of strategic sites that are proposed to deliver the vision.
- 1.3 This is important because out of date plans allows less control over getting the right development, in the right location, at the right time to meet the current and future needs of the area with the local community having less of a say about where future development will be located..
- 1.4 Mineral and waste planning issues are most appropriately addressed jointly so that strategic issues can be satisfactorily resolved. The Plan will cover the minerals and waste planning authority administrative areas of Bracknell Forest, Reading, Windsor & Maidenhead and Wokingham (see Figure 1).

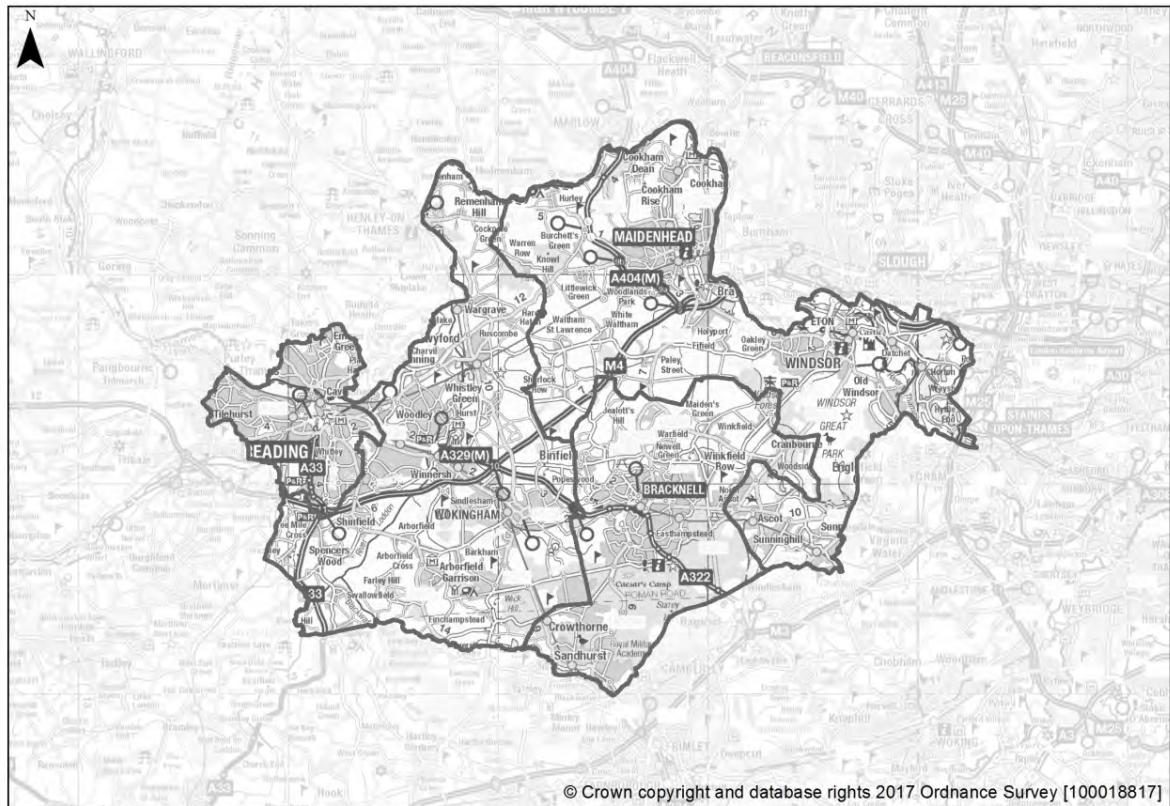
2. Development of the Joint Minerals and Waste Plan ('The Plan')

- 2.1 The Timetable for the Joint Minerals & Waste Plan has been agreed by the Central & Eastern Berkshire Authorities and is set out in each respective adopted Local Development Schemes¹.
- 2.2 This consultation paper forms the first stage in plan-preparation. The purpose of this consultation is to engage the community in discussion on the ISSUES for managing minerals and waste for the next 20 years. It is also an opportunity to

¹ Reading: http://www.reading.gov.uk/media/1053/Local-Development-Scheme/pdf/Local_Development_Scheme_November_2016.pdf
Bracknell Forest: <http://www.bracknell-forest.gov.uk/local-development-scheme-2016-to-2019.pdf>
Windsor and Maidenhead: https://www3.rbwm.gov.uk/downloads/file/2462/local_development_scheme_-_2016_%E2%80%93_2019_oct_2016
Wokingham: <http://www.wokingham.gov.uk/planning/planning-policy/local-plan-update/>

gather more evidence to inform the OPTIONS for the plan policies and site allocations.

Figure 1: Central & Eastern Berkshire Authorities administrative areas



2.3 This consultation paper is supported by a number of reports which set out the evidence for the contents provided. These reports include:

- *Minerals: Background Study* – sets out the types, availability and movements of minerals in the Plan area and what issues may affect future demand.
- *Waste: Data Report* – sets out the amounts and types of waste that needs to be managed, how it is currently managed and what the future waste management may be.
- *Methodologies Report* – sets out the proposed methodologies for assessing sites (including traffic and landscape assessments)
- *Sustainability Appraisal (incorporating Strategic Environmental Assessment) Scoping Report* – sets out how policies and sites will be assessed to ensure the Plan will not have any significant impacts on the Central & Eastern Berkshire environment, communities and economy.
- *Habitats Regulations Assessment: Methodology and Baseline* – sets out the European designated habitats that need to be considered during the Plan preparation and the proposed assessment methodology for assessing the potential impact of the Plan.

- *Consultation Strategy* – sets out how communities and key stakeholders will be consulted during the plan-making process.
- *Equalities Impact Assessment* – sets out how the Plan will be assessed during preparation stages to ensure it is not having an impact of particular sectors of Central & Eastern Berkshire’s communities.

2.4 Following the completion of the consultation, the information received will be used to update the evidence upon which decisions about the Plan will be made.

The next stages of The Plan

2.5 When preparing a Joint Minerals & Waste Plan, the Central & Eastern Berkshire Authorities have to make sure that certain processes and procedures are followed which are required by legislation. The process for plan-making is set out in Figure 2.

2.6 The following stage of the plan-making process will involve a consultation on the proposed draft policies and proposed sites – the ‘Preferred Options’ - that have been identified for minerals and waste development in order to meet future needs. These draft proposals will be accompanied by a number of evidence base documents including:

- An updated *Minerals: Background Study*
- An updated *Waste: Data Report*
- *Duty to Cooperate Statement* – a report on cross boundary issues and how these have been addressed in cooperation with key stakeholders.
- *Minerals: Proposal Study* – sets out the potential mineral sites and their suitability.
- *Waste: Proposal Study* – sets out potential waste sites and their suitability
- *Sustainability Appraisal (incorporating Strategic Environmental Assessment) Interim Report* – sets out the initial findings of the assessment of proposed sites and policies.
- *Habitats Regulations Assessment Screening Report* – sets out the scope for the assessment of impact on European designated sites.
- *Strategic Flood Risk Assessment Statement* – a review of existing Strategic Flood Risk Assessments, any updates to data and a review of proposed sites.
- *Strategic Traffic & Transport Assessment* – an initial assessment of the traffic impacts of the proposed sites.
- *Landscape & Visual Impact Assessment* – an initial assessment of the landscape impacts of the proposed sites.
- *Restoration Study* – a study of restoration issues and requirements within Central & Eastern Berkshire.

- *Minerals & Waste Safeguarding Study* – a study of the safeguarding requirements within Central & Eastern Berkshire.

2.7 The remainder of the Plan-making timetable is set out in Table 1. The ‘Regulations’ refer to planning procedures that planning authorities such as the Central & Eastern Berkshire Authorities have to adhere to when developing a Local Plan.

Table 1: Plan-making Timetable

Plan-making Stage	Timescale	Description
Regulation 18 ² (Issues & Options Consultation)	June - July 2017	Consultation on the initial work and the various options
Regulation 18 (Stage Two - Preferred Options Preparation)	July 2017 – Dec 2017	Draft Evidence Base Draft Plan based on Evidence Base and Consultation
Regulation 18 (Preferred Options Consultation)	Jan 2018 – May 2018	Consultation on the options selected as preferred
Regulation 19 ³ (Proposed Submission Document Preparation)	May 2018 – Oct 2018	Update Evidence Base Revise Plan based on Evidence Base and Consultation
Regulation 19 (Proposed Submission Document Consultation)	Nov 2018 – March 2019	Consultation on the Plan to be submitted to the Secretary of State
Regulation 22 ⁴ (Preparation)	March 2019 – Sept 2019	Update Evidence Base Proposed Modifications based on Evidence Base and Consultation
Regulation 22 (Submission to SoS)	Winter 2019	Submitting the Plan to the Secretary of State who appoints a Planning Inspector
Regulation 24 ⁵ (Public Examination)	Spring 2020	Planning Inspector examines the Plan
Regulation 25 ⁶ (Inspector’s Report)	Summer 2020	Planning Inspector delivers his report on the Plan
Regulation 26 ⁷ (Adoption)	Winter 2020	All authorities adopt the Plan, as modified by Planning Inspector

² The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/18/made>

³ The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/19/made>

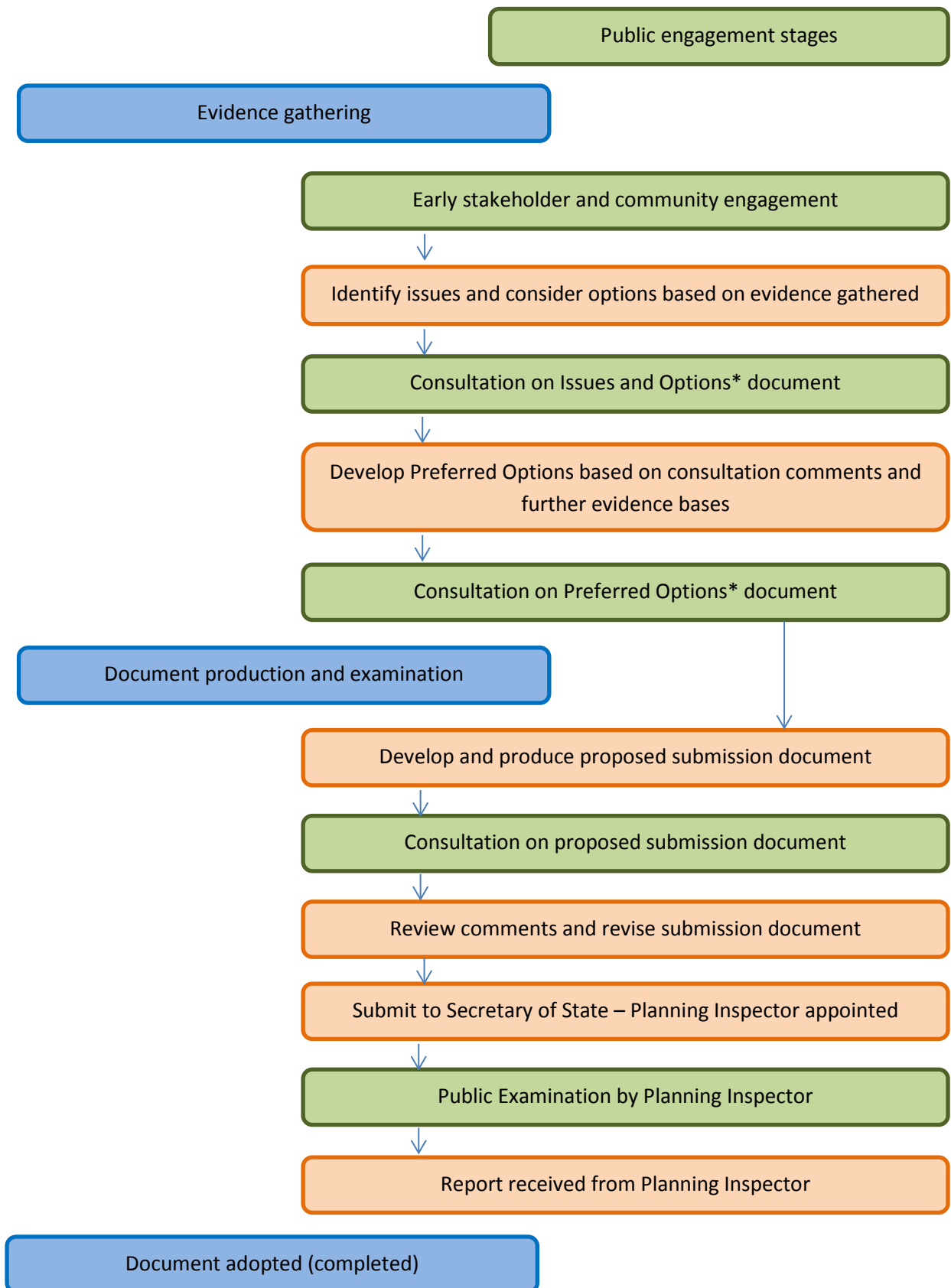
⁴ The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/22/made>

⁵ The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/24/made>

⁶ The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/25/made>

⁷ The Town and Country Planning (Local Planning) (England) Regulations 2012 - <http://www.legislation.gov.uk/uksi/2012/767/regulation/26/made>

Figure 2: Plan-making process



*These stages can be undertaken as two separate stages (Issues & Options and Preferred Options) or as one Draft Options Stage

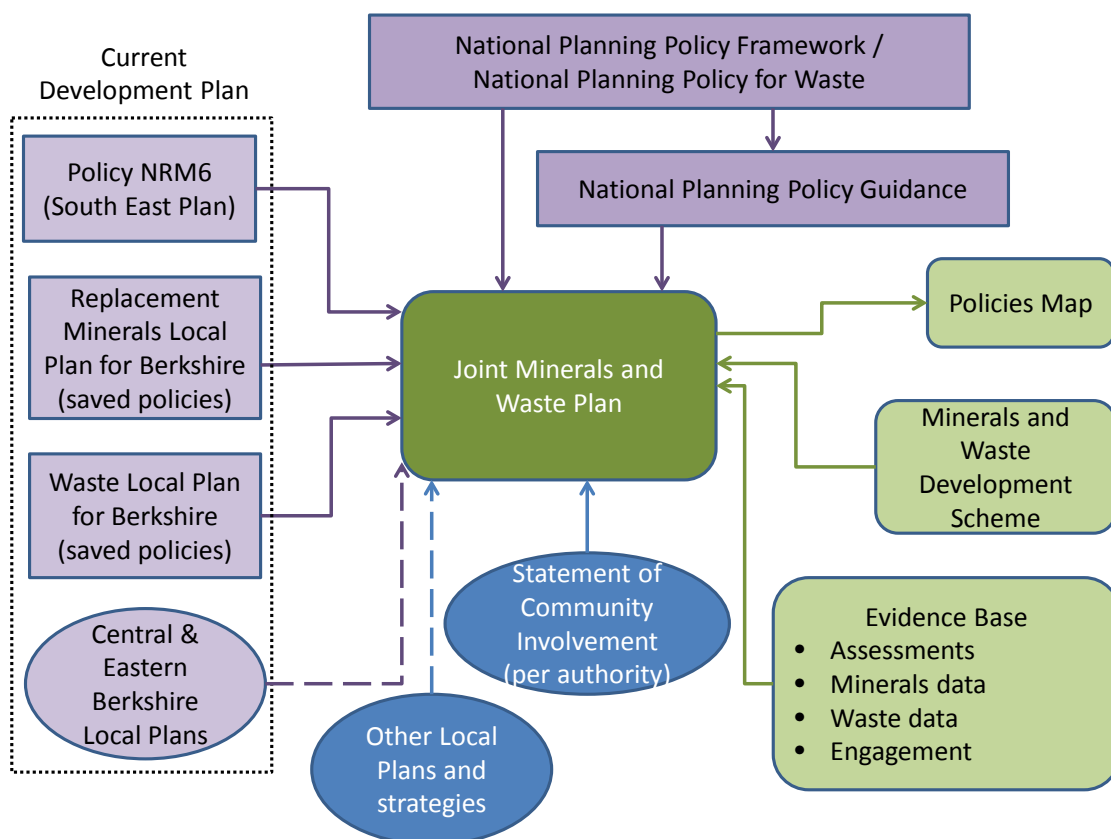
2.8 All Local Plans go through prescribed procedures and are subject to wide public consultation, and ultimately an independent public examination before being adopted. Local Plans are examined to assess 'soundness'⁸ (i.e. whether it is fit for purpose and has been prepared in accordance with national regulations) by an independent planning inspector appointed by the Planning Inspectorate.

3. Minerals and waste planning in Central and Eastern Berkshire

3.1 The Joint Minerals & Waste Plan will be a Local Plan, supported by other development documents, such as the Statement of Community Involvement, for each Authority. The Joint Minerals & Waste Plan will replace or 'supersede' the currently adopted minerals and waste local plans for the relevant Berkshire authorities.

3.2 Figure 3 shows the documents that make up the Joint Minerals & Waste Plan and the linkages to other development documents.

Figure 3: Development Plan linkages



⁸ National Planning Policy Framework 2012, Paragraph 182 <https://www.gov.uk/guidance/national-planning-policy-framework/plan-making>

How does the Plan relate to other Plans and Strategies?

National Planning Policy

- 3.3 The Joint Minerals & Waste Plan will need to accord with current planning policy and guidance on minerals and waste. The National Planning Policy Framework (NPPF)⁹ was published on 27 March 2012 with the accompanying National Planning Practice Guidance¹⁰ launched in 2014 as a live document, updated as necessary by the Government. The Waste Management Plan for England¹¹ was published in December 2013, followed by the National Planning Policy for Waste¹² which was published in October 2014.
- 3.4 A new 'Duty to Cooperate'¹³ was introduced by the Localism Act and Regulations in 2011 in order to encourage local planning authorities to address issues which have impacts beyond their administrative boundaries. The joint approach being taken by the Central & Eastern Berkshire Authorities recognises that minerals and waste issues require a strategic cross-boundary approach. Beyond this is necessary to demonstrate on-going, constructive, and active engagement with other neighbouring councils and certain organisations that are concerned with sustainable development. In order to demonstrate how this duty has been addressed, a Duty to Cooperate Statement will be published that will show who the authorities have cooperated with, the matters discussed, and when and where meetings have taken place to discuss sustainable development and strategic policies to achieve this. This Statement will be updated throughout the process and will be published alongside the submission version of the Local Plan, and sent to the Secretary of State for consideration through the examination in public process.

Regional Planning Policy

- 3.5 The South East Plan was partially revoked on 25 March 2013. Policy NRM6, which deals with the Thames Basin Heaths Special Protection Area, remains in place as a saved policy¹⁴ and is relevant to the Plan area.

⁹ National Planning Policy Framework (2012) - <https://www.gov.uk/government/publications/national-planning-policy-framework--3>

¹⁰ Planning Practice Guidance - <http://planningguidance.communities.gov.uk/>

¹¹ Waste Management Plan for England - <https://www.gov.uk/government/publications/waste-management-plan-for-england>

¹² National Planning Policy for Waste - <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

¹³ Localism Act 2011 - <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

¹⁴ Natural Resource Management (NRM6) - <http://www.bracknell-forest.gov.uk/south-east-plan-policy-nrm6.pdf>

Local Planning Policy

- 3.6 The currently adopted minerals and waste plans for the Berkshire area¹⁵, including the Central & Eastern Berkshire Authorities, are the Replacement Minerals Local Plan for Berkshire, adopted in 1995 and subsequently adopted alterations in 1997 and 2001¹⁶ (including Appendices¹⁷ and saved policies¹⁸) and the Waste Local Plan for Berkshire adopted in 1998¹⁹ (including saved policies). The Minerals Local Plan and Waste Local Plan cover the administrative areas covered by the Central & Eastern Berkshire Authorities, as well as Slough Borough Council and West Berkshire Council. While these plans cover the period until 2006, the Secretary of State has directed that a number of policies in them should be saved indefinitely until replaced by national, regional or local minerals and waste policies. For Central & Eastern Berkshire these saved policies will be replaced by the Joint Minerals & Waste Plan, when it is adopted.
- 3.7 A review of the Replacement Minerals Local Plan for Berkshire and the Waste Local Plan for Berkshire was previously being undertaken on behalf of the six Berkshire Unitary Authorities by the Joint Strategic Planning Unit. The Planning Unit published a 'Preferred Options' version of the Joint Minerals and Waste Core Strategy in September 2007 and a Submission Draft version was published in September 2008. The Core Strategy was submitted to the Secretary of State in February 2009. The Minerals and Waste Core Strategy Examination commenced in June 2009. During the hearing concerns were raised regarding the accuracy of the evidence base used to support the waste strategy. As a result of these concerns the Inspector decided to adjourn the Examination and the Secretary of State subsequently formally requested the withdrawal of the Core Strategy in January 2010.
- 3.8 After a review of minerals and waste planning, the Central & Eastern Berkshire Authorities decided to progress with a Joint Minerals & Waste Plan. While the Joint Minerals & Waste Plan does not cover Slough Borough Council²⁰ or West

¹⁵ Minerals and Waste. <http://www.wokingham.gov.uk/planning-and-building-control/planning-policy/minerals-and-waste/>

¹⁶ Replacement Minerals Local Plan for Berkshire 2001 - <http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001.pdf>

¹⁷ Replacement Minerals Local Plan for Berkshire 2001 Appendices. <http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001-appendices.pdf>

¹⁸ Mineral Local Plan Saved Policies. <http://www.bracknell-forest.gov.uk/mineral-local-plan-saved-policies-schedule.pdf>

¹⁹ Waste Local Plan for Berkshire. 1998. <http://www.bracknell-forest.gov.uk/waste-local-plan-for-berkshire.pdf>

²⁰ Slough Borough Council minerals and waste policy - <http://www.slough.gov.uk/council/strategies-plans-and-policies/minerals-and-waste.aspx>

Berkshire Council²¹, close coordination of the work between the various Berkshire authorities will continue in order to plan for minerals and waste strategically and address any cross-border issues that may arise.

4. Other plans and strategies

Local plans

4.1 Each of the Central & Eastern Berkshire Authorities will continue to prepare its own Local Plan, which will focus on the areas of planning that are not related to minerals and waste. They include the following:

- Comprehensive Local Plan for Bracknell²²;
- Local Plan Update for Wokingham²³;
- New Local Plan for Reading²⁴; and the
- Borough Local Plan for Windsor and Maidenhead²⁵.

Strategies

4.2 A Statement of Community Involvement (SCI) sets out the approach for involving the community in the preparation, alteration and continuing review of all development plan documents, and in publicising and dealing with planning applications. Each of the Central & Eastern Berkshire Authorities has adopted its own Statement of Community Involvement. They are as follows:

- Bracknell Forest SCI - adopted 2014²⁶;
- Reading SCI - adopted 2014²⁷;
- Windsor and Maidenhead SCI - adopted 2006²⁸; and
- Wokingham SCI - adopted 2014²⁹.

²¹ Emerging West Berkshire Minerals and Waste Local Plan - <http://info.westberks.gov.uk/index.aspx?articleid=29081>

²² Comprehensive Local Plan for Bracknell: <http://www.bracknell-forest.gov.uk/comprehensivelocalplan>

²³ Local Plan Update for Wokingham: <http://www.wokingham.gov.uk/planning-and-building-control/planning-policy/local-plan-update/>

²⁴ New Local Plan for Reading: <http://www.reading.gov.uk/newlocalplan>

²⁵ Borough Local Plan for Windsor and Maidenhead:

https://www3.rbwm.gov.uk/info/200414/local_development_framework/594/emerging_plans_and_policies/2

²⁶ Bracknell Forest Council. Statement of Community Involvement 2014. <http://www.bracknell-forest.gov.uk/statement-of-community-involvement-2014.pdf>

²⁷ Reading Borough Council. Statement of Community Involvement. 2014 <http://www.reading.gov.uk/media/1051/Statement-of-Community-Involvement-Adopted-March-2014/pdf/Statement-Of-Community-Involvement-Mar14.pdf>

²⁸ Royal Borough of Windsor and Maidenhead. Statement of Community Involvement 2006 https://www3.rbwm.gov.uk/downloads/file/512/statement_of_community_involvement_sci_-_adopted_june_2006

²⁹ Wokingham Borough Council. Statement of Community Involvement 2014 <http://www.wokingham.gov.uk/business-and-licensing/licensing-and-trade/licensing-decisions/?assetdet8733745=306132&categoryesct18379511=5844>

- 4.3 Central & Eastern Berkshire is located within the Thames Valley Berkshire Local Enterprise Partnership (LEP) area. The Thames Valley Berkshire LEP has produced a Strategic Economic Plan³⁰ which outlines the proposed strategic plan for implementing national economic growth and needs to be taken into consideration.

5. Local Plan Assessments

Sustainability Appraisal (incorporating Strategic Environment Assessment)

- 5.1 The policies and proposals in the Joint Minerals & Waste Planning will be assessed to ensure that they contribute to the aims of sustainable development. This assessment will be through Sustainability Appraisal (which incorporates assessment as required under the Strategic Environmental Assessment (SEA) Directive)³¹.
- 5.2 This consultation paper is supported by a Sustainability Appraisal ‘Scoping Report’ which describes the existing key environmental, social and economic issues for Central & Eastern Berkshire and includes a set of sustainability objectives which will be used to assess the policies in documents.
- 5.3 Sustainability Appraisal is run in parallel with the plan-making process and the findings at each stage of the process will inform the plan development.

Habitats Regulation Assessment

- 5.4 The Joint Minerals & Waste Plan will also be subject to Habitats Regulations Assessment under the European directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive). This is the process that authorities must undertake to consider whether a proposed development plan is likely to have significant effects on a European site designated for its nature conservation interest.

Equalities Impact Assessment

- 5.5 Equalities Impact Assessment will also be undertaken at each stage of the Plan making-process to fulfil the public sector equality duty under the Equality Act 2010³².

³⁰ <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Strategy.pdf>

³¹ The Environmental Assessment of Plans and Programmes Regulations - <http://www.legislation.gov.uk/ukxi/2004/1633/contents/made>

³² Equality Act 2010 - <http://www.legislation.gov.uk/ukpga/2010/15/contents>

Local Aggregate Assessment

- 5.6 Paragraph 145³³ of the NPPF states that Mineral Planning Authorities should '*plan for a steady and adequate supply of aggregates*' by amongst other things, preparing a Local Aggregate Assessment (LAA).
- 5.7 The LAA should be produced annually and can be produced jointly with other Mineral Planning Authorities. The Assessment should be '*based on a rolling average of 10 years sales data and other relevant local information*'.
- 5.8 During the preparation of the Joint Minerals & Waste Plan, data will be collated from mineral operators as part of the Aggregate Monitoring (AM) survey. The data informs the Local Aggregate Assessment and is also combined with data from the other South East Mineral Planning Authorities to inform the annual Aggregate Monitoring Report produced by the Technical Secretary of the South East England Aggregate Working Party (SEEAWP).
- 5.9 To-date, the Berkshire Authorities produced a joint LAA which covered all six administrative areas. Whilst West Berkshire Council supported the joint LAA, it has also produced its own LAA to support the production of the West Berkshire Minerals and Waste Development Plan Document.
- 5.10 It is intended that the Central & Eastern Berkshire Authorities continue to produce a joint LAA.

6. Call for Sites

- 6.1 A 'call for sites' exercise was carried out from March 13th 2017 to 5th May 2017 to identify potential mineral and waste sites. This involved invitations of nominations being sent to relevant bodies such as landowners, agents, developers and minerals and waste operators.
- 6.2 Mineral and waste site operators and land owners were asked to put forward site proposals for consideration for minerals and waste uses, including any aspirations for existing sites to either extend or widen the range of operations or facilities.
- 6.3 Mineral uses include;
- Soft sand or sharp sand and gravel;
 - Mineral railheads;
 - Aggregate recycling and secondary aggregate processing facilities.

³³ National Planning Policy Framework. Paragraph 142 to 149: <https://www.gov.uk/guidance/national-planning-policy-framework/13-facilitating-the-sustainable-use-of-minerals>

- 6.4 Waste uses include;
- Waste to energy facilities;
 - Composting facilities;
 - Recycling facilities;
 - Waste transfer sites;
 - Inert landfill (associated with quarry restoration).
- 6.5 Each of the sites nominated will be assessed for its suitability. The methodology for this assessment is set out in the 'Site Assessment Methodology' which accompanies this Consultation Paper. A set of Frequently Asked Questions (FAQs) was also produced and can be viewed on the Central & Eastern Berkshire Authorities webpages³⁴.

7. Minerals and Waste in Central & Eastern Berkshire

Minerals in Central and Eastern Berkshire

- 7.1 Until the 20th Century, chalk and clay were the main minerals produced in the area, generally to meet local needs. Chalk and clay continue to be extracted as a by-product at sand and gravel quarries, but now on a very small scale in comparison to previous times.
- 7.2 The chalk is now mainly used as agricultural lime, and sometimes as 'fill' material for civil engineering projects. The clay was formerly used chiefly for brick and tile making, but today its main use is as part of the lining for waste landfill sites to prevent the spread of pollution and for other engineering applications.
- 7.3 Since the Second World War, the main type of minerals production in Berkshire has been of aggregates for the construction industry, which comprises sands and gravels. Substantial quantities of aggregate minerals are needed for all construction work – in the building or renovation of houses, schools, hospitals, roads and so on.

³⁴ Reading - <http://www.reading.gov.uk/article/10464/The-Central-and-Eastern-Berkshire-Minerals-and-Waste-Plan>

Wokingham - <http://www.wokingham.gov.uk/planning/planning-policy/minerals-and-waste/>

Windsor and Maidenhead -

https://www3.rbwm.gov.uk/info/200414/local_development_framework/594/emerging_plans_and_policies/4

Bracknell Forest - <http://www.bracknell-forest.gov.uk/callforsitesmineralsandwaste2017>

- 7.4 Quarrying of aggregates in Berkshire has been focussed on the sharp sand and gravel deposits in the Kennet Valley, and between Reading and Newbury. Additionally, there are concentrations of past and active workings in the north and south of Maidenhead and south of Slough. Most aggregate is processed by the operator, either on-site or at central processing facility nearby and sold direct for use in the construction industry.

The importance of planning for aggregates

- 7.5 The mineral of more than local significance in Central & Eastern Berkshire is sharp sand and gravel. The National Policy Guidance³⁵ outlines how aggregate supply should be managed nationally through the Managed Aggregate Supply System (MASS) which seeks to ensure a steady and adequate supply of mineral whilst taking into account the geographical imbalances and the occurrence of resources. MASS requires mineral planning authorities to make an appropriate contribution nationally as well as locally whilst controlling environmental damage to an acceptable level.
- 7.6 Owing to the obligations under the NPPF and more specifically MASS, there is a requirement for the Central & Eastern Berkshire Authorities to enable provision of this mineral as best they can.

The role of aggregates in supporting economic growth

- 7.7 Minerals are an important element both in the national economy and that of the Plan area. Its exploitation can make a significant contribution to economic prosperity and quality of life. The Central & Eastern Berkshire and surrounding areas are subject to major growth pressures. The maintenance of a buoyant economy, the improvement and development of infrastructure and maintenance of the building stock all requires an adequate supply of minerals. Minerals development is therefore a key part of the wider economy.
- 7.8 The location and type of minerals development can also lead to local economic benefits, through the supply of a local resource to development projects and the provision of local employment. Recycled and secondary aggregates may also provide the economy with a more sustainable and cheaper source of aggregate to support development.
- 7.9 Mineral production is also influenced by economic factors, in terms of operators wishing to extract mineral resources and market demand. The demand for mineral resources will be determined by the action of the market and macro-

³⁵ <https://www.gov.uk/guidance/minerals> (Paragraph: 060 Reference ID: 27-060-20140306)

economic forces that are beyond the remit of the minerals planning authority to influence.

- 7.10 The performance of the economy is constantly changing, and the activities of the minerals industry could give rise to temporary and reversible effects (in that shortages of local supply could have implications for the timing and cost of physical development, but would be unlikely to prevent it from going ahead altogether).
- 7.11 The aggregates industry is important to the Plan area's economy because of its role alongside the construction sector in enabling the physical development including major infrastructure projects that are vital for economic growth and development. The future implications for the minerals industry of continuing changes in the structure of the economy within Central & Eastern Berkshire include an ongoing need for physical infrastructure, and a need to safeguard the quality of the environment.

Waste in Central and Eastern Berkshire

- 7.12 Waste is produced by households, businesses, industry, construction activities, government and non-government organisations, in different quantities and with different characteristics based on local circumstances. The UK already contains a wide network of waste management facilities, however changes in waste production and efforts to make the best use of the resources contained within waste mean that these facilities and the need for them is continually changing.
- 7.13 Waste Planning Authorities (WPAs) are obliged to prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for waste management for all waste streams³⁶. By its properties, waste can be classified as non-hazardous, inert and hazardous.
- 7.14 *Non-hazardous* waste is produced mainly from both municipal solid waste (MSW) (sometimes referred to as 'household waste') and commercial & industrial waste (C&I) sources while *inert* wastes derive mainly from construction, demolition and excavation (CD&E) activities. Although a minor contribution to the overall arisings, *hazardous* waste is produced from all three waste sources.
- 7.15 Waste can be managed in different ways, but the waste (management) hierarchy (see Figure 4) is a framework that has become a cornerstone of sustainable waste management, setting out the order in which options for waste

³⁶ National Planning Policy for Waste:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364759/141015_National_Planning_Policy_for_Waste.pdf

management should be considered based on environmental impact (with disposal as the lowest priority). Waste planning has a role to play in driving waste 'up the hierarchy' by ensuring the right amount of appropriate facilities for each part of the hierarchy are planned for in the right place.

Figure 4: The waste management hierarchy



Source: Waste Framework Directive (Directive 2008/98/EC)

7.16 There are around 30 waste management facilities in Central and Eastern Berkshire. However, these do not provide sufficient waste management capacity (i.e. the amount of processing, treatment and handling facilities) for the estimated waste arisings (i.e. waste tonnage produced) in the area. Additionally there are around 20 further waste management facilities in Slough, including an Energy from Waste facility. There are close waste management links between Central & Eastern Berkshire and Slough due to the proximity of their areas and complementary range of facilities. Therefore, to fully consider realistic waste management options it may be necessary to take into account Slough.

The importance of planning for Waste

7.17 If left unmanaged waste can have a number of environmental, amenity and health impacts that are undesirable. Waste also compromises considerable resources, which will have been used when producing the original object. With appropriate technologies, some of these resources can be retrieved and used again, thereby reducing the need for new materials. That is why an array of legislation exists to control how waste is managed and national policy seeks to improve the sustainability of waste management.

7.18 There is a variety of waste management facilities and technologies. Each has different locational requirements and range of potential impacts. The planning regime can manage these impacts, but there can be a conflict between the

need for waste management facilities and in planning terms the suitability of potential sites. Therefore the Joint Minerals and Waste Plan should not only determine the amount and type of waste management facilities but also the appropriate locational criteria and/or sites.

7.19 Ultimately, the role of the Joint Minerals & Waste Plan will be to meet national policy ambitions locally; to deliver sustainable development through driving waste up the “waste hierarchy”, recognise the need for a mix of types and scale of facilities, and make adequate provision for waste management, including disposal.

Issues and Options Consultation

The following section of this consultation paper sets out the proposed Vision, and direction of the Joint Minerals & Waste Plan, and the Issues that have been identified in delivering the proposed Vision. The options for how these issues could be address are posed as questions to which your response would be very welcome.

Instructions on how to respond to this consultation are set out in Section 12 of this Consultation Paper. The supporting document and Response Form can be viewed and downloaded from the consultation web-page [[add link](#)]

8. The Vision and strategy for the Central and Eastern Berkshire Authorities Joint Minerals & Waste Plan ('The Plan')

- 8.1 The Joint Minerals & Waste Plan will cover the period up to 2036 in order that it aligns with the Local Plans that the Central & Eastern Berkshire Authorities are producing.

Q. 1

Do you agree with the proposed Plan period up to 2036?

Q. 2

If not, what period do you suggest and why?

- 8.2 The Vision, Strategic Plan Objectives and Spatial Strategy principals have been prepared to be consistent with National Policy principals and fit with the other Local Plans within Central & Eastern Berkshire.

Vision

- 8.3 The plan Vision shapes the overall direction of the Central and Eastern Berkshire Joint Minerals & Waste Plan. The area covered by the plan will continue to experience significant growth in the period up to 2036 and so the Vision must recognise the balance to be struck between making provision for minerals and waste developments to meet future requirements, whilst at the same time ensuring that such developments seek social, environmental and economic gains.
- 8.4 The Vision centres on ensuring a sufficient supply of minerals based on the principles of sustainable development. The Minerals & Waste Plan will strive to ensure that minerals are available at the right time and in the right locations to support levels of growth in terms of new housing, commercial, industrial development and essential infrastructure; and that waste is managed near to

where it is produced in accordance with the waste hierarchy. The Joint Minerals & Waste Plan will seek to provide for future minerals and waste needs; conserve local resources; maximise the recovery of waste; provide local jobs; and protect and improve the environment.

8.5 The following is the proposed Vision for the Joint Minerals & Waste Plan:

Vision for Central & Eastern Berkshire

Recognising the importance of the area as a source of minerals, Central & Eastern Berkshire will aim to maximise the contribution that minerals development can bring to local communities, the economy and the natural environment.

Waste will be managed in a sustainable way, in accordance with the waste hierarchy. The Plan will aim to achieve a state of net self-sufficiency in waste needs. The Plan will also ensure that the full extent of socio, economic and environmental benefits of minerals and waste development are captured, contributing to the area's economic activity and enhancing quality of life and living standards within the area. We will work with partners to take positive action in promoting environmental excellence.

Q. 3

Do you agree with how the Plan direction has been developed?

Q. 4

If not, what factors do you suggest should be taken into consideration?

Q. 5

Do you agree with the proposed Vision?

Q. 6

If not, what changes would you suggest?

Strategic Plan Objectives

8.6 The purpose of the strategic objectives is to assist in the delivery of the Spatial Vision, and facilitate its delivery. The following set of objectives provides the context and overall direction of the Plan. The objectives provide a framework for policy development and each should be considered equally important.

- 1) To strike a balance between the demand for mineral resources, waste treatment and disposal facilities and the need to protect the quality of life for communities, the economy and the quality and diversity of environmental

assets, by protecting the environment and local communities from negative impacts;

- 2) To protect community health, safety and amenity in particular by managing traffic impacts, ensuring sustainable, high quality and sensitive design and layout, sustainable construction methods, good working practices and imposing adequate separation of minerals and waste development from residents by providing appropriate screening and/or landscaping and other environmental protection measures;
- 3) To ensure minerals and waste development makes a positive contribution to the local environment and biodiversity, through the protection and creation of high quality habitats and landscapes that provide opportunities for enhanced biodiversity and geodiversity and contribute to the high quality of life for present and future generations;
- 4) To help mitigate the causes of, and adapt to, climate change by; developing appropriate restoration of mineral workings; prioritising movement of waste up the waste hierarchy; reducing the reliance on landfill; maximising opportunities for the re-use and recycling of waste; and facilitating new technologies to maximise the renewable energy potential of waste as a resource;
- 5) To encourage engagement between developers, site operators and communities so there is an understanding of respective needs. To consider the restoration of mineral sites at the beginning of the proposal to ensure progressive restoration in order to maximise environmental gains and benefits to local communities through appropriate after uses that reflect local circumstance and landscape linkages;
- 6) To support the continued economic growth in Central & Eastern Berkshire, as well as neighbouring economies by helping to deliver an adequate supply of primary minerals and mineral-related products to support new development locally, deliver key infrastructure projects and provide the everyday products;
- 7) To ensure sufficient primary aggregate is supplied to the construction industry from appropriately located and environmentally acceptable sources. To encourage the production and use of good quality secondary and recycled aggregates, having regard to the principles of sustainable development;
- 8) To protect key mineral resources from the unnecessary sterilisation by other forms of development, and safeguarding existing minerals and waste infrastructure, to ensure a steady and adequate supply of minerals and provision of waste management facilities in the future;

- 9) To safeguard facilities for the movement of minerals and waste by rail and encouraging the use of other non-road modes where these are more sustainable;
- 10) To drive waste treatment higher up the waste hierarchy and specifically to increase the re-use, recycling and recovery of materials, whilst minimising the quantities of residual waste requiring final disposal;
- 11) To encourage a zero waste economy whereby landfill is virtually eliminated by providing for more recycling and waste recovery facilities including energy recovery. To aim to be 'net self-sufficient' in waste management facilities in Central & Eastern Berkshire, whilst accepting there will be movements into and out of the area to suitable facilities; and
- 12) To achieve a net reduction in 'waste miles' by delivering adequate capacity for managing waste as near as possible to where it is produced. .

Q. 7

Do you agree with the proposed Strategic Plan Objectives?

Q. 8

If not, what changes would you suggest?

Spatial Strategy

- 8.7 The spatial strategy is informed by the Vision and Strategic Objectives of the Plan. It outlines the spatial approach that the Central & Eastern Berkshire Authorities will take to critical minerals and waste issues. The Central & Eastern Berkshire Authorities have, and will continue to, work collaboratively with other bodies and partners. This will ensure that strategic priorities across local boundaries are, and will continue to be, properly coordinated and clearly reflected in this Plan, any subsequent review of this Plan, and other individual Local Plans.
- 8.8 Central & Eastern Berkshire is characterised by both its urban and rural nature, with the key towns of Reading, Wokingham, Bracknell, Windsor and Maidenhead, alongside large areas of countryside with smaller settlements and villages. It is also crisscrossed by significant transport corridor routes in the form of the M4, A33, A404, A329(M), A322 and the Great Western Mainline rail route from south Wales to London Paddington, and the Reading to London Waterloo line (see Figure 5 in Section 9: Minerals Issues). The unitary authorities of Windsor and Maidenhead, Wokingham and Bracknell Forest are also characterised by a considerable area of Green Belt, which covers the majority of these authorities outside of the existing built up area.

- 8.9 These characteristics continue to be vital building blocks in the areas buoyant economy; they unite the constituent local authority areas and will be a key element of the strategic spatial approach. Accordingly, the delivery of any minerals and waste development in Central & Eastern Berkshire will need to be sympathetic to the existing situation, minimising the impacts of development and maximising the benefits.
- 8.10 Central and Eastern Berkshire is located at the heart of the economic powerhouse of the United Kingdom, prominent within the South East and adjacent to London. As a result, the wider Thames Valley will be subject to major growth pressures on a local and national level throughout the Plan period. Future growth requirements will play a key role in forming impact the spatial strategy for Central & Eastern Berkshire, as well as the wider Thames Valley region. The areas importance is highlighted by its close proximity to two Nationally Significant Infrastructure Projects; the High Speed 2 rail link from London to the North and the recently announced Heathrow Airport expansion plans. These projects significantly increase the regional and national demand for construction aggregates, as well as for construction waste treatment and recycling.
- 8.11 In addition a steady, adequate supply of aggregate will be required to support the drive for increased housebuilding in the area as well as supporting infrastructure such as roads schools and commercial premises. The projects will also impact future requirements for waste management through increased numbers of households and businesses as well as the production of construction wastes.
- 8.12 The Spatial Strategy, in delivering the Vision and Objectives of the Plan, is based on a number of principles. These principles form the basis of sustainable development, and the delivery aspect of the Plan, such as site allocations, must adhere to these principles:
- i. Respond to the needs of communities and the economy by taking decisions that account for future generations, whilst enhancing the quality of life, health and wellbeing and living conditions of today's residents;
 - ii. Promote the careful management of mineral resources;
 - iii. Ensure the efficient use of materials and promote the sustainable use and disposal of resources while mitigating and adapting to climate change;
 - iv. Protect the environment and the character of Central & Eastern Berkshire by maintaining/improving the built and natural environment of the area and mitigating the effect of new development on the environment;
 - v. Maintain the distinct and separate identity of the area's settlements;
 - vi. Maintain and enhance supporting infrastructure, including roads and railways;

- vii. Deliver minerals and waste infrastructure in locations that meet the needs of the community;
- viii. Limit development in those areas at most risk of flooding and pollution;
- ix. Protect the most important areas for biodiversity, landscape and heritage from development;
- x. Ensure good design which is in keeping with the area; and
- xi. Take account of the public's views following consultation and engagement in the context of national planning policies.

Q. 9

Do you agree with the proposed Spatial Strategy content?

Q. 10

If not, what changes would you suggest?

9. Minerals issues

9.1 The minerals issues have been identified through the preparation of the *Minerals: Background Study* which accompanies this Consultation Paper.

ISSUE: Minerals Data

9.2 The Minerals Data that has been gathered as evidence to support the Joint Minerals & Waste Plan comes from a number of different sources, including:

- *National* – National collation of the Aggregate Monitoring surveys
- *Regional* – South East Aggregate Monitoring Reports
- *Local* – Minerals and waste policy documents and Local Aggregate Assessments

9.3 As the Central & Eastern Berkshire Authorities were formerly part of the County of Berkshire, along with Slough Borough Council and West Berkshire Council, much of the historic minerals data is reported on a Berkshire-wide level rather than by each unitary authority. As further information is gathered as part of the Aggregate Monitoring survey, a more detailed understanding of minerals within the area will be compiled.

9.4 There are further issues with the reporting of data in that, due to commercial confidentiality, some data cannot be reported on a unitary authority level. Therefore data is sometimes reported, particularly in relation to South East and National comparisons, on a Berkshire-wide level.

9.5 Whilst Slough and West Berkshire are not within the Plan area, it is necessary to consider cross-boundary relationships under the duty to cooperate and therefore, it is relevant to make some comparisons or report on mineral demands in these locations.

ISSUE: Historic minerals data has, hitherto, been largely collected and published on a Berkshire-wide scale. This has necessitated interpretation and judgement of the information to reach an understanding of the Central & Eastern Berkshire mineral situation.

Q. 11

Can you suggest any other sources of Minerals data for the Central & Eastern Berkshire area?

Q. 12

Do you agree that general trends for the Berkshire-wide level of mineral demand are also likely to apply in Central & Eastern Berkshire?

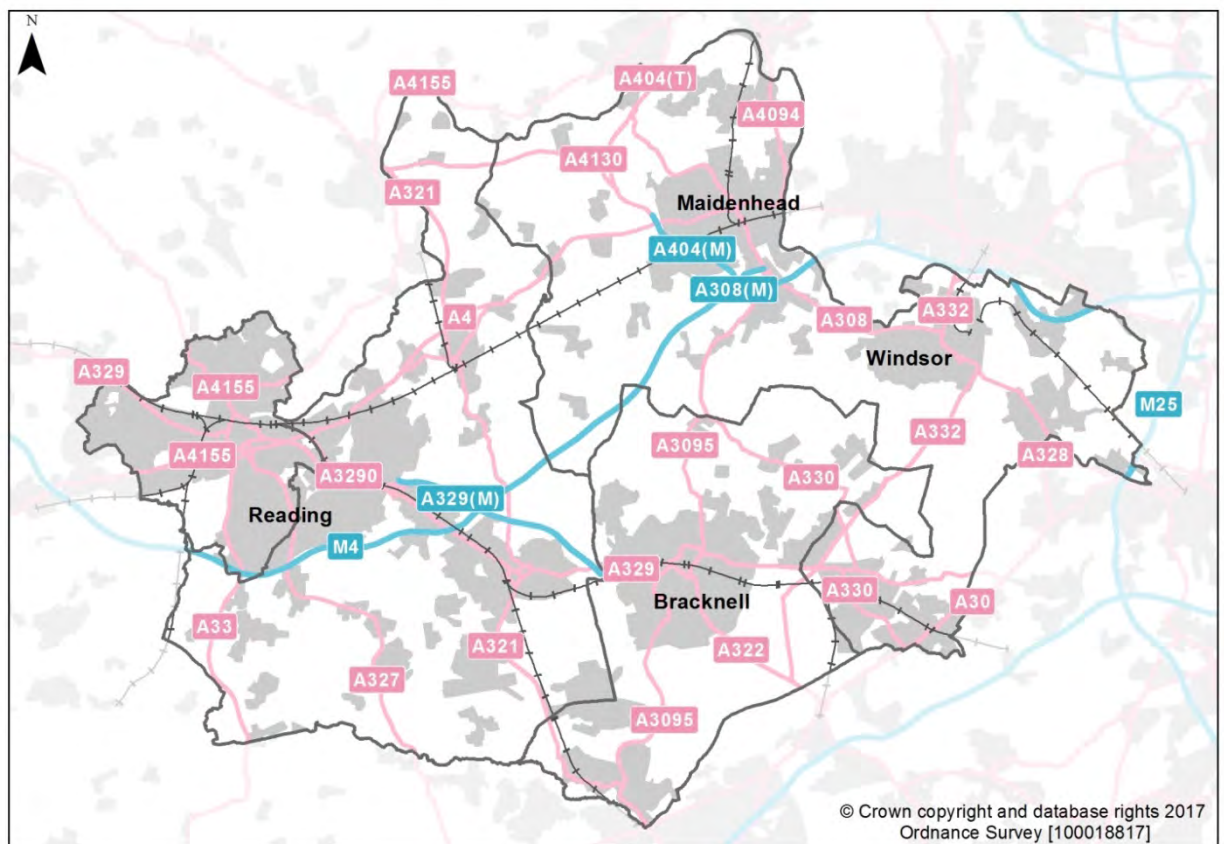
Q. 13

Do you agree that there is sufficient information to support a minerals plan for Central & Eastern Berkshire?

ISSUE: Transportation of minerals

- 9.6 There is a significant road network within Central & Eastern Berkshire, including the strategic routes M4, A308M and A404M, which link with the M25 and A34 as well as other key trunk and A-roads

Figure 5: Strategic Transport Routes



- 9.7 Central & Eastern Berkshire is well connected by rail but does not currently contain any operational rail depots and therefore, is dependent on those located in neighbouring authorities – in particular the rail depots at Theale in West Berkshire and Colnbrook in Slough.
- 9.8 There are no wharves within Central & Eastern Berkshire, and the Kennet & Avon Canal (which joins Newbury and Reading) is not considered to have significant potential for freight movements by the Inland Waterways Association³⁷. It is currently unknown whether the River Thames is suitable for

³⁷IWA Policy on Freight on Inland Waterways (2012): https://www.waterways.org.uk/pdf/freight_policy

freight from Windsor Bridge to Staines Bridge although large barges are able to use this waterway³⁸. However, this may be impacted by the fact that the river is non-tidal from Teddington Lock. Therefore, it is assumed that water transport will not play a role in the provision of mineral or waste management within the Joint Minerals & Waste Plan.

- 9.9 The rail depot at Colnbrook in Slough is currently operational. However, its future operation is affected by the Heathrow Expansion plans. The proposed expansion plans show the new runway to be located over the site of the Lakeside Energy from Waste plant at Colnbrook as well as the rail line to the Colnbrook Aggregate Rail Depot. As there is currently no rail depot within Central & Eastern Berkshire, the area is highly dependent on this facility (as well as the rail depots at Theale, West Berkshire) for crushed rock imports.

ISSUE: The lack of rail depot and water freight capabilities means that all mineral movements within Central & Eastern Berkshire are by road. This also creates a dependency on rail depots in neighbouring authorities.

Q.14

Do you have any information that could help to inform the understanding on mineral movements within Central & Eastern Berkshire, as well as imports/exports of minerals, into and outside of the Plan area?

Q. 15

Do you think potential and practicable rail and water connected sites should be identified within Central & Eastern Berkshire?

Q. 16

Do you know of any such sites within Central & Eastern Berkshire?

Q. 17

If existing rail depots in neighbouring authorities cannot be retained should the Plan encourage their replacement?

ISSUE: Aggregate demand

- 9.10 National economic and construction aggregate forecasts are considered to be useful for providing an overall contextual picture and an indication of anticipated aggregate demand.

³⁸https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289796/LIT_6689_3e9c5e.pdf

- 9.11 The national forecasts indicate a variety of trends but on the whole one of slow growth. Forecasts have outlined that there is uncertainty over the impact of the United Kingdom leaving the European Union ('Brexit') on the economy and the effect on growth. However, London and the South East are expected to experience continued growth.
- 9.12 The key demand factors are considered to be population and activity in the construction industry. Construction of new homes, offices, industrial and other buildings and associated roads and other infrastructure requires large quantities of aggregates. For example, the Minerals Products Association³⁹ suggests that a house requires 200 tonnes of aggregate, a school may require 15,000 tonnes of concrete and a community hospital may require 53,000 tonnes of concrete. In addition, maintaining and improving the existing built fabric of the area can also require large quantities of aggregate.
- 9.13 The Strategic Housing Market Assessment⁴⁰ concluded that Western Berkshire (which includes Bracknell Forest, Reading and Wokingham) and Eastern Berkshire (including Windsor & Maidenhead and Slough) have an overall objectively assessed need for the following housing levels from 2013-2036:
- Western Berkshire – 2,855 homes per annum.
 - Eastern Berkshire – 2,015 per annum.
- 9.14 The figures take into account demographic projections, migration from London, local economic needs and further adjustments to improve affordability and future household formation rate reductions.
- 9.15 A range of transport infrastructure and commercial development are planned to take place in the next few years which will require aggregates. Crossrail, one of the largest construction projects in recent years, extends well into Central & Eastern Berkshire, with the current terminus planned to be at Reading⁴¹. A programme of improvements to the highway network is planned, many in Wokingham Borough including new distributor roads and park and ride facilities.
- 9.16 A number of town centre developments are either taking place or due to take place in Bracknell Forest, Reading, Maidenhead and Wokingham. Although outside of the Plan area, major developments within Slough will have an impact on the demand of aggregate within Central & Eastern Berkshire.

³⁹ http://www.mineralproducts.org/documents/Mineral_Products_Industry_At_A_Glance_2016.pdf

⁴⁰ <http://info.westberks.gov.uk/CHttpHandler.ashx?id=40949&p=0>

⁴¹ <http://www.crossrail.co.uk/route/maps/route-map>

- 9.17 In addition, social infrastructure projects are being progressed including a replacement high security hospital at Broadmoor, new schools, neighbourhood centres, research parks and sports facilities.
- 9.18 Together these construction projects will require a range of aggregates amounting to on-going demand that will need to be met through the supply of sand and gravel, crushed rock and recycled aggregates in the years ahead.
- 9.19 The major infrastructure projects of HS2 and the third runway proposal at Heathrow, although not within Central & Eastern Berkshire will, if they proceed, be of such a scale that it will impact the wider demand for aggregates in the Thames Valley. The Heathrow proposals are projected to cause a rise in development for off airport ancillary development including hotels, cargo facilities and offices. These will also bolster demand. Although the timeline for these projects may mean that development will extend beyond the plan period, it is important that available resources are safeguarded.

ISSUE: There are a significant number of national and locally significant construction projects within and in proximity to Central & Eastern Berkshire which will require a steady and adequate supply of aggregate over and beyond the plan period. Redevelopment projects will provide a source of recycled aggregate through construction and demolition material.

Q. 18

Do you know of any other local data that should be used to forecast local demand for aggregate?

Q. 19

Do you agree that the demand information suggests that there will be a continued and possible increase in minerals demand in the near future or later in the plan period?

ISSUE: Aggregate supply

- 9.20 An adequate and steady supply of construction aggregate is required to ensure that market needs in Central & Eastern Berkshire are met in order to support continued economic development and prosperity. Aggregates are needed to help construct infrastructure, buildings and goods that society, industry and the economy needs. The aggregate required can be made up of different sources such as recycled materials, imported mineral products or extracted sand and gravel from either the sea or land.
- 9.21 Sales of all these various aggregates in the Berkshire county area arise from extraction (land-won), imports (crushed rock and marine-won sand and gravel)

or processing (recycled aggregate). Sales figures are monitored annually by mineral planning authorities and provide a basis for estimating the needs and requirements of Central & Eastern Berkshire.

9.22 Sales data is usefully compared with that on past aggregate consumption. Aggregate consumption figures can be calculated from data published by the Department for Communities and Local Government (DCLG) every four years as part of the Aggregate Monitoring (AM) survey undertaken by the BGS. Recycled and secondary aggregate figures are not available from the AM survey.

Table 2: Total sales, exports and imports and consumption of Primary Aggregate in Berkshire, 2009 and 2014

Aggregate	2009					2014				
	Sales (A)		Consumption (B)		A as % B	Sales (A)		Consumption (B)		A as % B
	'000 tonnes	%	'000 tonnes	%		'000 tonnes	%	'000 tonnes	%	
Land-won sand and gravel	840	100%	807	45%	104%	1,051	100%	601	31%	174%
Marine-won sand and gravel	-	-	98	6%	n/a	-	-	152	8%	n/a
Crushed rock	-	-	875	49%	n/a	-	-	1,161	61%	n/a
Total	840	100%	1,780	100%	47%	1,051	100%	1,913	100%	56%

9.23 The comparison of 2009⁴² and 2014⁴³ data in Table 2 shows a trend for a reduction in consumption of land-won sand and gravel but an increase in sales. Consumption of marine-won sand and gravel and crushed rock have also increased – both of which are imported aggregates. This shows an overall increase in supply of aggregate in Berkshire. It is assumed that this reflects the situation in Central & Eastern Berkshire.

⁴² Collation of the results of the 2009 Aggregate Minerals survey for England and Wales:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6366/1909597.pdf

⁴³ Collation of the results of the 2014 Aggregate Minerals survey for England and Wales:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/563423/Aggregate_Minerals_Survey_England_Wales_2014.pdf. The 2014 survey was delayed due to DCLG funding reviews.

ISSUE: Both marine-won sand and gravel and crushed rock, which are both imported into Berkshire, are likely to continue to increase in importance in aggregate supply for Central & Eastern Berkshire.

Q. 20

Do you think it is fair to assume that the trends of increasing dependence of imported aggregate in Berkshire is reflected in Central & Eastern Berkshire?

Q. 21

If not, what information do you have that would support this?

Q. 22

Do you agree that the trend for increasing consumption of crushed rock and marine sand and gravel, heighten the dependence of Central & Eastern Berkshire on the rail depots in neighbouring authorities?

ISSUE: Recycled and secondary aggregate

- 9.24 Recycled aggregates are those derived from construction, demolition and excavation activities that have been reprocessed to provide materials or a product suitable for use within the construction industry. It includes materials such as concrete, brick or asphalt that would otherwise be disposed of.
- 9.25 Secondary aggregates are usually by-products of industrial processes. For example, the production of Incinerator Bottom Ash at energy recovery facilities, a by-product of the incineration process, can be used as a secondary aggregate for road construction. Additional secondary aggregate includes spent railway ballast, glass, plastics and rubber (tyres).
- 9.26 Highway maintenance work has the potential to comprise a relatively large source of recycled aggregate through recycled road planings, asphalt, concrete kerbs and soils.
- 9.27 Some recycled aggregate is processed on development and construction sites, but an increasingly large amount is processed at free standing sites or sites located within existing minerals and waste activities such as quarries, waste transfer, materials recovery and land-filling.
- 9.28 There is no secondary aggregate produced within Central & Eastern Berkshire. The only secondary aggregate produced within the wider Berkshire area is the bottom ash produced by Lakeside Energy from Waste plant. Approximately 16,000 tonnes was produced between 2009 and 2010.

- 9.29 The use of recycled and secondary aggregates provides an opportunity to reduce dependence on land-won aggregate sand and gravel extraction in Central & Eastern Berkshire. Its use can be as a substitute for primary aggregate, providing a more sustainable source of supply. These have combined benefits, by not only reducing the need for land won (or marine aggregate), but also reducing the amount of waste requiring disposal by landfill.
- 9.30 Reducing the demand for primary aggregate such as sand and gravel can be encouraged by increasing the use of recycled and secondary aggregate.
- 9.31 There is no comprehensive data on production or use of recycled aggregates. Historically, production and sales of recycled and secondary aggregate have been recorded on a Berkshire-wide level. The response level to the Aggregate Monitoring surveys has also been incomplete.
- 9.32 Sales for Central & Eastern Berkshire for 2014 and 2015 cannot be reported as the returns received are from only two operators. However, the responses show a decline trend in sales of recycled aggregate from 2013 to 2015 within Central & Eastern Berkshire.
- 9.33 The South East Aggregate Monitoring Report 2014 & 2015⁴⁴ also shows a decline in recycled and secondary aggregate sales for the Berkshire unitary authorities from 408 to 400 thousand tonnes.
- 9.34 An assessment using the Environment Agency's Waste Data Interrogator suggests that Central & Eastern Berkshire is exporting construction and demolition waste for processing outside of the Plan area. This supports West Berkshire's Draft 2016 Local Aggregate Assessment which states that they were importing construction and demolition waste and key sources of material were Reading and Wokingham.
- 9.35 Supplies of recycled aggregate vary according to the level of local activity in the construction industry. During the regeneration of Bracknell Town Centre, the material resulting from the demolition of buildings was crushed and re-used on the site.
- 9.36 The Mineral Products Association reports that the use of recycled and secondary materials in the Great Britain aggregates market has increased rapidly, rising from 30 million tonnes per annum (mtpa) in 1990 to 63 mtpa in 2015. Although the amount had fallen in 2013 to 56 mtpa, the proportion of

⁴⁴ South East Aggregate Monitoring Report 2014 and 2015: <http://www.hwa.uk.com/site/wp-content/uploads/2015/12/SEAWP-16-03-AM-Report-2014-15-Final-2.pdf>

total aggregates supplied from recycled and secondary sources has risen from 10% in 1990 to 28% in 2015⁴⁵.

ISSUE: The use of recycled and secondary aggregate is increasing nationally. There is significant amount of development and redevelopment planned within the Plan area which can be both a source and a market for the material.

Q. 23

Are you aware of any other sources of information on aggregate recycled or secondary aggregate data which can be reported on?

Q. 24

Do you agree with the assumption that Central & Eastern Berkshire is exporting some of its construction and demolition waste outside of the Plan area, potentially to West Berkshire, for processing?

Q. 25

Do you agree that Central & Eastern Berkshire should be more self-sufficient in its processing of construction and demolition waste within the Plan area?

ISSUE: Crushed rock

9.37 The geology of Central & Eastern Berkshire means that it does not have its own source of crushed and hard rock minerals such as limestone. Therefore, those minerals that cannot be derived from within the Plan area have to be imported by rail and road in order meet local needs.

9.38 The movement and consumption of crushed rock is tracked in the four yearly Aggregate Minerals (AM) survey. The latest available surveys are 2009 and 2014. The data is also reported on a Berkshire-wide basis rather than to unitary-level. The survey findings show that the most significant source of crushed rock is supplied from Somerset and that all of the crushed rock imported into Berkshire is then consumed within Berkshire, rather than exported to other areas.

ISSUE: Central & Eastern Berkshire is reliant on the importation of crushed rock from Somerset via the rail depots in West Berkshire and Slough.

Q. 26

Do you agree with the assumption that the crushed rock supplied to Central & Eastern Berkshire is sourced from Somerset via the rail depots at Theale?

⁴⁵ http://www.mineralproducts.org/documents/Mineral_Products_Industry_At_A_Glance_2016.pdf

Q. 27

Do you agree that the consumption of crushed rock within the Berkshire area demonstrates the dependence of Central & Eastern Berkshire on the rail depots in neighbouring areas as sources of supply?

ISSUE: Marine-won sand and gravel

- 9.39 The importation and consumption of marine-won sand and gravel is only reported on a Berkshire-wide level. Berkshire's level of imported marine sand represented 5.5% of the total primary aggregated consumed in 2009 and this rose to approximately 8% in 2014⁴⁶. Imports into Berkshire in 2009 were 98 thousand tonnes which equated to nearly 8% of the total primary aggregates. This rose to 9% in 2014 with 152 thousand tonnes of imported marine aggregate.
- 9.40 The main source of material is from Greater London which suggests that this is marine dredged material that has been landed at London wharves. Due to the distance travelled it is assumed that this has been imported by rail. The second greatest source is Hampshire. This is material that will have been landed at Hampshire's wharves. It is likely that this material will have travelled into Berkshire by road but it is also possible that the mineral was transported via the rail depots in Hampshire to the depots at Theale or Colnbrook.
- 9.41 There is no evidence to suggest that marine sand and gravel imports are likely to cease but the current figures show a marginal increase in their role in total primary aggregate supply.

ISSUE: Marine sand and gravel forms part of the aggregate supply provision for Central & Eastern Berkshire. It is likely that this material is being supplied by road from Hampshire's wharves and via the rail depots in West Berkshire and Slough from London's wharves.

Q. 28

Do you agree with the assumption that the marine-won sand and gravel forms a small but important part of the aggregate supply to Central & Eastern Berkshire?

Q. 29

Do you agree with the assumption that marine-won sand and gravel from Hampshire is being transported by road and via rail from London's wharves?

⁴⁶ Collation of the results of the 2014 Aggregate Minerals Survey for England and Wales:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/563423/Aggregate_Minerals_Survey_England_Wales_2014.pdf

Q. 30

Do you agree that the import of marine aggregates to Central & Eastern Berkshire justifies support for safeguarding wharves in supply locations such as Hampshire and London?

ISSUE: Sand and gravel markets

- 9.42 The main economic mineral deposit worked from the land within Central & Eastern Berkshire is sand and gravel.
- 9.43 Sand and gravel is important to the continued economic prosperity of Central & Eastern Berkshire and the wider Thames Valley. Locally produced sand and gravel is an essential element to overall aggregate supply.
- 9.44 Uses of sand and gravel across Central & Eastern Berkshire may include its general application as an aggregate, as a material to make concrete, concrete products or cement, in other building material uses as a constructional base material or fill. Unwashed or as-raised sand and gravel is commonly used as construction fill material and also helps for resurfacing tracks and paths. This material is often referred to as 'hoggin' and contains the clay content which helps act as a binding agent.
- 9.45 Sand and gravel may also have a number of other uses such as roofing shingles, on icy roads in the winter, for glass making, for railroad ballast, for water filtration and for household gardening.
- 9.46 'Soft sand' is an important mineral resource with specific applications; such as asphalt, mortars, plaster and top dressing, all of which sharp sand and gravel and other aggregate materials are unsuitable.
- 9.47 Patterns of sand and gravel supply largely reflect the location of mineral resources. It can be assumed that the markets for sand and gravel generally support the major towns within Central & Eastern Berkshire as well as other parts of the Thames Valley such as Slough.

ISSUE: The principle market for sand and gravel produced in Central & Eastern Berkshire is likely its urban areas and those in neighbouring parts of the Thames Valley.

Q. 31

Do you agree that the main markets for sand and gravel are within Central & Eastern Berkshire and neighbouring areas of the Thames Valley?

ISSUE: Extraction locations

- 9.48 Historically, the quarrying of sand and gravel in Central & Eastern Berkshire has been focussed on the Kennet valley, and between Reading and Newbury. In addition, there have been concentrations of workings north and south of Maidenhead, and south of Slough.
- 9.49 In the last 10 years, the only operational sand and gravel sites have been located in Windsor & Maidenhead and Wokingham Boroughs.
- 9.50 Star Works is the only permitted soft sand quarry but is inactive. It lies within the Green Belt and retains approved reserves.

ISSUE: There is only one permitted soft sand site within Central & Eastern Berkshire and this is currently inactive, so this material is likely to be sourced elsewhere.

Q. 32

Do you agree that the supply of soft sand to Central & Eastern Berkshire is being sourced from outside of the Plan area?

Q. 33

Are you aware of any reasons for soft sand proposals not coming forward?

Q. 34

Are you aware of any potential soft sand sites?

- 9.51 Poyle Quarry, located in Windsor & Maidenhead, hasn't been worked for approximately 10 years. The planning permission at this quarry expired in December 2015.
- 9.52 In August 2015, planning permission was granted for a quarry at Datchet's Riding Court Farm. The quarry, to be operated by CEMEX, is ready to commence production.
- 9.53 Extraction sites have not been operational within the administrative area of Slough Borough Council for 10 years.
- 9.54 A number of permitted sites are located in the Green Belt.

9.55 The responses from the Aggregate Monitoring survey for 2015 suggested that the permitted reserves in Central & Eastern Berkshire at 31 December 2015 were 6,864,000 tonnes⁴⁷.

ISSUE: There are approximately seven million tonnes of permitted reserves within Central & Eastern Berkshire. There have been no operational sites within the Borough of Slough for 10 years which means they have been dependent on alternative sources of supply.

Q. 35

Do you agree with the assumption that Central & Eastern Berkshire is likely to be supplying Slough with aggregate?

Q. 36

Are you aware of any factors which may affect the estimated seven million tonnes of reserves at operational sites within Central & Eastern Berkshire?

ISSUE: Sand and gravel resources

9.56 Sand and gravel reserves data for Central & Eastern Berkshire is complicated due to historic reporting at a Berkshire-wide level but due to geology and presence of environmental constraints, it is likely that the main resources of sand and gravel and soft sand are within Windsor & Maidenhead and Wokingham Borough.

9.57 Other potential sites include those identified in the Replacement Minerals Local Plan for Berkshire⁴⁸ which includes 13 'Preferred Areas'. Seven of the Preferred Areas are located in West Berkshire. The remaining areas are located in Reading, Windsor & Maidenhead and Slough. One of the Preferred Areas – Riding Court Farm, Datchet (Preferred Area 11) – has recently been permitted with reserves of 2.1 million tonnes⁴⁹.

9.58 The estimated yield (excluding Riding Court Farm) of the remaining Preferred Areas is 1,655,000 tonnes. However, this includes Preferred Areas remaining in Slough. If these Preferred Areas are excluded, the estimated yield is 375,000 tonnes.

⁴⁷ Aggregate Monitoring (AM) 2015 survey results.

⁴⁸ Replacement Minerals Local Plan for Berkshire (incorporating the Alterations adopted in December 1997 and May 2001 (joint Strategic Planning Unit) [<http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001.pdf>]

⁴⁹ This is greater than the estimate of 1,750,000 tonnes in the Replacement Minerals Plan.

ISSUE: There are approximately 7 million tonnes of permitted reserves within Central & Eastern Berkshire. Other potential reserves are likely to be identified within Wokingham and Windsor & Maidenhead Boroughs. There are also reserves in Preferred Areas but some of these are located within Slough Borough Council's administrative area.

Q. 37

Do you agree that potential resources of sand and gravel and soft sand remain within Windsor & Maidenhead and Wokingham Boroughs'?

Q. 38

Do you think the resources in Preferred Areas in Slough should be taken account of when considering potential resources to supply Central & Eastern Berkshire?

ISSUE: Sand and gravel imports / exports

- 9.59 The market dictates that sand and gravel will be obtained from the cheapest location for that particular material, and mineral planning authority boundaries do not influence the movement of minerals. Where the demand in Central & Eastern Berkshire can be satisfied most efficiently and cost effectively from locations in other areas, such as West Berkshire, Hampshire, Oxfordshire or Buckinghamshire, then it will. This may be due to the specific type or quality that is required only being available in a neighbouring mineral planning authority area, or simply due to the fact that the point of demand is closer to the point of supply somewhere other than in Central & Eastern Berkshire.
- 9.60 Import and export information is only reported on a Berkshire-wide level and every four years. In 2009 and potentially to a greater extent in 2014, the Berkshire Authorities were just over half of the sand and gravel consumed and the rest were imported from a range of sources. The largest was Hampshire which has been supplying an increased amount and in 2014 supplied between 10% to 20% of the land-won sand and gravel consumed.
- 9.61 Of the aggregates sold in Berkshire in 2009, 61% was consumed in Berkshire with the remainder being exported, principally to destinations in the South East. This scenario switches in 2014 with only 24% being consumed within Berkshire and 52% is exported to destinations in the South East.
- 9.62 It is likely that imports and exports of land-won sand and gravel are transported by road.

ISSUE: Approximately half of the land-won sand and gravel consumed within Berkshire is sourced from within Berkshire and imports by road from Hampshire are an important alternative source.

Q. 39

Do you agree that the main supplies of sand and gravel used in the area are from within Berkshire and Hampshire?

Q. 40

If not, do you have any evidence to support this?

Q. 41

Do you agree with the assumption that a decline in exports reflects the development demand pressures within the area?

Q. 42

Do you agree with the assumption that imports and exports of sand and gravel are transported by road?

ISSUE: Past sand and gravel sales

9.63 Berkshire has both sharp sand and gravel deposits and deposits of soft sand. Historically, sales data has been recorded on a Berkshire-wide basis. In order to determine what proportion of the sales apply to Central & Eastern Berkshire, sales of West Berkshire are deducted from the total sales, and the remainder is then assumed to be sales from Central & Eastern Berkshire as Slough has not contained any operational sites for the last 10 years.

9.64 West Berkshire's Draft LAA for 2015⁵⁰ outlines its assumed construction aggregate outputs from 2006 to 2015. This has been based on Aggregate Monitoring data and local sources such as planning applications, site visits and letters from operators etcetera.

ISSUE: West Berkshire has collated the most reliable source of data on sales figures and contribution to the Berkshire total sales figures and therefore, Central & Eastern Berkshire will also use these figures.

Q. 43

Do you have any available data that could be used to inform the sales information for Central & Eastern Berkshire?

⁵⁰ West Berkshire Local Aggregate Assessment 2015:
<http://info.westberks.gov.uk/CHttpHandler.ashx?id=40757&p=0>

9.65 Table 3 below outlines the combined sales of sand and gravel for Berkshire, the output from West Berkshire and the remaining sales data which is the assumed output of the sites within Central & Eastern Berkshire.

Table 3: Comparison of Berkshire's Total Sales of Sand and Gravel and West Berkshire's Output 2006- 2015 (thousand tonnes)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Berkshire (Total)	645	615	755	840	886	1,127	865	792	1,080	902
West Berkshire (Output)	525	593	493	390	275	275	234	202	200	154
Central & Eastern Berkshire	120	23	263	450	611	852	631	590	920	748

Source: Berkshire LAA 2014 and 2015, West Berkshire LAA 2016.

9.66 Based on the information in the LAAs, the 10 year average sales for Central & Eastern Berkshire is **520,761 tonnes per annum**.

9.67 In addition, NPPG⁵¹, recommends assessing the three year average of sales to identify if there is a trend of increased demand which may indicate that it may be more appropriate to increase supply. The three year average of the sand and gravel sales in Central & Eastern Berkshire is **752,765 tonnes per annum** which is an increase of 232,004 tonnes per annum.

9.68 Based on the future aggregate demand information, the three year average figure which shows an increase from the 10-year average is likely to reflect the future aggregate demand for Central & Eastern Berkshire as well as the wider Thames Valley.

ISSUE: Based on the future aggregate demand information, the three year average figure of 752,765 tonnes per annum is likely to reflect the future aggregate demand for Central & Eastern Berkshire as well as the wider Thames Valley.

Q. 44

Do you agree that the three-year average is a true reflection of demand for Central & Eastern Berkshire?

Q. 45

If not, what level of demand do you think is appropriate to forecast future demand and what evidence do you have to support this?

⁵¹ <https://www.gov.uk/guidance/minerals> Paragraph: 064 Reference ID: 27-064-20140306

ISSUE: Soft sand

- 9.69 There is not an active soft sand quarry within Central & Eastern Berkshire, although there is one permitted (Star Works) which has not been operational since 2006.
- 9.70 Therefore, the sales estimated for Central & Eastern Berkshire are for sharp sand and gravel only. It is assumed that soft sand has been provided to Central & Eastern Berkshire from other sources.

ISSUE: There is currently no soft sand produced in Central & Eastern Berkshire and soft sand is being imported.

Q. 46

Due to the lack of soft sand sales from quarries within Central & Eastern Berkshire what do you estimate is the level of demand for soft sand in the area and what evidence do you have to support this?

Q. 47

Do you think that Central & Eastern Berkshire should continue to rely solely on imports of soft sand?

Q. 48

If not, what measures can be used to encourage soft sand proposals to come forward?

ISSUE: Landbank

- 9.71 The landbank is a measure of the permitted reserves of mineral expressed in the number of years that the reserves would provide production for at the apportionment or other given rate. It is a theoretical measure of the life of the combined reserves assuming that they can be worked at a consistent rate across the period. In practice reserves will be unevenly distributed between quarries and some quarries will exhaust reserves before others. A large amount of reserve in a quarry with only a low production rate is notably less available to the landbank than equivalent reserves in a high producing quarry.
- 9.72 The NPPF⁵² requires Mineral Planning Authorities to make provision for the maintenance of a landbank of at least seven years for sand and gravel. The estimated reserves of sand and gravel from sites with planning permission for extraction (permitted reserves) at 31 December 2015 were 6,864,000 tonnes.

⁵² National Planning Policy Framework, Section 13: <https://www.gov.uk/guidance/national-planning-policy-framework/13-facilitating-the-sustainable-use-of-minerals>

- 9.73 At the end of December 2015, Star Works Quarry in Wokingham Borough had a reserve at the end of December 2015 of 196,000 tonnes of soft sand. However, because this inactive quarry would need to discharge working conditions before extraction can proceed, it cannot be included in the total permitted reserves.
- 9.74 Therefore, the total permitted reserves are 6,668,000 tonnes. Based on the 10 year average sales of 520,761, the landbank for sand and gravel sites within Central & Eastern Berkshire is **12.8 years**. However, based on the three-year average, the landbank reduces to **8.8 years**.
- 9.75 The NPPF requires Mineral Planning Authorities in planning for a steady and adequate supply of aggregates to (inter alia) ensure that large landbanks bound up in very few sites do not stifle competition. One quarry in Central & Eastern Berkshire contains approximately a half of the total reserves, but its sales are only a small proportion of total sales. However, recent surveys suggest that sales are increasing indicating that there is competition in the market.
- 9.76 Riding Court Farm has a large reserve but has not yet started operating at the time of the last Aggregate Monitoring survey and therefore, has not been included in the figures. This, together with the position that some other quarries have less than two years' operating life remaining, means that the calculation of the landbank is not necessarily an accurate reflection of the ability of the quarries collectively to supply the construction industry in the following seven years.

ISSUE: The landbank based on three year sales for sand and gravel in Central & Eastern Berkshire is 8.8 years.

Q. 49

Do you agree that the landbank of 8.8 years for Central & Eastern Berkshire is a more accurate reflection of supply?

Q. 50

If not, what factors/information influence you position?

ISSUE: Future sand and gravel provision

- 9.77 The Proposed Plan period is up to 2036. If the 10 year average of sales is 520,761 and is projected forward from 2015 to 2026 on this basis, a total of **10,935,981 tonnes** would be required over full plan period. However, if the three year average is used, this increases to **15,808,065 tonnes**.

9.78 The current permitted reserves for Central & Eastern Berkshire are 6,668,000 tonnes (not including Star Works Quarry). This means that there is an additional requirement for between 4,267,981 (10 years) and 9,140,065 (three year) tonnes of sand and gravel.

ISSUE: There is a requirement for additional reserves of between 4,267,981 and 9,140,065 tonnes of sand and gravel during the Plan period.

Q. 51

Do you agree that the Central & Eastern Berkshire Authorities should plan for an additional requirement of 9 million tonnes of sand and gravel?

Q. 52

If not, what is the evidence to support this?

9.79 There is a number of remaining Preferred Areas from the Replacement Minerals Local Plan for Berkshire⁵³. A number of these are located within West Berkshire, but others are located within Central & Eastern Berkshire and Slough. Having been identified in the plan for many years and not having come forward, there is no certainty that these sites would ever be worked.

9.80 Should all the remaining Preferred Areas come forward for development, the total tonnage would be 1,655,000 tonnes (although this includes the Preferred Areas within Slough). This would not meet the future demand for Central & Eastern Berkshire based on the 10-year average or the three year average.

9.81 The Central & Eastern Berkshire Authorities have undertaken a 'call for sites' to landowners, agents and mineral operators to nominate potential minerals sites. The outcome of this exercise is currently unknown but it could lead to sites which could be allocated to meet the future demand.

ISSUE: The existing Preferred Areas from the saved Replacement Minerals Local Plan do not fully meet the future demand and some of the sites are located outside of the Plan area.

Q. 53

Do you agree that all the remaining Preferred Areas are reconsidered for inclusion in the Joint Minerals & Waste Plan?

Q. 54

⁵³ Replacement Minerals Local Plan for Berkshire. 2001: <http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001.pdf>

Do you have any information regarding the remaining Preferred Areas which may impact their inclusion?

Q. 55

Are you aware of any sand and gravel sites that could be proposed for extraction?

ISSUE: Mineral safeguarding

9.82 Mineral Safeguarding Areas are areas of proven mineral deposits which are protected from development that might needlessly sterilise these resources. There is no presumption that safeguarded mineral deposits will actually be worked. But in the event a development is proposed that might prevent future mineral extraction, due consideration would be given to protecting the resource or prior extraction (removal of some of the resource prior to development taking place).

ISSUE: It is considered necessary to safeguard proven mineral deposits of sharp sand and gravel and soft sand to prevent sterilisation and retain resources to meet longer term need.

Q. 56

Do you agree that only mineral deposits of sharp sand and gravel and soft sand are safeguarded within Mineral Safeguarding Areas?

Q. 57

If not, what other minerals should be included and why?

ISSUE: Clay

9.83 In the past, Berkshire had numerous small workings for clay for making bricks and tiles, but the mass production of bricks at much larger brickworks elsewhere in the region, and the more general use of concrete tiles, has led to the closure of all the brick and tile works within the Berkshire area.

9.84 The last remaining brick and tile works was located at Knowl Hill, between Reading and Maidenhead. Although the site contains extensive permitted reserves of clay, the manufacture of bricks and tiles ceased during the 1990s. The site is now principally used as a landfill (Star Works).

9.85 Some clay is dug intermittently from deposits near reading and elsewhere for use as bulk fill or for sealing sites which are to be filled with putrescible waste. These are generally 'one-off' operations, and there appears to be no demand for claypits to be established to serve these markets on a long term.

- 9.86 There have not been any operational claypits permitted to support industrial processes for over 10 years.
- 9.87 Due to the current lack of brick and tileworks within Central & Eastern Berkshire, there is no requirement to make 25 years provision of brick-making clay as outlined in the NPPF⁵⁴.

ISSUE: There is no current industrial demand for clay in the area and other demands are low.

Q. 58

Do you agree that it is not necessary to safeguard clay resources because current industrial demand by brick and tiles works is low in this area?

Q. 59

If not, what evidence do you have to support this?

Q. 60

Do you agree that it is not necessary to allocate clay extraction sites?

Q. 61

If not, what evidence do you have to support this?

Q. 62

Do you agree that future clay proposals can be judged against a criteria-based policy?

ISSUE: Chalk

- 9.88 In Berkshire, chalk was of some local importance. The use of chalk for agricultural purposes dates back to Roman times.
- 9.89 The continuing demand for chalk as agricultural lime is very low. The last active chalk pit in Berkshire, at Pinkneys Green (Hindhay Quarry) near Maidenhead, is currently being restored. Some of the chalk from this pit was also used as bulk fill.
- 9.90 In recent years, chalk extracted in Central & Eastern Berkshire has only been used in the production of agricultural lime rather than to supply a processing plant. Therefore, there is no requirement to make 15 years provision of chalk (as cement primary) as outlined in the NPPF⁵⁵.

⁵⁴ National Planning Policy Framework. Section 13: <https://www.gov.uk/guidance/national-planning-policy-framework/13-facilitating-the-sustainable-use-of-minerals>

⁵⁵ National Planning Policy Framework. Section 13: <https://www.gov.uk/guidance/national-planning-policy-framework/13-facilitating-the-sustainable-use-of-minerals>

- 9.91 As such no allocations for chalk extraction are required to support the Joint Minerals & Waste Plan, and any future proposals can be determined using a general policy such as that outlined in the existing Replacement Plan and the withdrawn Core Strategy.
- 9.92 Given the supply and demand of chalk, it is not considered necessary to safeguard chalk by defining safeguarding areas.

ISSUE: There is a low level of demand for chalk in Central & Eastern Berkshire.

Q. 63

Do you agree that it is not necessary to safeguard chalk resources?

Q. 64

If not, what evidence do you have to support this?

Q. 65

Do you agree that it is not necessary to allocate chalk extraction sites?

Q. 66

If not, what evidence do you have to support this?

Q. 67

Do you agree that future chalk proposals can be judged against a criteria-based policy?

ISSUE: Oil and gas

- 9.93 Oil and gas are nationally important mineral resources and it is government policy that exploration should be supported and resources exploited subject to environmental considerations.
- 9.94 Oil and gas resources are classed as either 'conventional' or 'unconventional'. Conventional resources (as known as 'hydrocarbons') are situated in relatively porous sandstone or limestone rock formations. Unconventional sources are found where oil and gas has become trapped within the shale rock itself and did not form traditional conventional reservoirs.
- 9.95 As shale is less permeable (or easily penetrated by liquids or gases), it requires a lot more effort to extract the hydrocarbons from the rock. However, recent technological advancements have resulted in horizontal drilling which has made tapping into shale deposits more financially viable.

- 9.96 Hydraulic fracturing (sometimes referred to as ‘fracking’) is a technique used in the extraction of oil or gas from 'shale' rock formations by injecting water at high pressure. This process has caused some controversy, however the Government’s position is that there is a pressing need to establish (through exploratory drilling) whether or not there are sufficient recoverable quantities of unconventional oil and gas present to facilitate economically viable full scale production.
- 9.97 There are no known commercial resources of oil and gas in Central & Eastern Berkshire, although viable conventional resources of oil and gas have been identified and are being exploited in neighbouring counties, such as Hampshire.
- 9.98 Oil and Gas licences granted by the Oil and Gas Authority⁵⁶ confer rights for persons to search for, bore and produce petroleum resources. Oil and gas activity comprises a number of different stages including the exploration of oil and gas prospects, appraisal of any oil and gas found, production and distribution. The production and distribution of oil and gas usually involves the location of gathering stations which are used to process the oil and gas extracted. All stages require planning permission from the relevant mineral planning authority. The development of gathering stations requires more rigorous examination of potential impacts than exploration or appraisal.
- 9.99 There are currently no licence areas within Central & Eastern Berkshire. A former licence area within Windsor (PEDL 236) was relinquished in 2014⁵⁷.
- 9.100 There have also been two exploratory wells within the Central & Eastern Berkshire area but these were completed in 1966 and 1974 respectively⁵⁸. It is assumed that the exploration concluded that the wells were not commercially viable.

ISSUE: There are currently no known commercially viable resources of oil and gas in Central & Eastern Berkshire and no existing licence areas.

Q. 68

Do you agree there are currently no known commercially viable resources of oil and gas in Central & Eastern Berkshire?

Q. 69

Do you agree that the Joint Minerals & Waste Plan should contain a policy to judge future oil and gas proposals should the situation change?

⁵⁶ OGA: www.gov.uk/government/organisations/oil-and-gas-authority

⁵⁷ <https://www.ogauthority.co.uk/data-centre/data-downloads-and-publications/licence-data/>

⁵⁸ <https://www.ogauthority.co.uk/data-centre/data-downloads-and-publications/licence-data/>

Q. 70

Do you agree that a criteria-based policy should be used to judge any future oil and gas proposals?

ISSUE: Coal

- 9.101 There is a significant coal seam in West Berkshire which runs into the western edge of the Central & Eastern Berkshire Plan area. It is deep underground and not considered to be viable for extraction. Due to the depth of the deposits, open cast mining would be impractical, and any exploitation would need to be by underground mining. It has not been considered necessary in former Berkshire minerals planning policy documents to develop a policy to address proposals for exploiting the deposits. It was considered that should an application come forward, it would be considered under the general policy for mineral extraction.
- 9.102 There is also a thin gas seam but this is classed as unprospective for coalbed methane.
- 9.103 Whilst the increasing price of energy is making more inaccessible sources viable, the Joint Minerals & Waste Plan should consider how such applications would be addressed.

ISSUE: Coal has not been addressed in minerals and waste planning policy previously.

Q. 71

Do you agree that a criteria-based policy should be used to judge any future oil and gas proposals?

Q. 72

If not, what evidence do you have to support this?

10. Waste Issues

- 10.1 The waste issues have been identified through the preparation of the *Waste: Background Study* which accompanies this Consultation Paper.
- 10.2 A key issue is the close connection between the Central & Eastern Berkshire authorities and Slough when it comes to waste management, so Slough's role is explored in further detail.
- 10.3 For consistency, waste data is categorised into three broad categories, based on the *properties*⁵⁹ of the waste: **non-hazardous**, **inert** and **hazardous**. *Non-hazardous* waste is produced mainly from both municipal solid waste (MSW) and commercial & industrial waste (C&I) sources and includes elements such as mixed general waste, recyclables, and compostable (green) waste. *Inert* wastes come mainly from construction, demolition and excavation (CD&E) activities and are less chemically reactive. Although a minor contribution to the overall arisings, *hazardous* waste is produced from all three waste sources (MSW, C&I and CD&E) and is generally harmful to humans or the environment.

ISSUE: Waste Data

- 10.4 There are different ways of estimating waste arisings (how much waste is produced in the area), but the only current comprehensive source of waste data is the Environment Agency, which collates waste transfer data in annual Waste Data Interrogator (EA WDI) and Hazardous Waste Data Interrogator (EA HWDI). This is data on waste management, rather than arisings, but due to the regulated nature of the waste sector most waste that is produced will need to be managed by licenced facilities in some way. This data has a number of caveats, but has the advantage of being mandatory data collection from the majority of waste operators. It is consistent and comparable from year to year. It is proposed to use this data as a starting point for estimating waste arisings
- 10.5 Using the EA WDI, HWDI, and data on Incinerator Inputs, Table shows the waste that was managed in England that was recorded as coming from Central & Eastern Berkshire and Slough.

⁵⁹ For the purposes of data collection - the recording of waste input (*waste deposited*) at permitted waste facilities and waste output (*waste removed*) - the Environment Agency classify waste by its properties, called waste category. Please note that the term HIC (Household, industrial and Commercial) is also used for non-hazardous waste when using Environment Agency data.

Table 4- Waste arisings from the Central & Eastern Berkshire Authorities and Slough (tonnes)

Source Authority	Non-hazardous waste	Inert waste	Hazardous waste	Total
Bracknell Forest	218,294	165,071	6,774	359,341
Reading	325,423	466,756	5,945	754,497
Windsor & Maidenhead	209,830	181,903	4,102	392,457
Wokingham	73,949	137,082	7,455	216,604
Slough	320,536	382,940	23,161	657,495
Total	1,148,032	1,333,752	47,438	2,380,393

Source: WDI and HWDI, 2015 and EA Incinerator Inputs 2015

ISSUE: Waste arisings data is difficult to source, but the Environment Agency Waste Data Interrogator provides a relatively comprehensive and consistent source of data.

Q. 73

Do you agree that the Environment Agency Waste and Hazardous Waste Data Interrogators is the main, most up-to-date and most robust source of waste data available in England?

Q. 74

Do you agree that the figures in Table 4 give an approximate idea of the level of both waste arisings and waste managed in Central & Eastern Berkshire?

Q. 75

Do you agree with the use of waste data, where the source is a Central & Eastern Berkshire Authority, as a proxy for waste arisings in Central & Eastern Berkshire?

Q. 76

Do you agree with the use of waste received at facilities in Central & Eastern Berkshire as a proxy for the waste management capacity within Central & Eastern Berkshire?

Q. 77

Are there other wastes streams and waste data sources not dealt with in this report?

ISSUE: Estimating waste management capacity

- 10.6 In order to manage the waste produced in Central & Eastern Berkshire and Slough, the capacity of the available waste management facilities will need to match or exceed that of the current and predicted waste arisings in the area, thereby achieving net self-sufficiency, which is one of the plan objectives.
- 10.7 Waste capacity is the amount of waste (tonnage) that a waste facility can process based on realistic operational restrictions including any imposed by planning permissions and conditions, EA waste permits, as well as the physical realities of the site and the processing machinery. The capacity of a single site can then further be divided based on the capacities for different types of waste.
- 10.8 Waste capacity data could be sourced in different ways, but there is no comprehensive source of data and the various sources that exist have differing levels of robustness. For the JMWP we therefore intend to use the following methodology when estimating the capacity of waste sites:

Table 5 - Methodology for estimating waste site capacity

Method in priority order	Description	How will capacity be estimated
1. Waste Operator Survey	Waste Operators will be contacted directly using a survey that will ask, amongst other things, about the capacity of the site and any future plans. Efforts will be made to coordinate the survey design and methodology with other authorities in the South East.	If the number provided in the survey is the only source of information or if it is of the same scale as other source of information it will be used as the most direct data source. If it is not comparable efforts will be made to reconcile the two, but a lower number may need to be used for safety.
2. Planning Permission	Planning documents will be checked for waste capacity data.	If there is a planning condition limiting capacity to less than the maximum potential for that site, that number will be used. In the absence of such a condition estimates of capacity in the supporting documents will be used. For documents older than 5 years a comparison will be made with other sources of data and efforts may need to be made to contact the waste operator and confirm the current situation.
3. Landfill Void space	Annual EA waste data tables recording the total amount of remaining void space available.	These are considered to be robust as void data is received by the EA on a quarterly basis.
4. Environmental Permit	Operational limits set by the EA waste permit.	The top of the band will be used where this is of a comparable scale to recorded throughputs. Where this is not the case, efforts may need to

		be made to contact the waste operator and confirm the current situation.
5. Tonnes Managed as recorded in the EA WDI	The EA WDI records data from waste transfer notes on the amount of waste managed by permitted sites on an annual basis.	A maximum value of the past 5 years will be used, adjusted by +20% for head room. The use of the 20% headroom will be monitored for accuracy and efforts may need to be made to contact the waste operator and confirm the current situation.
6. Comparison to other sites	Data on capacity from comparable sites i.e. those of a similar size, managing the same type of waste, using a similar process.	An average from the comparable sites will be used.

Source: Based on the proposed Surrey County Council methodology, 2016

ISSUE: There is no comprehensive source of data on waste capacity.

Q. 78

Do you agree with the methodology for estimating capacity proposed in Table 5?

Q. 79

Are there any other sources of capacity data that you would suggest?

Q. 80

Is there another methodology for estimating waste capacity data that could be used?

ISSUE: Non-hazardous waste data

10.9 Non-hazardous waste data is likely to be the most reliable element of the EA Waste Data Interrogator. Other sources of non-hazardous waste data arisings include data on Municipal Solid Waste (MSW) from the local authority managed Waste Data Flow system and work that has been done on estimating Commercial and Industrial (C&I) waste arisings.

10.10 While the Waste Data Flow system is considered to provide robust data due to the requirements placed on local authorities, estimates of C&I waste arisings are known to be a lot less reliable and can be considered less reliable than the EA WDI data. This is because the last comprehensive survey of C&I waste arisings was conducted in 2009 by Jacobs on behalf of the Department of Environment Farming and Rural Affairs (DEFRA), so any models using this data are likely to be looking at a historic snapshot of waste production, as well as carry with them the caveats associated with this survey.

10.11 Some further estimates have been produced on C&I data for 2012 and 2014⁶⁰, but with less detail and availability of data at a regional or sub-regional level. No new survey of this scale is currently planned and a survey of even just Central & Eastern Berkshire is outside the scope and budget for the preparation of the Plan.

ISSUE: Non-hazardous waste arisings data can be sourced from different places, with different caveats and levels of reliability.

Q. 81

Do you think that non-hazardous waste arisings should be estimated using Environment Agency Waste Data Interrogator data, in combination with Waste Data Flow where required?

Q. 82

Do you think that non-hazardous waste arisings should be estimated using Waste Data Flow and Commercial & Industrial arisings models?

Q. 83

Do you think that non-hazardous waste arisings should be estimated using a combination of the above?

Q. 84

Do you think that non-hazardous waste arisings should be estimated using another method? If so, please specify what method and where the data should be sourced?

ISSUE: Non-hazardous waste management

10.12 Table 6 shows the management of waste received in Central & Eastern Berkshire and Slough in 2015, based on WDI data. This represents 102% of the waste that originated from the same area (1,148,032 tonnes). However the role of the incinerator in Slough is notable in representing more than third of this area's waste management. It is also worth noting that 35% of the waste management tonnages are recorded as having gone to waste transfer facilities, therefore they will have gone on to different facilities after that.

⁶⁰ UK statistics on waste: <https://www.gov.uk/government/statistics/uk-waste-data>

Table 6 - Non-hazardous waste management in Central & Eastern Berkshire and Slough (tonnes and percentage for each category)

Facility WPA	Landfill	MRS	On/In Land	Transfer	Treatment	Incineration	Total
Bracknell Forest				104,839	8,615		113,454
Reading				139,612	7,532		147,143
Windsor & Maidenhead				18,955	72,009		90,964
Wokingham	37,102	29,177		1,656	3,461		71,397
Slough		14,747	69,772	145,945	76,238	437,049	743,753
Total	37,102	43,925	69,772	411,006	167,855	437,049	1,166,710
Percentage	3%	4%	6%	35%	14%	37%	100%

Source: WDI, 2015 and EA Incinerator Inputs, 2015

10.13 Currently a significant quantity of waste goes to the Lakeside Energy from Waste (EfW) facility in Colnbrook, Slough. This is part of a contractual arrangement and is generally supported by Slough, as the facility can take much more waste than Slough Borough Council produces. This facility has a capacity of 410,000 tonnes per annum⁶¹. However, the government has indicated that it prefers the proposed additional runway at Heathrow airport as an airport expansion option⁶² and this would impact both the Colnbrook EfW and rail depot.

10.14 There is one operational non-hazardous landfill in the Berkshire area, which is in Wokingham (Star Works) which has around 53,000 tonnes void left for non-hazardous waste planned for 2016 and 2017, and around 105,000 tonnes void left for inert waste and restoration inputs, planned for up to 2021⁶³. Through work with the South East Waste Planning Advisory Group, it has been established that there has been a decline in operational landfill in the South East region and that landfills are becoming regional, rather than local facilities.

ISSUE: Non-hazardous waste is managed at a regional level and there is no self-sufficiency within Central & Eastern Berkshire, particularly in terms of Energy from Waste and non-hazardous landfill facilities.

⁶¹ Lakeside Energy from Waste facility website - <https://www.lakesideefw.co.uk/>

⁶² Government announcement regarding Heathrow expansion - <https://www.gov.uk/government/news/government-decides-on-new-runway-at-heathrow>

⁶³ 2015 planning application at Star Works landfill - https://www2.wokingham.gov.uk/sys_upl/templates/BT_WOK_PlanningApplication/BT_WOK_PlanningApplication_details.asp?action=DocumentView&ApplicationCode=153171&pgid=1813&tid=147&noCache=740_994Planning%20permission

Q. 85

Do you agree that the Colnbrook Energy from Waste facility is a vital strategic waste management facility for Central & Eastern Berkshire and Slough and so a replacement of the capacity within the area should be strongly supported?

Q. 86

Do you agree that landfill is becoming a regional level waste management facility and that it is not always appropriate to seek to allocate local sites?

Q. 87

Which of these approaches do you consider is the most reasonable in terms of waste management?

Option A - Continue to use existing waste management facilities network, even when they are in nearby counties.

Option B - Seek to make full provision within Central & Eastern Berkshire for the waste management facilities that match the estimated waste arisings.

Option C - Seek to make greater use of the existing types capacity (e.g. of inert waste facilities, see below) and provide for net self-sufficiency for waste.

Option D - Continue to use existing waste management facilities network, however seek to make greater provision for facilities higher up the waste hierarchy and provide for net self-sufficiency for waste.

ISSUE: Inert waste data

10.15 Inert waste is generated primarily from construction, demolition and excavation (CD&E) wastes. Due to the nature of the waste, much of the arisings can be re-used immediately and thus does not need to leave the site. Additionally, activities relating to inert waste may fall under exemption for waste permits and so the data would not be collected by the EA. Table 7 shows the data that the EA holds in the WDI.

Table 7 - Inert waste arisings from Central & Eastern Berkshire and Slough (tonnes and percentage for each authority)

Authority	Waste	Percentage
Bracknell Forest	165,071	12%
Reading	466,756	35%
Windsor & Maidenhead	181,903	14%
Wokingham	137,082	10%
Slough	382,940	29%
Total	1,333,752	100%

Source: WDI, 2015

- 10.16 A potential source of data on inert waste are the annual Aggregate Monitoring surveys, which include data from aggregate recycling facilities. Another option is estimating CD&E waste, which is largely inert, based on the level of construction activity in an area. A disadvantage of trying to estimate the total volume of CD&E waste, besides the poor availability of data, is that not all of it will require facilities provided through the waste planning regime so the numbers may well be an overestimate of the waste management needs for this waste stream.

ISSUE: Environment Agency Waste Data Interrogator data on inert waste is less robust than the non-hazardous data, but other sources of data may not necessarily be more comprehensive or robust.

Q. 88

Which of the following approaches do think is the most reasonable to estimate arisings of inert waste?

Option A - Use Environment Agency Waste Data Interrogator data.

Option B - Complement Environment Agency Waste Data Interrogator data with aggregate recycling monitoring data.

Option C - Complement Environment Agency Waste Data Interrogator and aggregate recycling data with estimates based on construction activity.

Option D - Other method. Please specify what method and where the data should be sourced.

ISSUE: Inert waste management

- 10.17 Central & Eastern Berkshire and Slough in 2015, based on WDI data, managed 76% of the inert waste that originated from the same area. 23% of the waste management tonnages are recorded as having gone to waste transfer facilities, while 33% went to landfill.
- 10.18 Unlike non-hazardous landfill, inert landfill has far less environmental impacts and landfilling of inert material can sometimes serve a useful purpose in that it can be used for restoration, filling in voids, building up certain areas etc. As the guidance on what constitutes a recovery operation is reasonably specific⁶⁴, aiming to completely eliminate inert landfill may exclude some potentially beneficial uses of inert waste. Still, every effort should be made that any landfilling of inert waste is indeed beneficial.

⁶⁴ Waste recovery on land guidance, 2016: <https://www.gov.uk/government/collections/waste-recovery-on-land-guidance>

ISSUE: Inert landfill has different characteristics than non-hazardous landfill so it may be useful to treat it differently.

Q. 89

Do you agree that inert landfill is significantly different to non-hazardous landfill?

Q. 90

Do you agree that there might be benefits to inert landfill beyond those operations that are classed as recovery?

ISSUE: Hazardous waste data and management

- 10.19 The Hazardous Waste Data Interrogator (HWDI) is considered more robust than the EA WDI, as regulations around hazardous waste are stricter and highly likely to require permits. However the HWDI does not show waste down to an individual waste facility (so individual sites cannot be identified and mapped) and excludes certain type of specialist waste, such as radioactive waste.
- 10.20 The specialist nature of hazardous waste and the facilities required to manage it, mean that these facilities are often of a regional or national nature, as the quantities of waste from each local authority are too small to justify a greater number of facilities. This waste travels further than other types of waste and each authority is not expected to provide a full range of hazardous waste management facilities.
- 10.21 Central & Eastern Berkshire and Slough produced around 47,000 tonnes of hazardous waste and managed around 11,000 tonnes of hazardous waste (23%), with 24% of the waste management tonnages recorded as having gone to waste transfer facilities.

ISSUE: Hazardous waste is a highly specialist area and it is unlikely that the Plan will be able to provide all the facilities required for all the hazardous waste streams arising in the Plan area.

Q. 91

Which of the following options do you think is the most reasonable approach to managing hazardous waste?

Option A - Continue the current patterns of hazardous waste management and provide a criteria-based policy on which new proposals could be judged.

Option B - Meet net self-sufficiency through increased provision of waste management of other types of waste streams (non-hazardous and inert).

Option C - Seek to provide greater capacity in the hazardous waste management facility types that are currently present, aiming for net self-sufficiency in the hazardous waste stream.

Option D - Seek to provide greater capacity and greater diversity of hazardous waste management facilities, aiming for net self-sufficiency in the hazardous waste stream.

Q. 92

Can you suggest robust sources of data on hazardous waste facilities?

Q. 93

Can you suggest stakeholders that would have a particular interest in hazardous waste?

ISSUE: Specialist waste

10.22 Like hazardous waste, a number of other waste streams require highly specialised waste facilities. The following specialist waste streams have been identified:

- Wastewater including sewage mixture
- Oil & oil/water mixture waste
- Chemical wastes
- Waste wood
- Agricultural waste
- Food waste
- End of Life Vehicles (ELV) and metal recycling
- Waste Electrical and Electronic Equipment (WEEE)
- Clinical / healthcare waste
- Dredged material
- Mining waste
- Low Level Radioactive Waste (primarily from the non-nuclear industry)⁶⁵
- Residues from waste treatment
- Contaminated Soil

⁶⁵ The UK Radioactive Waste & Materials Inventory (<http://ukinventory.nda.gov.uk/>) does not identify any radioactive waste sites within CEB and Slough, therefore only low level radioactive waste is considered.

ISSUE: There are many types of hazardous and specialist waste and data can often be hard to obtain.

Q. 94

Do you agree that we need to consider the above specialist waste streams?

Q. 95

Are there any other types of hazardous or specialist waste that arise or that are managed in facilities in Central & Eastern Berkshire and Slough?

Q. 96

Where else could we look for data on other types of hazardous or specialist waste?

Q. 97

Are there particular types of hazardous and specialist waste that we need to plan for and why?

ISSUE: Future waste arisings

- 10.23 The waste management trends in England from 2000 to 2015 show a fluctuating situation, with downward trends between 2006 and 2009, but then a steady increase of 8 million tonnes per year on average from 2009 onwards.
- 10.24 A number of factors might influence waste arisings in the future including population and economy growth, the circular economy and leaving the European Union.
- 10.25 The planning practice guidance (PPG) for waste gives advice on how to predict waste growth in the future, based on the source and properties of the waste.⁶⁶ It states that local authorities should “set out clear assumptions on which they make their forecast, and if necessary forecast on the basis of different assumptions to provide a range of waste to be managed”. It also sets out certain assumptions and factors that it recommends considering.

ISSUE: There are a number of national and local development projects which will impact waste growth in Central & Eastern Berkshire.

ISSUE: Waste arisings growth estimates need to work with a set of reasonable assumptions.

⁶⁶ Planning practice guidance for waste, 2015- <https://www.gov.uk/guidance/waste>

Q. 98

Should we use waste management changes in the past as a basis for predicting waste arisings in the future?

Q. 99

If yes, are trends over the past 10 years a good period of time to use?

Q. 100

Should we weight waste arising predictions to take account of population and business growth predicted in the constituent authorities' emerging local plans?

Q. 101

Should we use a range of scenarios including introducing a buffer of 15% above our estimates and 15% below our estimates to demonstrate the unpredictability of future waste arisings?

Q. 102

Do you agree with the assumptions recommended for use in waste forecasting in the Planning Practice Guidance for waste?

Q. 103

What other assumptions do you think we should use?

Q. 104

Do you agree with the use of low, medium and high waste growth scenario?

Q. 105

Do you have suggestions about what range of waste growth the plan should consider, providing reasons and data sources?

ISSUE: Future waste capacity

10.26 Four main scenarios can be used to explore the potential need for waste capacity in the future:

- **Baseline scenario (business-as-usual)** - what could happen if we plan to **maintain the current capacity** of the waste infrastructure, meeting any legislative requirements, but not seeking to change how waste is currently managed.
- **Providing for our needs scenario** – what could happen if we plan to increase the full diversity of waste management facilities to better match the full range of waste types that we produce. This would include providing for more landfill.

- **Recovery improvement scenario** – what could happen if we plan to divert as much waste as possible from landfill, including through the provision of more EfW facilities.
- **Recycling improvement scenario** - what could happen if we plan to increase the recycling capacity of the waste infrastructure to encourage more diversion of waste from both landfill and EfW facilities.

ISSUE: Waste scenarios offer a way of comparing different waste management planning options, but there are many possible scenarios not all of which can be explored.

Q. 106

Do you agree that we should use waste scenarios to explore waste management planning options?

Q. 107

Do you agree with the four scenarios discussed above and that they cover the majority of options?

Q. 108

If not, what scenarios would you suggest?

ISSUE: Locational requirements for waste facilities

10.27 National guidance suggests plans should not generally prescribe the waste management techniques or technologies that will be used to deal with specific waste streams in the area. Rather, the type or types of waste management facility that would be appropriately located on the allocated site or in the allocated area should be identified.

- 10.28 We have identified seven broad types of waste management development:
1. *Category one:* Activities requiring open sites or ancillary open areas (involving biological treatment)
 2. *Category two:* Activities requiring open sites or ancillary open areas (not involving biological treatment)
 3. *Category three:* Activities requiring enclosed industrial premises (small scale)
 4. *Category four:* Activities requiring enclosed industrial premises (large scale)
 5. *Category five:* Activities requiring enclosed building with stack (small scale)
 6. *Category six:* Activities requiring enclosed building with stack (large scale)
 7. *Category seven:* Landfilling

ISSUE: There are many types of waste management facilities, with differing locational requirements.

Q. 109

Do you agree with the seven broad categories of waste management facilities listed above as a useful way of grouping them by locational requirements?

Q. 110

If not, what are your suggestions and why?

Q. 111

Do you have any comments on the particular planning considerations they may have?

ISSUE: Transportation of waste

10.29 Central & Eastern Berkshire has many close functional interrelationships with its neighbouring authorities. Waste produced in Central & Eastern Berkshire is not necessarily processed within the Plan area. Some is likely to be transported elsewhere and at the same time waste may be brought into the area.

10.30 As there are currently no operational rail depots or wharves within Central & Eastern Berkshire, all of the waste within the Plan is transported by road. The possibility of using the Colnbrook rail depot in Slough for the transport of waste could be explored, however its future operation is threatened by the Heathrow Expansion plans, as discussed in the minerals section.

ISSUE: Central & Eastern Berkshire is well connected by road and rail. It is assumed that all waste movements are undertaken by road due to the lack of any rail depot or wharf within the Plan area.

Q. 112

Do you agree with the assumption that all waste is currently transported by road in Central & Eastern Berkshire?

Q. 113

Do you agree that it is unlikely that waste will be transported by water during the Plan period and if not where should transfer docks be located?

Q. 114

Do you agree that transportation of waste by rail should be encouraged, where possible and if so where should rail depot facilities be located?

11. Supporting documents

11.1 This Consultation Paper is supported by a number of documents including:

- Minerals: Background Document;
- Waste: Background Document;
- Sites Assessment Methodology Report; and
- Other Methodologies Report.

11.2 We would welcome your comments on these documents as they will help to inform how the plan-making process continues, particularly in relation to identifying sites for allocation within the Minerals & Waste Plan but also in relation to the data that is used to identify what our future minerals and waste needs will be during the Plan period.

11.3 There are also a number of factual documents which also support the Plan-making process including:

- Consultation Strategy
- Duty to Cooperate Statement
- Equalities Impact Assessment
- Sustainability Appraisal (incorporating Strategic Environmental Assessment) – Scoping Report
- Habitats Regulation Assessment – Methodology and Baseline

11.4 We do not require your comments on these documents but they are available for reference.

12. How to Respond

[add detail on website /response form]

Glossary

Aggregate Monitoring (AM) Survey: The aggregate minerals survey provides information on the national and regional sales, inter-regional flows, transportation, consumption and permitted reserves of primary aggregates in England. The surveys cover both land won and marine dredged aggregates.

Amenity: Something considered necessary in order to be able to live comfortably

Apportionment: National government set a figure for the production of aggregates, usually expressed as an annual figure, which a mineral planning authority has to take account of and provide for in their minerals planning documents.

Biological Treatment: Technologies that use bacteria under controlled conditions to break down organic materials and wastes.

Brickworks: A factory or plant where bricks are made.

British Geological Survey (BGS): The British Geological Survey focuses on public-good science for government, and research to understand earth and environmental processes. It provides objective and authoritative geoscientific data, information and knowledge.

Central and Eastern Berkshire: The administrative areas of Bracknell Forest Council, Reading Borough Council, the Royal Borough of Windsor & Maidenhead and Wokingham Borough Council.

Claypits: A pit or mine from which clay is extracted

Commercial Waste: A legal definition relating to waste from premises used for trade, business, sport, recreation or entertainment, etc.

Construction, Demolition and Excavation (CD&E) wastes: Wastes from building and civil engineering activities. Legally classified as industrial waste.

Department for Food and Rural Affairs (DEFRA): The UK Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.

Department of Communities and Local Government (DCLG): The UK Government department for communities and local government in England.

End of Life Vehicle (ELV): End of Life Vehicle such as an old car disposed of as scrap.

Energy Recovery Facility (ERF): A facility at which waste material is burned to generate heat and / or electricity.

Energy Recovery Incineration (Energy from Waste (EfW)): Burning of waste materials at high temperatures under controlled conditions with the utilisation of the heat produced to supply industrial or domestic users, and/or generate electricity.

Environment Agency (EA): A public organisation with the responsibility for protecting and improving the environment in England and Wales. Its functions include the regulation of industrial processes, the maintenance of flood defences and water resources, water quality and the improvement of wildlife habitats.

Environmental Permit: Permits are required by anyone who proposes to deposit, recover or dispose of waste. The permitting system is separate from, but complementary to, the land use planning system. The purpose of an Environmental Permit and the conditions attached to it is to ensure that the waste operation which it authorises is carried out in a way which protects the environment and human health.

Green Belt: An area designated in planning documents, providing an area of permanent separation between urban areas. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness.

Habitats Regulation Assessment (HRA): Statutory requirement for Planning Authorities to assess the potential effects of land-use plans on designated European Sites in Great Britain. The HRA is intended to assess the potential effects of a development plan on one or more European Sites (collectively termed 'Natura 2000' sites). The Natura 2000 sites comprise Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

Hazardous Waste: Hazardous waste is waste that contains hazardous properties that may render it harmful to human health or the environment. Hazardous wastes are listed in the European Waste Catalogue.

Hazardous Waste Data Interrogator (HWDI): The Environment Agency's CDR that is released annually and contains information on hazardous waste received, hazardous waste removed and hazardous waste moved between permitted waste operators by local authorities and regional areas.

Household Waste: A legal definition relating to waste from domestic sources such as households, caravans and residential homes.

Incinerator Bottom Ash (IBA): The coarse residue left on the grate of waste incinerators.

Industrial Waste: A legal definition relating to waste from any factory, industrial process (excluding mines and quarries) or premises used for services such as public transport or utilities, etc. Construction and demolition waste is classified as industrial waste.

Inert Waste: Waste that does not normally undergo any significant physical, chemical or biological changes when deposited at a landfill site. In the context of inert waste, it is materials such as soil, clay, chalk and spoil.

Landbank: A measure of the stock of planning permissions in an area showing the amount of un-exploited mineral, with planning permissions, and how long those supplies will last at the locally apportioned rate of supply.

Landfill: An engineered and controlled waste disposal facility at which waste is placed on or in the land.

Land-won: Aggregate won from the land.

Local Aggregate Assessment (LAA): The National Planning Policy Framework identifies that mineral planning authorities should produce Local Aggregate Assessments (LAAs) to support the preparation of Mineral Local Plans and act as a Monitoring Report. The LAA should include an estimate of what will constitute a steady and adequate supply of aggregates and should be used as a basis for the provision for aggregate supply made in a Local Plan. The LAA also provides a basis for assessing the need for minerals supply infrastructure such as marine aggregate wharves, recycling facilities and rail depots.

Low Level Radioactive Waste (LLW): This is generally protective clothing, tools, equipment rags, filters, etc., that mostly contain short-lived radioactivity. Although it does not need to be shielded, it needs to be disposed of in a different manner than when disposing of every-day rubbish.

Managed Aggregate Supply System (MASS): A system of addressing the spatial imbalances in aggregate supply and demand. MASS is used by government to secure adequate and steady supplies of minerals needed by society and the economy without irreversible damage, within the limits set by the environment and assessed through sustainability appraisals.

Marine-won: Aggregate dredged from the sea, almost exclusively sand and gravel.

Mineral Products Association (MPA): The Mineral Products Association is the trade body for the UK's aggregates, cement and concrete industries.

Materials Recovery Facility (MRF): A plant for separating out recyclable waste streams, either mechanically or manually, prior to reprocessing.

Mineral Planning Authority (mpa): The local planning authority responsible for planning control over mineral extraction and other management related development.

Municipal Solid Waste (MSW): Household waste and any other wastes collected by a Waste Collection Authority, or its agents, such as municipal parks and gardens'

waste, street litter, waste from fly-tipping, waste delivered to council recycling points and Civic Amenity site waste.

National Planning Policy Framework (NPPF): In 2012, the Government streamlined a number of planning policies into one main document – the National Planning Policy Framework (NPPF). This contains the policy framework that Local Plans need to follow and planning decision-making. Local Plans will need to be compliant with the NPPF.

Net Self Sufficiency: Providing enough waste management capacity to manage the equivalent of the waste generated in a given area, while recognising that some imports and exports will continue.

Non Hazardous Landfill: One of the three classifications of landfills made by the Landfill Directive, taking non-hazardous waste.

Non Hazardous Waste: Waste permitted for disposal at a non-hazardous landfill, such waste is neither inert or hazardous and includes the majority of household and commercial wastes.

On / In Land: A waste management category used by the Environment Agency for waste that has been disposed of on or in land, but that classifies as a recovery operation and not as landfill.

Primary Aggregate: These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock, formations that are crushed to produce 'crushed rock' aggregates, or from naturally occurring sand and gravel deposits.

Rail Depot: A railway facility where trains regularly stop to load or unload freight (goods). It generally consists of a platform and building next to the tracks providing related services.

Recycled Aggregate: Aggregate materials recovered from construction and demolition processes and from excavation waste on construction sites.

Recycled / Recovered Products: Products manufactured from recyclables or the by-products of recovery and treatment processes e.g. secondary aggregates manufactured from incinerator ash.

Recycling: The series of activities by which discarded materials are collected, sorted, processed and converted into raw materials and used in the production of new products.

Residual Waste: Waste which cannot be recycled, has not be captured in a recycling scheme or rejected after sorting/recycling has taken place.

Restoration: Process of returning a site to its former use, or restoring it to a condition that will support an agreed after-use such as agriculture or forestry.

Safeguarding: The method of protecting needed facilities or mineral resources by preventing inappropriate development from affecting it. Usually, where sites are threatened, the course of action would be to object to the proposal or negotiate an acceptable resolution.

Secondary Aggregate: Aggregates derived as a by-product of other quarrying and mining operations or industrial processes, including colliery spoil, china clay waste, slate waste, power station ashes, incinerator bottom ashes and similar products.

Sharp Sand and Gravel: Coarse sand and gravel suitable for use in making concrete.

Soft Sand: Fine sand suitable for use in such products as mortar, asphalt and plaster.

Special Waste: Waste as defined in the Control of Pollution (Special Waste) Regulations 1980, which may be dangerous to life or has a flashpoint of 21 degrees C or less, or is a medicinal product available only on prescription, requiring special care in its transport and disposal. Now superseded by Hazardous Waste.

Sterilisation: When a change of use, or the development, of land prevents possible mineral exploitation in the foreseeable future.

Strategic Environmental Assessment (SEA): A system of incorporating environmental considerations into policies, plans, programmes and part of European Union Policy. It is sometimes referred to as strategic environmental impact assessment and is intended to highlight environmental issues during decision making about strategic documents such as plans, programmes and strategies. The SEA identifies the significant environmental effects that are likely to result from implementing the plan or alternative approaches to the plan.

Sustainability Appraisal (SA): In UK planning law, an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process, to allow decisions that are compatible with sustainable development. Since 2001, sustainability appraisals have had to conform to the EU directive on Strategic Environmental Assessment (SEA).

Tileworks: A place where tiles are made.

Transfer Station: A site to which collected waste is delivered and transferred to bulk transport for onward delivery by road, rail or water to a waste processing, reprocessing, recycling, recovery or disposal site.

Void Space: Unused licensed capacity at a landfill site.

Waste: Any substance or object which the producer or the person in possession of it intends to, is required to, or does discard. Defined by the Environmental Protection Act 1990. Waste includes any scrap material, effluent or unwanted surplus substance or article which requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded

Waste arisings: The amount of waste generated in a given locality over a given period of time.

Wastewater: Wastewater is a broad term describing a mixed liquid waste which can contain a wide range of contaminants in varying concentrations. It is produced by domestic residences, commerce and industry, and/or agriculture and is often disposed of via a pipe, sewer or similar structure.

Waste Data Interrogator (WDI): Released by the Environment Agency annually and contains information on waste received, waste removed and waste moved between permitted waste operators by local authorities and regional areas.

Waste Electrical and Electronic Equipment (WEEE): End of life electrical and electronic equipment. Either classed as household or non household WEEE.

Waste Hierarchy: Preferred waste management options in the following order (most preferable first): reducing waste; reusing waste; recovery (recycling, composting, energy recovery) and only then disposal as a last option.

Waste Planning Authorities (WPA): The local planning authority responsible for planning control over waste disposal and other management related development.

Waste Transfer Station (WTS): A location where waste can be temporarily stored, separated and bulked after being dropped off by domestic.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	10
TITLE:	COMMUNITY INFRASTRUCTURE LEVY - REVIEW OF REGULATION 123 INFRASTRUCTURE LIST		
LEAD COUNCILLOR:	CLLR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	kiaran.roughan@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report proposes a very limited review of the Council's existing Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List. The Council currently collects funding from development towards infrastructure in accordance with its adopted Community Infrastructure Levy Charging Schedule. Under the CIL Regulations, that funding must be spent on items set out on what is known as the Council's Regulation 123 List. The current list can be found on the Council's website via this link: http://www.reading.gov.uk/media/6385/Community-Infrastructure-Levy-Regulation-123-List/pdf/Regulation_123_List_March_2014.pdf That list was agreed in March 2014 and its provisions are now being reviewed in the light of emerging details of the programming and funding of the Mass Rapid Transport System for South Reading and other infrastructure provision.

2. RECOMMENDED ACTION

- 2.1 That Committee approves the Revised Regulation 123 Infrastructure List attached at Appendix 1.

3. POLICY CONTEXT

- 3.1 At its meeting on 19th March 2014, Strategic Environment, Planning & Transport Committee approved a draft Community Infrastructure Levy (CIL) Charging Schedule for consultation and subsequent submission to the Secretary of State. As part of that report the Committee also approved an attached Draft Regulation 123 List that it was intended CIL would be used for, once it was in place. The Draft Regulation 123 List formed part of the evidence base for the submission of the Charging Schedule. Following an examination by a Planning Inspector in November 2014, conducted by written representations rather than a formal hearing, the final

CIL Charging was presented to Council on 27th January 2015. Council agreed the adoption of the Charging Schedule and that it would come into force on 1st April 2015.

- 3.2 The levy can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, parks and green spaces, cultural and sports facilities, academies and other community safety facilities. This flexibility gives local areas the opportunity to choose what infrastructure they need to deliver their relevant Plan
- 3.3 A Regulation 123 lists the types of infrastructure and/ or specific projects that are intended to be funded in the future through CIL. The priorities for spend will be based on the broad infrastructure types as set out in the Council's Sites and Detailed Policies Document, policy DM3: Infrastructure, and specific projects identified through the Council's Infrastructure Delivery Plan (2014). The specific priorities will, from time to time be reviewed and agreed by Committee on the advice of the Council's Strategic Asset Management Group (SAMG). SAMG, in consultation with respective lead councillors, will oversee the proposed allocation of income streams including S106, CIL, grants and capital receipts with representatives from service areas and key players from Planning, Accounts, Asset and Valuation, Legal and Health and Safety.
- 3.4 Amendments to the Community Infrastructure Levy Regulations since 2014 have changed the procedures for making and reviewing a Regulation 123 Infrastructure List. Previously, the regulations saw the list as an element of the evidence behind the charging schedule. It wasn't specifically considered in the examination of the charging schedule. The regulations also allowed it to be reviewed and published at any time following adoption of the charging schedule. However, changes to the regulations now specifically provide for the Regulation 123 Infrastructure List to be examined as part of the examination of the charging schedule. They also require that any minor amendments to the List be the subject of consultation with interested parties.
- 3.5 National Planning Policy Guidance (NPPG) interprets the regulations. It (<https://www.gov.uk/guidance/community-infrastructure-levy>) states that:

"When charging authorities wish to revise their regulation 123 list, they should ensure that these changes are clearly explained and subject to appropriate local consultation. Charging authorities should not remove an item from the regulation 123 list just so that they can fund this item through a new section 106 agreement. Authorities may amend the regulation 123 list without revising their charging schedule, subject to appropriate consultation. However, where a change to the regulation 123 list would have a very significant impact on the viability evidence that supported examination of the charging schedule, this should be made as part of a review of the charging schedule."
- 3.6 It is therefore clear that any changes to the Regulation 123 list made that is not to be subject to an examination should not involve significant changes. Even then, there will need to be consultation carried out on any change that is made. A review of the Regulation 123 list involving significant changes or any change that might affect viability should await a full review of the CIL Charging Schedule. Such a review is not currently programmed but it is expected that one will be considered over the next 1-2 years, in line viability assessments that will need to be undertaken in relation to the emerging local plan.

4. THE PROPOSAL

a) Current Position

- 4.1 The existing CIL 123 List covers the Council's existing Infrastructure Delivery Plan agreed in 2014. It includes provision for Mass Rapid Transport (MRT) work to be partially funded using CIL funds. However, further work on the funding and implementation of the proposals to construct MRT Infrastructure through South Reading has been undertaken. Funding requirements and proposed phasing of the works are now much clearer. Works are now underway on Phases 1 and 2, which will provide a series of southbound public transport priority measures between the Mere oak Park and Ride facility and the junction on the A33 with Lindisfarne Way (Kennet Island). This section is due to be completed in early 2018.
- 4.2 Funding towards these early phases has been allocated through the LEP growth funding allocation, supplemented by funding under the Council's capital programme. This includes an element of historic Section 106 monies. No CIL monies have yet been allocated. There is some commitment from the LEP towards funding for future phases but this will only cover a proportion of the costs. The Council will continue to have to find further funding from its capital programme. Such funding is obviously highly constrained in the current funding regime for local authorities and there is no guarantee that funding for the whole scheme can be achieved. It will depend on some funding from CIL receipts but is likely to also need funding from other sources. It may ultimately depend on the Council's ability to raise funds through borrowing but that obviously involves increasing budgetary provision to cover borrowing costs in a period when high levels of cost savings are being required and continue to be sought.
- 4.3 It is clear that major commercial development along the A33 corridor, both with planning permission and currently being planned, will have significant transport impacts that need to be mitigated. These developments are CIL liable. However, the way that the CIL charging schedule is constructed around the general viability of various forms of development has meant that in current market conditions, most commercial developments currently attracts a zero charge. The prospect therefore is that major developments could gain planning permission without measures to mitigate their high impacts on local transport systems. In the absence of direct mitigation of their significant transport impacts, such developments may not have been, or may not be, acceptable. The Council has therefore sought, and continues to seek, to negotiate Section 106 contributions to specific local transport works from such major developments.
- 4.4 The most important works to improve capacity in the A33 corridor to deal with new and more intensive development is the MRT link between the Mere oak Park and Ride and the town centre. It is considered that up to 6 major developments could assist in the funding of a future phase of the MRT scheme through Section 106 funding. As a consequence, a further phase will be excluded from the 123 List. A number of other minor changes are also proposed in the light of more recent studies and decisions on infrastructure provision.

b) Option Proposed

- 4.5 It is proposed that the existing CIL Regulation 123 List be amended to refer to the differing phases of the South MRT Project and that Phase 4 of the MRT Scheme be

specifically excluded from the List. This is the only change proposed at the current time. It constitutes a relatively minor change to the existing list and it has no general viability implications.

- 4.6 As noted above, the NPPG indicates that charging authorities should not remove an item from the Regulation 123 list just so that they can fund this item through a new section 106 agreement. While the original Draft Regulation 123 List included reference to Mass Rapid Transit, at that time there was not a detailed scheme, and therefore no phasing and no programme existed. This change therefore involves providing greater detail on an infrastructure item on the Regulation 123 List, providing clarity as to the funding of the various phases.
- 4.7 Some minor additional adjustments have been made to the Regulation 123 list. The reference to Cycle Hire has been removed reflecting recent decisions by the Council. Reference to the West Reading Transport Study has been added to items on the list to provide an example of the type of schemes that are being referred to under a number of the Transport items and to reflect the recent work that has been undertaken in the preparation of this study. It is proposed to carry out limited consultation on the new Draft Regulation 123 List, attached at Appendix 1, which will operate alongside the CIL Charging Schedule, setting out the relationship between CIL and Section 106 planning obligations.

c) Other Options Considered

- 4.8 Another option would be to undertake a full review of the original Draft Regulation 123 List. However, this is not required at this time and anything more detailed than proposed might not meet the guidance on making revisions solely to the 123 List. A full review will be undertaken when a future review of the CIL Charging Schedule is undertaken. As indicated above, it is expected that this will be reviewed during the next 1 - 2 years.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The minor review of the Regulation 123 List will contribute to achieving the Council's following strategic aims, through providing funding for a range of infrastructure to support development:
- Seeking to meet the 2016-19 Corporate Plan objectives for "Keeping the town clean, safe, green and active."
 - Seeking to meet the 2016-19 Corporate Plan objectives for "Providing homes for those in most need."
 - Seeking to meet the 2016-19 Corporate Plan objectives for "Providing infrastructure to support the economy."

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 A limited consultation with interested parties will be undertaken on the Draft Regulation 123 List for a period of six weeks. This will involve sending emails/ letters to a number of individuals, organisations, councillors, and internal officers. Advertising and details will be placed on the RBC website.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 The Council has had regard to the general equality duty imposed by the Equality Act 2010 (S.149). This requires public authorities, in the exercise of their functions, to have due regard to the need to eliminate discrimination, harassment and victimisation etc.; to advance equality of opportunity between people who share a relevant protected characteristic and people who do not; and to foster good relations between people who share a relevant protected characteristic and those who do not.
- 7.2 The Council has carried out an Equality Impact Assessment, and considers that the Draft Regulation 123 List will not have a direct impact on any groups with protected characteristics. .

8. LEGAL IMPLICATIONS

- 8.1 The framework for the Community Infrastructure Levy Regulations is governed by The Community Infrastructure Levy Regulations 2010 and subsequent Regulations and through policy set out in the NPPF and the NPPG. This paper meets the provisions in these documents that refer to the preparation and adoption of a Regulation 123 List.

9. FINANCIAL IMPLICATIONS

- 9.1 The cost of administering CIL and associated documentation will be covered by existing budgets and staff costs. The Council retains an element of CIL receipts as for administration of the levy and this is accounted for in existing budgets.

Value for Money

- 9.2 The review of the Draft Regulation 123 List will ensure that the Council maximises developer funding towards infrastructure. This represents good value for money.

Risk Assessment

- 9.3 Without an updated Regulation 123 List there is a risk that sufficient funding for the whole length of the MRT might not be forthcoming. This proposed change provides greater certainty over future funding.

10. BACKGROUND PAPERS

- Town and Country Planning Act 1990
- The Community Infrastructure Levy Regulations 2010 (SI 948)
- The Town and Country Planning (Local Planning) (England) Regulations 2012.
- Reading Borough Council Revised Section 106 Planning Obligations SPD (2013)
- Employment, Skills and Training SPD (2013)
- Affordable Housing SPD (2013) ;
- Reading Borough Council Core Strategy (2008)
- Reading Borough Council Sites and Detailed Policies Document (2012)

- Reading Borough Council Reading Central Area Action Plan (2009)
- Reading Borough Council Infrastructure Delivery Plan (July 2011)
- Reading Borough Council Infrastructure Delivery Schedule (incorporated into the adopted Sites and Detailed Policies Document (2012)

Draft Regulation 123 List

Community Infrastructure Levy Draft Charging Schedule

MARCH 2017

Planning Policy
Directorate for Environment and Neighbourhood Services
Reading Borough Council
Civic Offices
Reading
RG1

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The 2014 Community Infrastructure Levy (CIL) Amendment Regulations (Feb 2014) requires a draft infrastructure list to form part of the appropriate available evidence to inform the preparation of the Charging Schedule (Reg 14). This is known as the Regulation 123 list and is a list of infrastructure that the Council desires to fund in whole or part through CIL. ~~The~~ An amended version of the Council's Draft Regulation 123 List is ~~included attached~~ below. ~~It and~~ has been informed by the Infrastructure Delivery Schedule, March 2014 ~~and recent reviews of the programme and funding~~. In particular, it provides increased clarity on the funding of the various phases of the South Mass Rapid Transit proposals. It also removes reference to Cycle Hire.

The Council can use a percentage of CIL, as defined in the CIL Regulations, to finance administrative expenses in connection with CIL. In addition 15% of CIL raised (capped at £100 per council tax dwelling) can be used for neighbourhood funding in those areas without a parish or town council. ~~It should be noted that that this local neighbourhood funding~~ needs to meet the requirement to support the development of the area but it can be allocated to 'infrastructure' listed or not listed on the Regulation 123 list.

**READING BOROUGH COUNCIL'S
DRAFT REGULATION 123 LIST FOR COMMUNITY INFRASTRUCTURE LEVY - MARCH 2014**

TYPES OF INFRASTRUCTURE TO BE FUNDED IN WHOLE OR PART BY CIL

Infrastructure Type	Exclusions
<u>Transport</u>	
Active Travel Infrastructure and Public Realm - Works to improve walking routes, including street lighting, cycle parking, etc (e.g. schemes referred to in the West Reading Transport Study) .	<p><i>The Council may consider alternative projects within these categories as suitable for delivery through a site specific Section 106 Planning Obligations or Section 278 Highway Agreement, provided this complies with all relevant legislation and the infrastructure is required to make the development acceptable in planning terms and that S106 and CIL do not fund the same item of infrastructure.</i></p>
Active Travel Initiatives - Including Cycle Development Officer and Challenges, Bike It	
Cycle Hire - Publicly available bicycles - for operating costs and expansion	
Public Transport Infrastructure Enhancements - Infrastructure for bus stops, shelters, bus clearways, bus lanes, bus gates, bus priority at junctions, maintenance, etc. (e.g. schemes referred to in the West Reading Transport Study) .	
Public Transport Service Contracts - Running South Reading services, Park and Ride, Nighttrack	
Public Transport Information and Ticketing - Real Time Passenger Information, Variable Message Signing, Website and Journey Planning, Fares and Ticketing Information and Management	
Network Management, Junction Improvements and Road Safety (e.g. schemes referred to in the West Reading Transport Study) .	
Major Repair & Improvement projects - Repair structures such as retaining walls, culverts, subways, footbridges and also flood reduction schemes, including Kennetside	
Park & Ride/Park & Rail - East Reading Park and Ride (TVP); North Reading Park and Ride; Park & Rail (Tilehurst Station) access improvements	
Green Park Station - New station at Green Park on Reading-Basingstoke Line	

Mass Rapid Transit - Higher capacity, higher frequency and reduced stopping public transport service (south and east) [as follows:](#)

[MRT South Phase 3;](#)
[MRT South Phase 5;](#)
[MRT South Phase 6;](#)
[MRT South Phase 7.](#)

[MRT East](#)

[Mass Rapid Transit South will be funded using Section 106 monies and other non-CIL funding as follows:](#)

[MRT South Phase 1;](#)
[MRT South Phase 2;](#)
[MRT South Phase 4.](#)

Infrastructure Type	Exclusions
<u>Education Facilities Projects</u>	
The provision, improvement, replacement, operation or maintenance of new and existing public education facilities	<i>Primary provision within Green Park</i>
<u>Social/ Community Facilities Projects</u>	
The improvement, reconfiguration and extension of existing community provision to create Community Hubs	-
Provision of new facilities such as youth and community centres, other meeting places, and other community facilities.	<i>Where a specific development generates the need for new provision in its own right.</i>
<u>Leisure and Culture Facilities Projects</u>	
Enhancement of access to and interpretation of heritage assets	<i>Site specific heritage asset protection and enhancement resulting from a specific planning proposal.</i>
Upgrading provision, including enhancement, access to and interpretation of strategic cultural, arts and sports centre provision in accordance with a facilities strategy and related plans.	-
<u>Open Spaces, Sports, Recreation, Green infrastructure, Public Realm, and Environmental Improvement Projects</u>	
Enhancement and management of and access to outdoor recreation, open space and water courses serving the Borough	<i>Local outdoor recreation and open space directly serving a specific new development</i>
Improvements to the public realm and green environment. This includes implementation of a tree strategy, access to green space and improvements to landscapes and habitats	<i>Site related environmental mitigation measures and environmental improvements to the public realm and green environment necessitated by the development.</i>
<u>Economic Support</u>	
The provision of Incubator Business Space in Central Reading	-
<u>Renewable Energy Infrastructure</u>	

The provision and installation of wide area decentralised energy equipment and infrastructure as a strategic network, including the provision and installation of retrospective connections from existing developments to facilitate the linking of these to existing decentralised energy centres.

Site related decentralised energy provision in accordance with Sites and Detailed Policies Document Policy DM2 and infrastructure for new development schemes to link to existing decentralised energy centres.

Air Quality

The infrastructure required to undertake Borough wide continuous monitoring of air quality

-

Notes - In addition there is also the provision that 15% of CIL raised (capped at £100 per council tax dwelling) could be used for neighbourhood funding in those areas without a parish or town council.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	11
TITLE:	FIXING OUR BROKEN HOUSING MARKET - HOUSING WHITE PAPER FEBRUARY 2017		
LEAD COUNCILLOR:	COUNCILLOR PAGE COUNCILLOR D ABSOLOM	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT CHAIR, STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
SERVICE:	PLANNING	WARD:	ALL
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	kiaran.roughan@reading.gov.uk

1. PURPOSE AND SUMMARY OF REPORT

- 1.1 The Housing White Paper, entitled "Fixing Our Broken Housing Market," was published by the Department for Communities and Local Government in February 2017. The White Paper explains how the government, "will provide radical, lasting reform that will get more homes built right now and for many years to come." It sets out the support the Government will provide to enhance the capacity of local authorities and industry to build the new homes this country needs.
- 1.2 At the same time, DCLG published several other documents including the government responses to the technical consultation on the implementation of planning changes, the starter homes consultation and proposed changes to National Planning Policy Framework along with a new consultation on Planning and affordable housing for Build to Rent. There is also the report of a review of the Community infrastructure Levy which suggests that the government is considering changing the way the development contributes towards the provision of local infrastructure.
- 1.3 This report briefly summarises the contents of the White Paper. It considers some of the possible implications for the planning system as it currently operates and specifically for this Council. The government intends consultation on elements of the White Paper and on sister documents that have been published at the same time, such as a consultation document on Build to Rent proposals (the detail of the consultation is in an Appendix to the White Paper). The report asks Committee to note the content of the White Paper and the way the Council is already working to fulfil many of its measures. It seeks agreement to a draft recommended response to the consultation. Committee should note that this report is also being presented to Planning Applications Committee on 5th April 2017. Committee should also note that a report on the White Paper, which concentrates on the implications for the Council's Housing responsibilities, was presented to the Housing, Neighbourhoods & Leisure Committee (HNL) on 15th March 2017.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the contents of the White Paper published by DCLG in February 2016 and the various proposed changes to the planning system.

2.2 That Committee approves the general thrust of the Council's recommended response to the consultation and other proposals attached as outlined in Section 4 of this report with the final comments to be agreed by the Head of Planning, Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport.

3. BACKGROUND AND ISSUES

- 3.1 The Secretary of State has presented a White Paper to Parliament setting out how the Government intends that more housing is provided in the future. This has been published by DCLG under the title "Fixing Our Broken Housing Market."
- 3.2 The White Paper acknowledges the need to build 250,000 new homes a year in England and it seeks to shift away from primarily trying to help people buy homes, to looking at all types of tenancies.
- 3.3 The Housing White Paper is lengthy and covers a wide range of proposals. It details the numerous and various initiatives under 4 main headings or Steps as follows:
- Step 1: Planning for the right homes in the right places
 - Step 2: Building homes faster
 - Step 3: Diversifying the market
 - Step 4: Helping people now

The content of the Executive Summary List of Proposals from the White Paper is copied and set out in Appendix 1 to this report. The main points of the White Paper as they relate to the Council's Planning function are also summarised in Appendix 2.

- 3.4 The White Paper covers a wide number of areas but its proposals appear mostly incremental changes affecting different sectors of the market and different actors in the planning and provision of new housing. In relation to Planning, it is pleasing that the White Paper reinforces the plan led system. However, significant changes are proposed to local plan processes, in particular, proposals that from 2016, plans will need to be based on a standardised calculation of objectively assessed need. The intention is that this will remove the considerable contentiousness of the calculation of objectively assessed housing need under the current system. It also signals that local plans should be reviewed every 5 years, the inference being that a local plan will be out of date if it is not being reviewed. There are also proposals that will require significant additional monitoring of permissions that will require increased resources in policy planning.
- 3.6 A very welcome proposal is that fees for planning applications will be increased by 20% in July 2017 on the basis that Council's commit to invest the additional fee income in their planning department". This will help local authorities to provide sufficient resources to get their up to date local plans in place and to deal more speedily with planning applications. A paper in relation to the increase in planning applications fees was presented to the 13 March Policy Committee meeting.
- 3.7 The White Paper indicates that the operation of the Community Infrastructure Levy is being reviewed and that the government is looking at replacing it with a hybrid system under which negotiated infrastructure provision will be brought back, certainly for larger developments.
- 3.8 The White Paper proposes measures to persuade developers to implement their permissions speedily and avoid the criticism that developers are sitting on land banks. One

option is to give local authorities compulsory purchase powers to acquire and sell on sites which have planning permissions that are not being implemented. Local authorities will also be subject to a new housing delivery test with sanctions for those failing to meet the test and a strengthened presumption in favour of development where an authority cannot demonstrate a 5 year housing land supply.

- 3.9 Other measures include help to sectors such as Build to rent, small and medium sized house builders, the custom and self-building sector along with assistance to Housing associations and local authorities to bring forward affordable housing. The government will continue to support Help to Buy and Starter Homes although, encouragingly, the government will drop its previous plans to impose a legal duty on councils to ensure provision of at least 20 per cent Starter Homes on all reasonably sized development sites.
- 3.10 The 2017 Housing White Paper sends a clear message of the Government's support for Build to Rent. In parallel with the publication of the White Paper, DCLG have published a consultation document, "Planning and affordable housing for Build to Rent," alongside the White Paper. Build to rent (also known as Private Rent or PRS) is a product which the government envisages being funded by institutional investors. They will primarily be built for rental not sale, with institutional investors being attracted by the long term income prospects. The viability of such developments will be very different to a sale scheme and this will provide a challenge particularly in relation to the provision of affordable housing. The consultation documents talks about such developments providing accommodation at a discounted rent as a means for such developments to make provision for affordable housing. A draft Council response to this consultation is provided in Section 4.
- 3.11 In line with previous consultations, the government are proposing to expand the definition of affordable housing to cover the new forms of housing: Starter homes (which would be available to those who have maximum household incomes of £80,000 a year or less (or £90,000 a year or less in Greater London), Affordable private rent housing and discounted sale housing which is housing sold at a discount of at least 20% below local market values. The White Paper indicated that following any change to the definition of affordable housing, local planning authorities will have to consider the broadened definition of affordable housing in their evidence base for plan-making. However, to promote delivery of affordable homes to buy, the government proposes to make it clear in national planning policy that local authorities should seek to ensure that a minimum of 10% of all homes on individual sites are affordable home ownership products. The government considers that this strikes an appropriate balance between providing affordable homes for rent and helping people into home ownership. It will form part of the agreed affordable housing contribution on each site. So, for example, on a proposed development of 100 units local planning authorities would be expected to seek a minimum of 10 affordable home ownership products, presumably before seeking more traditional forms of affordable rented housing.

4.0 COMMENTARY / CONSULTATION

- 4.1 Annex A to the White Paper provides "Further detail and consultation on proposals." This includes 38 separate consultation questions on different aspects of the White Paper. It is not proposed that the Council respond on every question, which would take considerable time and resources. However there are a number of aspects of the white paper that are of particular relevance to Reading Borough and the Council proposes to respond in these areas having regard to relevant questions in the consultation. Appendix 3 of this report sets out all the 38 questions in the White Paper consultation.
- 4.2 The White Paper covers a wide number of areas but its proposals appear to mostly involve incremental changes affecting different sectors of the market and different actors in the planning and provision of new housing. It is difficult to see that these incremental changes will lead to a significant increase in housebuilding either on their own or cumulatively.

- 4.3 The aim of increased housing provision is not helped by very strong message that new housing should be concentrated on brownfield land and that Green Belt should only be released in exceptional circumstances. It is clear that much of the delay in the publication of the White Paper was down to MP concerns about possible development of Green Belts. Green Belts undoubtedly constrain development in sustainable locations adjacent to existing urban areas and many commentators feel that it is now time to review the value and purpose of continued designation in the light of the need for substantial new housing provision. The continued restrictions on the release of green belt land is a serious barrier to development of low grade land for much needed housing in highly sustainable locations close to existing urban centres.
- 4.4 Planning for new housing has operated on the basis of using brownfield land and densification within urban areas for very many years. It is difficult to see how a continuing onus on such development will now lead to a significant uplift in housing numbers in future years. Such uplift will require significant greenfield development including some development in areas currently designated as Green Belt. The government is promoting garden villages and towns but these will require significant public funding for which some provision has been announced but only in relatively small amounts. Such proposals may deliver in the long terms but the provision of significant numbers of houses in the short term will not be possible without major investment and new powers to bring forward such developments. Without that, these proposals will not produce high levels of new housing for many years.
- 4.5 The White paper proposes various refinements to the system, many of them perfectly fine. There are promises to speed things up and clarify processes, to support new and existing players. The Planning Section will obviously benefit from the promise of more resources from increased planning fees and greater powers to enforce the build-out of permissions; developers might appreciate the promised review of developer contributions; communities are promised more say over things like design quality but they will have to accept more housing in their areas.
- 4.6 The White Paper provides some interesting tweaks, an emphasis on transparency in land ownership will help to apply pressure on landowners to implement their allocations and permissions; the support for institutional investors in the build-to-rent market may bring forward additional developments; improvements to the rental system will benefit renters; an acknowledgement of need for a greater variety of housing in the market, with measures to bring in a greater variety of builders to the market. This may provide a greater range and variety of housing products and some additional competition to the big dominant housebuilders.
- 4.7 However, the White Paper fails to address the need for radical solutions to achieve a significant uplift in housebuilding. It has avoided the obvious measures that would have freed up local authorities to build social housing on a large scale, or funding to provide desperately needed affordable housing by local authorities or registered providers. It has pulled back from sustainable development of Green Belt land and does little to achieve substantial reform to the land market. It fails to promise resources of the scale needed to ensure that infrastructure is provided to open up potential development areas. It talks about the problems of affordability but does very little to improve affordability. Widening the definition of affordable housing to include various intermediate and discounted sale products will inevitably have an adverse impact on the provision of rental accommodation for those least able to afford housing in the current market (i.e. those who need social rented or affordable rent housing).
- 4.8 The White Paper contains a plethora of measures for which in most cases there is no evidence or prospect that they will make any appreciable difference to the numbers of houses that are built. A number of the measures seek to involve more players in the market, institutional investors, small builders, Custom and self-builders, but these will not provide more housing; they will only substitute one provider of houses that are already in the system to be built for another provider. Similarly widening the range of tenures in particular widening the range of tenures that qualify as affordably housing will not provide

more housing numbers. It will only contribute to more households in desperate need of affordable housing not being served as developers opt for private rent or low cost/discounted sale tenures. None of these measures are will contribute to the main thrust of the White papers analysis that we need to building more housing. In fact many of the measures may actually add to delays and complexity of providing housing. For example forcing the sub division of sites and other measures to bring small builders into the market adds further processes and complexity to planning rules which will inevitable add to delays.

- 4.9 It is difficult to see how the White Paper's support for attracting institutional investment by way of the Build to Rent product will actually provide more housing. While offering an additional product in the market, in most instances such a product will only substitute for other types of housing that would have been built in such locations anyway. The separate paper on Planning and affordable housing for Build to Rent notes the different viability assumptions used in bringing forward such housing. As a result, it proposes that affordable residential accommodation be in the form of a product to be known as Private Rent but, other than indicating that this will subject to a discounted rent, it provides little detail of how the rent will respond to affordability in an area. Further detail needs to be provided.
- 4.10 Committee is asked to note the commentary on the White Paper within the report and in Appendix 1 and to agree that a draft response be prepared on the basis of the matters referred to in this section in relation to selected questions in the White Paper. The full list of questions is set out in Appendix 3. The response will be agreed by the Head of Planning, Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport. Members should note that the closing date for consultation responses is 2nd May 2017.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Planning Service contributes to the Council's strategic aims in terms of:
- Seeking to meet the 2016-19 Corporate Plan objectives for "Keeping the town clean, safe, green and active."
 - Seeking to meet the 2016-19 Corporate Plan objectives for "Providing homes for those in most need."
 - Seeking to meet the 2016-19 Corporate Plan objectives for "Providing infrastructure to support the economy."

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Only minor reference is made to these matters in the changes proposed.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 Where appropriate the Council must have regard to its duties under the Equality Act 2010, Section 149, to have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 7.2 There are no direct implications arising from the proposals.

8. LEGAL IMPLICATIONS

- 8.1 These are dealt with in the Report.

9. FINANCIAL IMPLICATIONS

9.1 There are no direct financial implications resulting from this report.

10. BACKGROUND PAPERS

Fixing Our Broken Housing Market - Housing White Paper February 2017

<https://www.gov.uk/government/publications/fixing-our-broken-housing-market>

Housing and Planning Bill, October 2015.

<http://www.publications.parliament.uk/pa/bills/cbill/2015-2016/0075/16075.pdf>

Planning and affordable housing for Build to Rent: A consultation paper, DCLG 2017,

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589939/Build_To_Rent_consultation_document.pdf

Various other reports and documents were also published by DCLG at the same time including:

- Response to the starter homes regulations: technical consultation
- Response to changes to the National Planning Policy Framework consultation
- Summary of responses to the technical consultation on implementation of planning changes, consultation on upward extensions and Rural Planning Review call for evidence.

These can be found at the following link:

<https://www.gov.uk/government/collections/housing-white-paper>

Fixing Our Broken Housing Market, Housing White Paper

Proposed Changes to the Planning System.

Executive Summary: List of proposals

Step 1: Planning for the right homes in the right places

- Making sure every part of the country has an up-to-date, sufficiently ambitious plan so that local communities decide where development should go;
- Simplifying plan-making and making it more transparent, so it's easier for communities to produce plans and easier for developers to follow them;
- Ensuring that plans start from an honest assessment of the need for new homes, and that local authorities work with their neighbours, so that difficult decisions are not ducked;
- Clarifying what land is available for new housing, through greater transparency over who owns land and the options held on it;
- Making more land available for homes in the right places, by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements;
- Maintaining existing strong protections for the Green Belt, and clarifying that Green Belt boundaries should be amended only in exceptional circumstances when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements;
- Giving communities a stronger voice in the design of new housing to drive up the quality and character of new development, building on the success of neighbourhood planning; and
- Making better use of land for housing by encouraging higher densities, where appropriate, such as in urban locations where there is high housing demand; and by reviewing space standards.

Step 2: Building homes faster

- Providing greater certainty for authorities that have planned for new homes and reducing the scope for local and neighbourhood plans to be undermined by changing the way that land supply for housing is assessed;
- Boosting local authority capacity and capability to deliver, improving the speed and quality with which planning cases are handled, while deterring unnecessary appeals;
- Ensuring infrastructure is provided in the right place at the right time by coordinating Government investment and through the targeting of the £2.3bn Housing Infrastructure Fund;
- Securing timely connections to utilities so that this does not hold up getting homes built;
- Supporting developers to build out more quickly by tackling unnecessary delays caused by planning conditions, facilitating the strategic licensing of protected species and exploring a new approach to how developers contribute to infrastructure;
- Taking steps to address skills shortages by growing the construction workforce;

- Holding developers to account for the delivery of new homes through better and more transparent data and sharper tools to drive up delivery; and
- Holding local authorities to account through a new housing delivery test.

Step 3: Diversifying the market

- Backing small and medium-sized builders to grow, including through the Home Building Fund;
- Supporting custom-build homes with greater access to land and finance, giving more people more choice over the design of their home;
- Bringing in new contractors through our Accelerated Construction programme that can build homes more quickly than traditional builders;
- Encouraging more institutional investors into housing, including for building more homes for private rent, and encouraging family-friendly tenancies;
- Supporting housing associations and local authorities to build more homes; and
- Boosting productivity and innovation by encouraging modern methods of construction in house building.

Step 4: Helping people now

- Continuing to support people to buy their own home - through Help to Buy and Starter Homes;
- Helping households who are priced out of the market to afford a decent home that is right for them through our investment in the Affordable Homes Programme;
- Making renting fairer for tenants;
- Taking action to promote transparency and fairness for the growing number of leaseholders;
- Improving neighbourhoods by continuing to crack down on empty homes, and supporting areas most affected by second homes;
- Encouraging the development of housing that meets the needs of our future population;
- Helping the most vulnerable who need support with their housing, developing a sustainable and workable approach to funding supported housing in the future; and
- Doing more to prevent homelessness by supporting households at risk before they reach crisis point as well as reducing rough sleeping.

Appendix 2 - Summary of Changes to the Planning System.

Plan-making

1. The white paper continues the thrust that has existed for a number of years for getting up to date local plans in place in all local authority areas through measures to speed up plan-making. Its main proposal for speeding up plan-making is that the government will consult on options for introducing a standardised approach to the assessment of housing requirements. It is hoped that this will reduce the contentiousness over determining the Objectively Assessed Need in an area. This calculation which was introduced into the planning system under the NPPF published in 2012 has become a highly contentious part of plan making. Under the proposed change, plans will need to be based on a standardised calculation, presumably meaning that there can be much less argument over the number of houses being planned for. The intention is that the new calculation will govern housing requirements from April 2018.
2. The document also seeks to make more land available for housing. However, it indicates little change in policy on Green Belt; it will remain very challenging for development to occur in areas of such designation. The focus remains on brownfield sites. It will continue to seek to increase housing density in urban areas partially through reviewing housing space standards.
3. A new mechanism is introduced for where there is unmet housing need in an area. This indicates that there will need to be a statement of common ground (SOCG) that clearly stipulates how the need will be accommodated. It is not clear how this fits in with the existing Duty to Cooperate and many of us are already working on this basis. It is possible that the SOCG should really be a joint strategic plan.
4. Knowing who owns or has control over land is seen as a way of freeing up land. There is a proposal to improve the transparency of land registry entries and also the nature of options over land. With this knowledge LPAs will be expected to be innovative and ambitious in the way in which they produce plans and assemble land to deliver them.

Boosting local authority capacity and capability

5. Local authorities will be able to increase fees by 20 per cent from July 2017 if they "commit to invest the additional fee income in their planning department". This will help local authorities to provide sufficient resources to get their up to date local plans in place and to deal more speedily with planning applications.
6. The White Paper includes an intention to consult on deterring unnecessary planning appeals by introducing fees for them. It also continues to refer to tackling delays caused by planning conditions. It indicates that the government want to review the current system for protected species and roll out a new system of strategic licensing.
7. The White Paper indicates that the government will amend national policy to expect local planning authorities to have policies that support the development of small 'windfall' sites (those not allocated in plans, but which come forward on an ad hoc basis).
8. Providing infrastructure - the government proposes to target the £2.3bn Housing Infrastructure Fund at the areas of greatest housing need. The government will make available £25 million of new funding to help "ambitious authorities in areas of high housing need to plan for new homes and infrastructure". This will be channelled into engaging communities on the design and mix of new homes. The white paper refers to measures to assist the provision of strategic infrastructure, digital infrastructure and the Utilities.
9. In order to simplify developer contributions, the White Paper proposes a review of whether the Community Infrastructure Levy (CIL) should be replaced with a "hybrid" system. This has been recommended by an expert group.

Giving communities a stronger voice

Proposes to change regulations on neighbourhood plans

Holding developers to account

10. The government is looking at ways that developers can be held to account for the delivery of new homes. Possible measures include:
 - requiring developers to start building within two years, rather than three;
 - encouraging "more active use of compulsory purchase powers to promote development on stalled sites for housing" as part of a raft of measures to ensure that planning permissions are built out;
 - use the default two year timescales for permissions possibly using the anticipated delivery rate as a material consideration. This, together with the use of simplified completion notices and the expectation of agreed delivery rates and timescales could give Councils more control over their land supply. This only really works, however, if the Council has sufficient flexibility within their development plan to release other sites on the basis of under delivery;
 - The government will prepare new guidance, following separate consultation, to encourage local authorities to use compulsory purchase powers to seize stalled sites from developers and then auction off the land to other builders. The proceeds from the auction will then pay back the original developer;

Holding local authorities to account

11. A new housing delivery test will be introduced. The test will "ensure that local authorities and wider interests are held accountable for their role in ensuring new homes are delivered in their areas". According to the white paper, the first assessment period for the test will be for the financial years 2014/15 to 2016/17. "From November 2017, if housing delivery falls below 95 per cent of an authority's annual housing requirement, the government wants the local authority to publish an action plan. If delivery of housing falls below 85 per cent of the housing requirement, authorities would in addition be expected to plan for a 20 per cent buffer on their five-year land supply, if they have not already done so,"
12. There will also be a strengthened 'presumption in favour' definition to ensure that further land is released. The 5YHLS test will remain as a further stick to ensure housing delivery.
13. To have the housing delivery test layered on top of the 5YHLS test seems to work against the principles of a plan-led system. The housing delivery test promotes the plan-led system in terms of encouraging Councils to allocate more land than they need to allow for plan-led flexibility. The 5YHLS test works against this by punishing under delivery with unplanned sites.

Diversifying the market

14. The White Paper indicates that rental properties have a significant role to play in terms of housing our communities. The wider array of tenancies that are now being promoted for inclusion within the revised affordable housing definition will help both the private and public sector to find the appropriate mix for each available site.
15. With all of these measures comes a package of £25m capacity funding, the Housing Infrastructure Fund and the accelerated construction fund to help us all work together to achieve growth.
16. Whilst there are unanswered questions in the HWP about how a lot of this will work, it is encouraging to see how much the thinking has moved on and a recognition that delivering for our communities is a joint responsibility between public and private, rather than public

bureaucracy being seen to hold back private aspirations. The various initiatives can be summarised as follows:

- Backing small and medium-sized builders to grow
 - £3bn home building fund will provide loans to small developers, custom builders and offsite construction with the aim of diversifying the market
 - The government want to bring forward more small sites for development which are more easily accessed by these firms. Further to this, the Home Building Fund will provide £1 billion of short-term loan finance targeted at SMEs and custom builders to deliver up to 25,000 homes during this Parliament and £2 billion of long-term loan funding for infrastructure and large sites, creating up to 200,000 homes.
- Custom building
- Institutional Investment:
 - intends to amend planning policy to make it easier for developers of purpose-built developments for the rental market and to offer affordable private rented homes instead of other forms of affordable housing;
 - The 2017 Housing White Paper sends a clear message of the Government's support for Build to Rent. The White Paper details the government's desire to achieve more institutional investment in the private rental market. It has developed the Build to Rent Model. It has supported this through the £3.5 billion Private Rented Sector Housing Guarantee Scheme, and the £1bn Build to Rent Fund. (para 3.19). The White paper sets out the following proposals:
 - change the National Planning Policy Framework so authorities know they should plan proactively for Build to Rent where there is a need, and to make it easier for Build to Rent developers to offer affordable private rental homes instead of other types of affordable housing;
 - ensure that family-friendly tenancies of three or more years are available for those tenants that want them on schemes that benefit from our changes. We are working with the British Property Federation and National Housing Federation to consolidate this approach across the sector.
 - It talks about PRS being suitable for family accommodation.
- Supporting housing associations and local authorities to build more homes
- encouraging modern methods of construction
- The government will legislate to allow locally accountable New Town Development Corporations to be set up, enabling local areas to use them as the delivery vehicle if they wish to.
- Continuing to support existing Help to Buy and Starter Homes schemes;

Supporting people with need for housing

17. the various measures can be summarised as follows:

- although retaining starter homes as a form of affordable housing, the White papers drops previous plans to impose a legal duty on councils to ensure provision of at least 20 per cent Starter Homes on all reasonably sized development sites.
- include incentives for older people to sell big family homes and plans for more sheltered housing schemes.
- Planning rules will be overhauled so councils can plan to build more long-term homes for rent and encouraging more stable, longer-term tenancies to be offered by landlords.

- relax restrictions on funding for the affordable homes programme, originally designed for shared ownership building, so developers can build homes for rentals, including rent to buy schemes.

Appendix 3 - Further detail and consultation on proposals

Local Plans and assessing housing requirements

Question 1

Do you agree with the proposals to:

- a) Make clear in the National Planning Policy Framework that the key strategic policies that each local planning authority should maintain are those set out currently at paragraph 156 of the Framework, with an additional requirement to plan for the allocations needed to deliver the area's housing requirement?
- b) Use regulations to allow Spatial Development Strategies to allocate strategic sites, where these strategies require unanimous agreement of the members of the combined authority?
- c) Revise the National Planning Policy Framework to tighten the definition of what evidence is required to support a 'sound' plan?

Question 2

What changes do you think would support more proportionate consultation and examination procedures for different types of plan and to ensure that different levels of plans work together?

Question 3

Do you agree with the proposals to:

- a) amend national policy so that local planning authorities are expected to have clear policies for addressing the housing requirements of groups with particular needs, such as older and disabled people?
- b) from early 2018, use a standardised approach to assessing housing requirements as the baseline for five year housing supply calculations and monitoring housing delivery, in the absence of an up-to-date plan?

Making enough land available in the right places

Question 4

Do you agree with the proposals to amend the presumption in favour of sustainable development so that:

- a) authorities are expected to have a clear strategy for maximising the use of suitable land in their areas?;
- b) it makes clear that identified development needs should be accommodated unless there are strong reasons for not doing so set out in the NPPF?;
- c) the list of policies which the Government regards as providing reasons to restrict development is limited to those set out currently in footnote 9 of the National Planning Policy Framework (so these are no longer presented as examples), with the addition of Ancient Woodland and aged or veteran trees? Footnote 9 For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.
- d) its considerations are re-ordered and numbered, the opening text is simplified and specific references to local plans are removed?

Improving local authorities' role in land assembly and disposal

Question 5

Do you agree that regulations should be amended so that all local planning authorities are able to dispose of land with the benefit of planning consent which they have granted to themselves?

Question 6

How could land pooling make a more effective contribution to assembling land, and what additional powers or capacity would allow local authorities to play a more active role in land assembly (such as where 'ransom strips' delay or prevent development)?

Regenerating housing estates

Question 7

Do you agree that national policy should be amended to encourage local planning authorities to consider the social and economic benefits of estate regeneration when preparing their plans and in decisions on applications, and use their planning powers to help deliver estate regeneration to a high standard?

A new generation of new communities

Question 8

Do you agree with the proposals to amend the National Planning Policy Framework to:

- a) highlight the opportunities that neighbourhood plans present for identifying and allocating small sites that are suitable for housing?;
- b) encourage local planning authorities to identify opportunities for villages to thrive, especially where this would support services and help meet the authority's housing needs?;
- c) give stronger support for 'rural exception' sites - to make clear that these should be considered positively where they can contribute to meeting identified local housing needs, even if this relies on an element of general market housing to ensure that homes are genuinely affordable for local people?;
- d) make clear that on top of the allowance made for windfall sites, at least 10% of sites allocated for residential development in local plans should be sites of half a hectare or less?;
- e) expect local planning authorities to work with developers to encourage the sub-division of large sites?; and
- f) encourage greater use of Local Development Orders and area-wide design codes so that small sites may be brought forward for development more quickly?.

Question 9

How could streamlined planning procedures support innovation and high-quality development in new garden towns and villages?

Green Belt land

Question 10

Do you agree with the proposals to amend the National Planning Policy Framework to make clear that:

- a) authorities should amend Green Belt boundaries only when they can demonstrate that they have examined fully all other reasonable options for meeting their identified development requirements?
- b) where land is removed from the Green Belt, local policies should require compensatory improvements to the environmental quality or accessibility of remaining Green Belt land?

- c) appropriate facilities for existing cemeteries should not be regarded as 'inappropriate development' in the Green Belt?
- d) development brought forward under a Neighbourhood Development Order should not be regarded as inappropriate in the Green Belt, provided it preserves openness and does not conflict with the purposes of the Green Belt?
- e) where a local or strategic plan has demonstrated the need for Green Belt boundaries to be amended, the detailed boundary may be determined through a neighbourhood plan (or plans) for the area in question?
- f) when carrying out a Green Belt review, local planning authorities should look first at using any Green Belt land which has been previously developed and/or which surrounds transport hubs?

Question 11

Are there particular options for accommodating development that national policy should expect authorities to have explored fully before Green Belt boundaries are amended, in addition to the ones set out above?

Strengthening neighbourhood planning and design

Question 12

Do you agree with the proposals to amend the National Planning Policy Framework to:

- a) indicate that local planning authorities should provide neighbourhood planning groups with a housing requirement figure, where this is sought?;
- b) make clear that local and neighbourhood plans (at the most appropriate level) and more detailed development plan documents (such as action area plans) are expected to set out clear design expectations; and that visual tools such as design codes can help provide a clear basis for making decisions on development proposals?;
- c) emphasise the importance of early pre-application discussions between applicants, authorities and the local community about design and the types of homes to be provided?;
- d) makes clear that design should not be used as a valid reason to object to development where it accords with clear design expectations set out in statutory plans?; and
- e) recognise the value of using a widely accepted design standard, such as Building for Life, in shaping and assessing basic design principles - and make clear that this should be reflected in plans and given weight in the planning process?

Using land more efficiently for development

Question 13

Do you agree with the proposals to amend national policy to make clear that plans and individual development proposals should:

- a) make efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting identified housing needs?;
- b) address the particular scope for higher-density housing in urban locations that are well served by public transport, that provide opportunities to replace low-density uses in areas of high housing demand, or which offer scope to extend buildings upwards in urban areas?;
- c) ensure that in doing so the density and form of development reflect the character, accessibility and infrastructure capacity of an area, and the nature of local housing needs?;
- d) take a flexible approach in adopting and applying policy and guidance that could inhibit these objectives in particular circumstances, such as open space provision in areas with good access to facilities nearby?

Question 14

In what types of location would indicative minimum density standards be helpful, and what should those standards be?

Question 15

What are your views on the potential for delivering additional homes through more intensive use of existing public sector sites, or in urban locations more generally, and how this can best be supported through planning (using tools such as policy, local development orders, and permitted development rights)?

Providing greater certainty

Question 16

Do you agree that:

- a) where local planning authorities wish to agree their housing land supply for a one-year period, national policy should require those authorities to maintain a 10% buffer on their 5 year housing land supply?;
- b) the Planning Inspectorate should consider and agree an authority's assessment of its housing supply for the purpose of this policy?
- c) if so, should the Inspectorate's consideration focus on whether the approach pursued by the authority in establishing the land supply position is robust, or should the Inspectorate make an assessment of the supply figure?

Question 17

In taking forward the protection for neighbourhood plans as set out in the Written Ministerial Statement of 12 December 2016 into the revised NPPF, do you agree that it should include the following amendments:

- a) a requirement for the neighbourhood plan to meet its share of local housing need?;
- b) that it is subject to the local planning authority being able to demonstrate through the housing delivery test that, from 2020, delivery has been over 65% (25% in 2018; 45% in 2019) for the wider authority area?
- c) should it remain a requirement to have site allocations in the plan or should the protection apply as long as housing supply policies will meet their share of local housing need?

Deterring unnecessary appeals

Question 18

What are your views on the merits of introducing a fee for making a planning appeal? We would welcome views on:

- a) how the fee could be designed in such a way that it did not discourage developers, particularly smaller and medium sized firms, from bringing forward legitimate appeals;
- b) the level of the fee and whether it could be refunded in certain circumstances, such as when an appeal is successful; and
- c) whether there could be lower fees for less complex cases.

Ensuring infrastructure is provided in the right place at the right time

Question 19

Do you agree with the proposal to amend national policy so that local planning authorities are expected to have planning policies setting out how high quality digital infrastructure will be delivered in their area, and accessible from a range of providers?

Question 20

Do you agree with the proposals to amend national policy so that:

the status of endorsed recommendations of the National Infrastructure Commission is made clear?; and
authorities are expected to identify the additional development opportunities which strategic infrastructure improvements offer for making additional land available for housing?

Greater transparency through the planning and build out phases

Question 21

Do you agree that:

- a) the planning application form should be amended to include a request for the estimated start date and build out rate for proposals for housing?
- b) that developers should be required to provide local authorities with basic information (in terms of actual and projected build out) on progress in delivering the permitted number of homes, after planning permission has been granted?
- c) the basic information (above) should be published as part of Authority Monitoring Reports?
- d) that large housebuilders should be required to provide aggregate information on build out rates?

Sharpening local authority tools to speed up the building of homes

Question 22

Do you agree that the realistic prospect that housing will be built on a site should be taken into account in the determination of planning applications for housing on sites where there is evidence of non-implementation of earlier permissions for housing development?

Question 23

We would welcome views on whether an applicant's track record of delivering previous, similar housing schemes should be taken into account by local authorities when determining planning applications for housing development.

Question 24

If this proposal were taken forward, do you agree that the track record of an applicant should only be taken into account when considering proposals for large scale sites, so as not to deter new entrants to the market?

Question 25

What are your views on whether local authorities should be encouraged to shorten the timescales for developers to implement a permission for housing development from three years to two years, except where a shorter timescale could hinder the viability or deliverability of a scheme? We would particularly welcome views on what such a change would mean for SME developers.

Improving the completion notice process

Question 26

Do you agree with the proposals to amend legislation to simplify and speed up the process of serving a completion notice by removing the requirement for the Secretary of State to confirm a completion notice before it can take effect?

Question 27

What are your views on whether we should allow local authorities to serve a completion notice on a site before the commencement deadline has elapsed, but only where works have begun? What impact do you think this will have on lenders' willingness to lend to developers?

Question 28

Do you agree that for the purposes of introducing a housing delivery test, national guidance should make clear that:

- a) The baseline for assessing housing delivery should be a local planning authority's annual housing requirement where this is set out in an up-to-date plan?
- b) The baseline where no local plan is in place should be the published household projections until 2018/19, with the new standard methodology for assessing housing requirements providing the baseline thereafter?
- c) Net annual housing additions should be used to measure housing delivery?
- d) Delivery will be assessed over a rolling three year period, starting with 2014/15 - 2016/17?

Question 29

Do you agree that the consequences for under-delivery should be:

- a) From November 2017, an expectation that local planning authorities prepare an action plan where delivery falls below 95% of the authority's annual housing requirement?;
- b) From November 2017, a 20% buffer on top of the requirement to maintain a five year housing land supply where delivery falls below 85%?;
- c) From November 2018, application of the presumption in favour of sustainable development where delivery falls below 25%?;
- d) From November 2019, application of the presumption in favour of sustainable development where delivery falls below 45%?; and
- e) From November 2020, application of the presumption in favour of sustainable development where delivery falls below 65%?

Question 30

What support would be most helpful to local planning authorities in increasing housing delivery in their areas?

Changing the definition of affordable housing

Question 31

Do you agree with our proposals to:

- a) amend national policy to revise the definition of affordable housing as set out in Box 4?;
- b) introduce an income cap for starter homes?;
- c) incorporate a definition of affordable private rent housing?;
- d) allow for a transitional period that aligns with other proposals in the White Paper (April 2018)?

Increasing delivery of Affordable Home ownership products

Question 32

Do you agree that:

- a) national planning policy should expect local planning authorities to seek a minimum of 10% of all homes on individual sites for affordable home ownership products?
- b) that this policy should only apply to developments of over 10 units or 0.5ha?

Question 33

Should any particular types of residential development be excluded from this policy?

Sustainable development

Question 34

Do you agree with the proposals to amend national policy to make clear that the reference to the three dimensions of sustainable development, together with the core planning principles and policies at paragraphs 18-219 of the National Planning Policy Framework, together constitute the Government's view of what sustainable development means for the planning system in England?

Meeting the challenge of climate change

Question 35

Do you agree with the proposals to amend national policy to:

- a) Amend the list of climate change factors to be considered during plan-making, to include reference to rising temperatures?
- b) Make clear that local planning policies should support measures for the future resilience of communities and infrastructure to climate change?

Flood Risk

Question 36

Do you agree with these proposals to clarify flood risk policy in the National Planning Policy Framework?

Noise and other impacts on new developments

Question 37

Do you agree with the proposal to amend national policy to emphasise that planning policies and decisions should take account of existing businesses when locating new development nearby and, where necessary, to mitigate the impact of noise and other potential nuisances arising from existing development?

Onshore wind energy

Question 38

Do you agree that in incorporating the Written Ministerial Statement on wind energy development into paragraph 98 of the National Planning Policy Framework, no transition period should be included?

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	12
TITLE:	COMMUNITY SOLAR PROJECT - UPDATE AND OUTCOMES OF PROJECT		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	SUSTAINABILITY	WARDS:	ALL
LEAD OFFICER:	BEN BURFOOT	TEL:	0118 9372232
JOB TITLE:	SUSTAINABILITY MANAGER	E-MAIL:	ben.burfoot@reading.gov.uk

1.0 EXECUTIVE SUMMARY

- 1.1 This report seeks to inform the Committee of the progress made in establishing Reading Community Energy Society Ltd. (RCES).
- 1.2 In 2016 a new organisation called Reading Community Energy Society (RCES) was launched. The Society was formed in order to install renewable energy owned by and for the benefit of the community.
- 1.3 RCES's mission is to help reduce climate change emissions, by helping local communities to benefit from the local generation of clean energy.
- 1.4 Reading Community Energy Society was created by local volunteers, known as the Berkshire Energy Pioneers, the local council and Energy4All who have over 12 years' experience in the community green energy sector.
- 1.5 Over the three months of July, August and September 2016, solar panels were installed on a range of community buildings including places of worship, community, council and charity buildings. Just under 700 solar panels were installed, reducing carbon emissions by approximately 82 tonnes per annum, or 1679 tonnes over twenty years.
- 1.6 Energy from the solar panels is sold to host buildings at a price of 8p per kWh, with the price fixed for 20 years. This price was set to be less than existing tariffs and to offer good value in the future when energy prices are expected to be higher.

- 1.7 The panels have been funded by the people of Reading and renewable energy supporters nationwide. In May 2016 a share offer was launched to install the solar panels. The share offer was fully subscribed within two weeks. Over 120 people invested over £224k in the project. This is the first scheme of its kind in Reading. The Council purchased 10,000 (£1) shares.
- 1.8 The Society works on the basis of the shareholders receiving an initial return of 5% p/a to members of the Society.
- 1.9 Any further proceeds will be fed into a community benefit fund. The Community Benefit fund is predicted to yield £132k over the 20 years of the project to be spent on local sustainability and energy efficiency projects.
- 1.10 The Society is governed by eight directors including two nominated Councillors.
- 1.11 The Local Strategic Partnership supported the establishment of the Society, enabling more funding to be available for the Community Benefit fund.
- 1.12 The Council is hosting systems on four of its sites.

2.0 RECOMMENDATIONS

- | |
|--|
| 2.1 That the Strategic Environment Planning and Transport Committee note the launch of Reading Community Energy Society Ltd. and endorse its activities. |
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3.0 BACKGROUND AND DETAILS OF SCHEME

- 3.1 In August 2015, the Government announced that it was dramatically reducing the subsidies available for photovoltaic solar panels called Feed-in-Tariff (FiT). However, an exemption for community schemes was subsequently announced. The Council joined forces with a local group, the Berkshire Energy Pioneers, to work with an organisation called Energy4All to pre-register 28 buildings to comprise a community solar scheme.
- 3.2 The Strategic Environment Planning and Transport Committee on 24th November 2015 agreed to lease RBC owned building roofs to Reading Community Energy Society in order to install solar panels using capital raised by a public share offer [Link to report](#).
- 3.3 The scheme did not require capital funds from RBC but raised funds through community share issued by 'Reading Campus Community Energy' trading as 'Reading Community Energy Society Ltd' (RCES).
- 3.4 The Council nominated two Councillors to be appointed to the board of the partnership (of the total of eight board members). Currently there are three representatives from Berkshire Energy Pioneers, one member of the

Reading Climate Change Partnership (RCCP) and two members from Energy4All (E4A). Reading Borough Council has one unelected place on the board as 'community representative' under the rules of the Society and one elected place on the board as a shareholder. Elected board positions are re-elected in thirds each year.

- 3.6 The capital finance was raised through the share offer, which was launched in May 2016 and which raised the capital in a period of less than two weeks. Investing in the scheme gives shareholders an estimated initial return on investment of 5% per annum. After shareholder returns and annual costs any surplus funds are paid into the Community Benefit fund.
- 3.7 The Local Strategic Partnership also made a contribution to the Society, which covered set up costs as well as providing a ring fenced up-front community benefit fund which can be used to support local community capital expenditure projects from the outset.
- 3.8 Energy4All provides project management, strategic and administrative support to the board. They also managed the launch and share offer and the install of the solar panels. Their involvement will continue while the FIT payment is in place and for the duration of the leases (20 years).
- 3.9 Members of the board have agreed the financial model which pays a proportion of the profit to shareholders and the balance is made available for the community benefit fund. The fees payable to E4A were agreed through the Service Agreement and Development Agreement.
- 3.11 The profits of the organisation will be used to fund local charitable activities. In the Society rules it states that the objectives of the organisation are to carry out:
 - The conservation of energy through advice on energy efficiency including energy efficient products and the supply of energy efficient products;
 - The generation of income to provide grants to community organisations in the locality of any energy project supported by the Society;
 - The promotion of awareness of environmental and related Issues and support for educational initiatives related to renewable energy; and
 - Enabling the local and wider community to share in the ownership of, and reinvest in, renewable and low carbon energy generation and energy efficiency initiatives.
- 3.12 RBC have supported the development of RCES through support and advice provided by its officers, by providing host buildings for solar panels, by actively publicising the share offer, by providing elected Council members to take positions on the board and by providing funds in exchange for

shares. This has been beneficial to the reputation and ultimately to the success of the scheme.

3.13 RCES's mission is to help reduce climate change causing emissions and to help local communities to benefit from this local generation of clean energy. In order to do this the Society intends to be an ethical, community-based, profitable social enterprise. It will enable Members to make a tangible commitment to mitigate climate change, to receive a fair return and to benefit their local community.

3.14 Over the three months of July, August and September 2016, solar panels were installed on ten community buildings (with one additional scheme installed in January) including places of worship, community and council buildings and charity headquarters in and around Reading. A total capacity of 176kWp, totalling just under 700 solar panels was installed. The solar panels will create an estimated 161,000 kWh of electricity per annum reducing carbon emissions by an estimated 82 tonnes per annum, or 1636 tonnes over twenty years.

3.15 Table 1 - Details of Solar Arrays Installed under the Scheme.

Building	Installed capacity kWp (approx. no. panels)	Energy generation kWh p.a.	Carbon emission reduction tCO ₂ p.a.
Acre Business Park (3 roofs)	19.0 (73)	15829	7.92
Lifespring	37.4 (144)	30813	15.42
Milestone	18.7 (72)	17709	8.86
Just Around the Corner	10.9 (42)	9653	4.83
Central Library	28.9 (111)	26588	13.3
Amersham Road Community Centre	26.3 (101)	25661	13.6
Truefood Coop	13.8 (53)	12159	6.44
Latin Link	2.6 (10)	2457	1.23
Reading Community Church (Meadway)	11.4 (44)	9289	4.65
RISC	4.3 (16)	4152	2.2
St Birinus	7.8 (30)	6731	3.37
Total	176 (696)	161,041	81.82

4.0 CONTRIBUTION TO STRATEGIC AIMS

4.1 The scheme contributes to the following strategic aims:

- Keeping the town clean, safe, green and active;
- Providing infrastructure to support the economy; and
- Remaining financially sustainable to deliver these service priorities.

5.0 COMMUNITY ENGAGEMENT AND INFORMATION

5.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".

5.2 Community engagement has been considered in the development of the solar community scheme in particular in promoting the share offer to a cross section of society so all Reading people feel involved and benefit from the scheme.

5.3 Once the scheme is running, shareholders have one member vote each at the AGM to elect board members from the membership of RCES.

6.0 EQUALITY IMPACT ASSESSMENT

6.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

6.2 An Equality Impact Assessment has been completed.

7.0 LEGAL IMPLICATIONS

7.1 Reading Campus Community Energy Society is registered with Companies House and the Financial Conduct Authority (Registration Number 7156 registered on 03 July 2015). The Directors have been changed to the new Directors detailed in in paragraph 3.5 above.

7.2 RCES is a Society governed by the rules (appendix 1) as set out and agreed by its directors. It is a separate organisation from Energy4All who developed and administer the scheme and who sit on the Board of Directors.

7.3 The services provided by Energy4All and the charges levied are set out in the Service Agreement between RCES and Energy4All.

7.6 The Council has set out in Heads of Terms the lease arrangements which will be incorporated into leases drawn up between Reading Borough Council the Lessor and RCES, the Lessee.

8.0 FINANCIAL IMPLICATIONS

8.1 Under the scheme, the host buildings benefit from fixed, low cost energy (8 pence per kWh) for the lifetime of the scheme (20 years) which forms part of the income of RCES. The other incomes will be the FiT for 20 years and the export tariff for 25 years.

8.2 The financial benefits to the Council are i) The securing of a favourable price for energy supplied fixed for 20 years. ii) interest on RBC owned shares and iii) the ownership of the Solar PV system after 20 years and supply of free electricity for the remaining life of the system.

8.3 Other hosts of systems benefit in the same way as above but may not own shares and therefore would not derive incomes from this. A small number of the sites were provided with zero cost energy to assist with their running costs.

8.4 The cost of the scheme has been met through the share offer and the financial benefits are therefore to the shareholders, but also benefit building owners and the local community activities that are supported by the scheme.

8.5 RBC invested £10,000 in shares.

8.6 The Local Strategic Partnership provided funding of £67,402 to the RCES using its Capital Local Area Agreement Performance Reward Grant. As these funds are capital, only certain costs can be met. The remaining funds will additional capital support for expenditure on community benefit projects. The conditions and the auditing processes relating to this funding has been provided to RCES.

9.0 BACKGROUND PAPERS

9.1 Report to committee - scheme and leases - [Link](#).

9.2 www.readingenergy.coop

9.3 Photographs of panels www.readingenergy.coop/gallery

9.4 Report to committee shares - [link](#)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	13
TITLE:	HIGHWAY MAINTENANCE POLICY		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report sets out details to update and amalgamate existing Highway Policies and Working Practices into a single Highway Maintenance Policy document.

2. RECOMMENDED ACTION

- 2.1 That the Committee adopt the Highway Maintenance Policy.
- 2.2 That the Committee delegate authority to the Head of Transportation & Streetcare in consultation with the Lead Member for Strategic Environment Planning & Transport, the Head of Finance and the Head of Legal & Democratic Services to make minor amendments to the Highway Maintenance Policy.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

- 4.1 The Council has several stand-alone Highway Maintenance Policies and Working Practices and this report aims to update and amalgamate them into a single Highway Maintenance Policy document.
- 4.2 The Council is committed to meeting legislative requirements and guidance in respect of the public realm and highway maintenance standards. Responsibility for maintaining these standards rests with the Council, in its capacity as the Local Highway Authority, but affects everyone living, working and visiting the Borough.
- 4.3 Section 41 of the Highways Act 1980 places a duty on Reading Borough Council as Local Highway Authority to maintain public highway land, so far as reasonably practicable.
- 4.4 The duty extends to include applications and issuing licences for the following on the public highway, under the Highways Act 1980:

LICENCE	HIGHWAYS ACT 1980 SECTION
4.4.1 Advertising ('A' Boards)	Section 115E (Appendix 1)
4.4.2 Vehicle Crossings	Section 184 (Appendix 2)
4.4.3 Disabled Bays	Section 115 (Appendix 3)
4.4.4 Access Protection Markings	Section 115 (Appendix 4)
4.4.5 Placing of skips	Section 139 (Appendix 5)
4.4.6 Excavate and store materials	Section 171 (Appendix 6)
4.4.7 Oversail the Highway	Section 177 (Appendix 7)
4.4.8 Hoarding & Scaffold	Sections 169 & 172 (Appendix 8)
4.4.9 Private Sewers	Section 50 (Appendix 9)
4.4.10 Private Structures	Section 115 (Appendix 10)
4.4.11 Planting	Section 142 (Appendix 11)
4.4.12 Obstructions	Sections 143 & 149 (Appendix 12)
4.4.13 Cranes	Section 178 (Appendix 13)

- 4.5 Mirrors on the public highway have historically been strictly controlled and required official authorisation from the Department for Transport (DfT). The DfT have now devolved such powers to Local Councils and a mirror is now defined as a prescribed sign under 'The Traffic Signs Regulations and General Directions 2016 (TSRGD)'. A Council policy on mirrors will form part of an updated 'Traffic Management Policies and Standards - A Policy Document (November 2010)' which is currently being reviewed. An appropriate report will be presented to a future Traffic Management Sub-Committee.

4.6 'A' Board advertising on the public highway (Amended)

4.6.1 Current position

A policy to control 'A' Boards on the public highway was proposed and adopted in March 2011. Applications have been considered and assessed in accordance with the 'spirit' of the policy requirements/conditions but no licences have been issued. Although the Policy included a provision to charge an application fee of £75 and an annual charge of £75 to cover administration, regulation and site inspection costs, these fees/charges have not been applied.

4.6.2 The Proposal

With recent changes in Local Authority funding associated with Central Government's austerity programme a review of highway related fees/charges has been carried out and it will now be necessary to apply the fees/charges for 'A' Boards placed on the public highway. The original fees/charges agreed in March 2011 have been benchmarked against other Local Authorities as part of the review exercise. It is proposed to reduce them to £60 for the original application (which includes the first annual licence fee of £50) and a further £50 annual licence fee, reflecting the actual costs incurred in administering the application and regulating them on the public highway. The intention is to effectively regulate the placing of 'A' Boards on the public highway to ensure public safety, especially for visually impaired pedestrians, wheel chair/mobility scooter users and for pushchairs/prams.

4.6.3 Benchmarking

The benchmarking exercise has been carried out with comparable Local Authorities on the fees charged for 'A' Boards on the public highway. The results are shown in Appendix 1 (Table 1).

4.6.4 Removal and Storage of Unauthorised

The Council currently charges £105 for the removal and storage of unauthorised 'A' Boards. This charge is reviewed as part of the overall Council review of fees/charges.

4.7 Vehicle Crossings

4.7.1 Current Position

The Council receives many applications for vehicle crossings. These are assessed in accordance with various criteria/requirements required by the Council. The Council's criteria/requirements, which have been in place for several years, have previously been benchmarked against other Local Authorities and are in line with good practice, guidelines and standards.

4.7.2 The Proposal

A review has been carried out of the vehicle crossing criteria/requirements, as well as the standard letter/application form sent to applicants, with further clarification included where appropriate.

As part of the review exercise, it should be noted that there is specific reference to Council maintained grass verge areas and where such areas would be affected by a vehicle crossing application. The loss of sizeable areas of grass verge (permeable surface/natural soakaway) within the highway domain can have implications with drainage, potentially aggravating highway drainage issues. In addition, the loss of grass verge/green open space areas can have a considerable negative visual impact on the local environment and street scene. The loss of such amenity is considered unacceptable and, for this reason alone, a vehicle crossing application will be refused. Where there is just a small area of grass verge affected by an application, this will be identified through the assessment process and dealt with accordingly, as specified in the criteria/requirements of the Vehicle Crossing Policy.

The criteria/requirements for vehicle crossing applications and the standard letter/application form sent to applicants are shown in Appendix 2.

4.8 The remaining items listed in 4.4 (4.4.3 to 4.4.13) are existing Highway Licences that the Council issues and have been produced through good practice, benchmarking and legislation. (Appendices 3 to 13 refer).

4.9 An annual review of the Streetcare Highway Policy will be carried out.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Policy will contribute to the Council's Corporate Plan 2016 - 2019 priorities:

- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Highway Maintenance Policy and Appendices 1 to 13 will be available on the Council's website.

7. EQUALITY IMPACT ASSESSMENT

7.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 The Council's existing Highway Maintenance Policies and Working Practices are being updated and amalgamated into a single Highway Maintenance Policy document. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

8. LEGAL IMPLICATIONS

8.1 The principal legislation covering the Highway Maintenance Policy is contained within the Highways Act 1980.

9. FINANCIAL IMPLICATIONS

9.1 There are no financial implications to the Council associated with this report. All operational costs associated with the Highway Maintenance Policy are contained within the existing fully funded Revenue Budgets.

9.2 The Council regularly reviews its Fees & Charges which will include the Licences issued in relation to this Highway Maintenance Policy, as listed in Section 4.4 of this report.

10. BACKGROUND PAPERS

10.1 Highways Act 1980

10.2 'A' Board Policy Report March 2011

10.3 Traffic Management Policies and Standards - A Policy Document (November 2010)

11. APPENDICES

11.1 Advertising ('A' Boards) (Appendix 1)

11.2 Vehicle Crossings (Appendix 2)

11.3 Disabled Bays (Appendix 3)

11.4 Access Protection Markings (Appendix 4)

11.5 Placing of skips (Appendix 5)

11.6 Excavate and store materials (Appendix 6)

11.7 Oversail the Highway (Appendix 7)

11.8 Hoarding & Scaffold (Appendix 8)

11.9 Private Sewers (Appendix 9)

11.10 Private Structures (Appendix 10)

11.11 Planting (Appendix 11)

11.12 Obstructions (Appendix 12)

11.13 Cranes (Appendix 13)

READING BOROUGH COUNCIL 'A' BOARD POLICY APPLICATION PROCESS AND CONDITIONS

INTRODUCTION:

Reading Borough Council as the Local Highway Authority has a duty to ensure that pedestrians have a clear, safe route along pavements and walkways.

'A' Boards displayed on the public highway can be considered unsightly, make an area look cluttered and less attractive and have a negative impact on the street scene. 'A' Boards also create problems for users of the public highway who are visually impaired, especially for visually impaired pedestrians, those with mobility difficulties, wheel chair/mobility scooter users and for pushchairs/prams.

The Council appreciates and understands that businesses need to promote their services and custom, but this cannot be done without careful consideration being given to passing pedestrians and the effect on the street scene and local economy.

By Licencing 'A' Boards a uniformed approach can be taken to minimise the risk to users of the public highway by ensuring that they are considerably placed where there is reduced danger to pedestrians or where they could cause an obstruction.

Our aim is to assist in enhancing the economic sustainability of the Town Centre and the Borough while not causing a negative impact on the street scene.

Under the Highways Act 1980 sections 143 & 149 it is an offence to obstruct the highway. Legislation allows Local Highway Authorities to implement and adopt licensing schemes on the public highway.

POLICY:

The 'A' Board policy relates to advertising and similar boards that will be placed on the public highway, both with or without permission. An 'A' Board includes any type of free standing adverts/directional signs/information signs and inanimate characters.

The "Highway" includes footways, footpaths, paved areas and pedestrianised areas within the public highway domain. This policy does not include 'A' Boards sited on privately owned land.

APPLICATION PROCESS:

Applications for an 'A' board Licence can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.

You must obtain permission from Reading Borough Council prior to placing any 'A' Board on the public highway.

Please Note: Licences are only valid for 1 year and are not transferable. (Section 115E of the Highways Act 1980, section 224 of the Town and Country Planning (control of Advertisements) Regulations 1992)

Year 1 - A fee of £60 is charged for each application and this includes the first year licence fee of £50.

Year 2 (and subsequent years) - An annual fee of £50 will be charged per licence.

Annual licences are valid from 1st April to the 31st March the following year (or part thereof).

The applicant should complete and submit the on-line application form and upload the following information:

- a) The exact location of the 'A' Board including a scale drawing indicating where the A-Board will be placed in relation to the premises and where the entrance and exits are to the building. The dimensions of the 'A' Board, the width of the pavement, proximity to the kerb and distance to other street furniture (e.g. telephone kiosks, benches, street lighting columns, sign posts, litter bins and pavement cafés).
- b) Attach a colour photo or illustration of the proposed location of the 'A' Board.
- c) A copy of the business's current Public Liability Insurance Certificate/ Policy which will need to provide cover of £5,000,000 (minimum).
- d) Payment of the application fee (non-refundable).

If the application is for an 'A' Board positioned on the frontage of the premises other Council Departments will be consulted prior to permission being granted. If the 'A' Board is positioned away from the frontage other Council Departments as well as businesses whose premises have frontage to the proposed location of the 'A' Board will be given the opportunity to comment as required by legislation.

The needs of other highway users will also be taken into consideration e.g. vehicular access, pedestrian flow and the effect of 'A' Boards on the environment and other businesses.

If no objections are received and the 'A' Board' meets all of the required criteria a licence will be issued and will be valid until the 31st March of the current Financial Year.

If the Council receive any relevant/valid objections then they will consider them and determine whether to grant or refuse a licence. The application may take up to 4 weeks to process and you must not display any 'A' Board outside your premises until the Licence has been issued.

The Licence must be renewed annually and a reminder will be sent to the applicant at least 4 weeks before the expiry date of an existing licence and must be renewed before the expiry date. The cost of the renewal licence is currently £50.

Reading Borough Council reserves the right to refuse consent to any 'A' Board application. This decision will be final with no right of appeal.

CONDITIONS:

1. 'A' Boards will normally be licensed for outside the premises applying for the Licence.
2. Advertising must relate to the business that holds the Licence.
3. 'A' Boards shall not be attached to any street furniture.
4. 'A' Boards shall not be left out on the public highway outside the agreed hours of the issued licence.
5. An ideal clear, unobstructed remaining footway width of 2 metres shall be maintained.
6. Only one (1 No.) 'A' Board will be allowed per premises and shall relate to the normal business carried out by the applicant.
7. No rotating signs or signs on wheels or trailer type devices will be licenced.
8. 'A' Boards must not lean or be propped against a wall, be attached to trees, street furniture or other items on the public highway.
9. 'A' Boards will not be permitted on grass verges, central reservations, roundabouts, pedestrian safety refuges and other areas of the public highway where it could create a road traffic hazard, obstruct sightlines/visibility splays, or affect the maintenance of the area.
10. Where a business has a private forecourt adjacent to the public highway, an 'A' Board must fully remain on this private forecourt area and will not require a licence as it is not on the public highway.
11. The Council will first consult with the applicant if an 'A' Board is located inappropriately and/or in an unacceptable condition. (Failure to comply with the Council's reasonable instruction will result in the

removal of the 'A' Board by the Council and all costs recharged to the applicant).

12. 'A' Boards shall be fit for purpose, stable, robust and well maintained. It should appear to be professionally made and sign written. Offensive content will not be permitted.
13. 'A' Boards should not exceed 0.6 square metres with a maximum base width of 0.6 metres and no higher than 1.0 metres above ground level.
14. The 'A' Board must be 2 sided of the 'feet' type where the base is the widest part of the board so that it has a solid element just above ground level which is detectable by a visually impaired person using a cane. The frame and base/'feet' shall have a contrasting colour to the highway surface to ensure maximum visibility.
15. The 'A' Board should preferably be positioned adjacent to the applicant's premises ensuring that a clear, unobstructed remaining footway width of 2.0m is maintained.
16. The 'A' Board Licence shall be made available for inspection by a Council Officer as and when requested.
17. Any liability arising from an incident or damage involving an 'A' Board remains with the owner of the 'A' Board.
18. 'A' Boards shall not be displayed without prior permission from Reading Borough Council. (Failure to comply with the Licence conditions will result in the removal of the 'A' Board by the Council and all costs recharged to the applicant).

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL VEHICLE CROSSING POLICY

1. Applications for a vehicle crossing can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. The Vehicle hard-standing area on property frontage should have minimum dimensions of at least 2.4m wide (along the boundary entry point) and a minimum 4.8m length (this is the minimum depth of property frontage required). Note: This is a minimum requirement; a greater size may be required to accommodate larger vehicles. A greater distance /depth may also be required to allow for property access/doorways etc. The vehicle hard-standing should be constructed before, or at the same time as the vehicle crossing is constructed. It is not permitted for vehicles to overhang the public highway as this can constitute an obstruction of the public highway under the Highways Act 1980.
3. Some roads are classified as traffic sensitive and may not be suitable for a vehicle crossing. If your property is on a classified road, the new access will require planning permission before any work can be carried out and Development Control and/or Planning will be consulted as appropriate.
4. If the proposed vehicle crossing is in a road where there is a formalised on-street parking scheme and/or Traffic Regulation Order in place, Network Management will be consulted as appropriate.
5. The entrance width/opening to the property frontage should be suitable for vehicle(s) to be able to park on hard-standing(s) perpendicular on property frontage (as explained in point 1 above). Entrance width/opening needs to be wide enough so that vehicles do not 'bump up' full height kerbs.
6. A vehicle crossing should be a minimum distance of 10m away from a junction.
7. Visibility splays/sight lines should be acceptable to ensure safe access/egress from property.
8. If any tree and/or root system would be affected by the proposed vehicle crossing, Planning and Parks will be consulted as appropriate.

9. The total continual length of dropped kerb (including where shared with neighbouring property, ideally should not exceed 10m. Note: in situations where it would be greater than 10m, the decision on whether or not to approve will be at the Council's discretion.
10. In situations where a neighbouring property already has an established historical/legal vehicle crossing and there is insufficient space/gap between the crossings to install 'transition kerbs' and 'full-height kerbing infill', it may be necessary to extend the existing dropped kerb from the neighbouring property to create the new vehicle crossing ('transition kerbs' laid back to back are not normally accepted). This will depend on the location of the proposed vehicle crossing in relation to the neighbouring existing vehicle crossing. Effectively such a situation creates a shared vehicle crossing rather than two separately defined vehicle crossings. This will be at the Council's discretion.
11. Water run-off from private property onto the public highway is not permitted. An appropriate method of drainage needs to be provided within the property curtilage including the use of suitable permeable surfacing materials.
12. Planning permission is required for any hard standing (new or repair/replacement) at a property that is constructed of a non-porous material (tarmac, concrete or brick paving) in excess of 5 square metres and does not have surface water run off to a permeable or porous area within the boundaries of the property, e.g. lawn. Hard standing at other properties (including flats) is likely to require planning permission regardless of the proposed material (except some industrial/warehouse uses). It is recommended that you contact Planning on (0118) 937 3787 if you require further information. If you do not meet these requirements, planning permission will be required **before** any work can be carried out. (A copy of the planning permission will be required).
13. If gravel is to be used as a permeable surfacing material to the hard-standing, a non-gravel apron/strip is required across the entrance width/opening on the private property frontage to prevent the gravel from migrating onto the public highway.
14. Vehicle crossing applications will not be approved in locations where there would be a substantial loss of public highway/Council maintained grass verge and/or have a detrimental effect on the local environment/street scene.

15. In situations where a very small, insignificant area of public highway /Council maintained grass verge is considered for removal, it will need to be replaced by a suitable permeable bituminous/tarmacadam material appropriate for use on the public highway and approved by the Council. This material will be applied to all of the crossing area.
16. Street furniture (e.g. sign posts, street lighting columns) should be a minimum distance of 1.0m from a vehicle crossing (top of transition kerb) to reduce risk of damage from turning vehicles. Note: where it is considered feasible/agreed by the Council to relocate/reposition street furniture/utility equipment so as not to impede a vehicle crossing, all costs associated with such work to be charged to vehicle crossing applicant and included in the cost estimate.
17. Edging kerb or similar approved will normally be required as a demarcation between the back of footway/highway boundary and property frontage boundary.
18. Utility covers/manhole covers within a vehicle crossing should be to the required specification/standard for vehicles to override (to be supplied by the relevant utility company as required). All work to utility covers/boxes/chambers should be carried out by relevant utility company (e.g. cover supply replacement/adjustment/ lowering etc.) to ensure that work is carried out in accordance with utility company's requirements, specification and standards. Utility mains/services/equipment and plant may require lowering/repositioning/replacing as a result of a vehicle crossing application. Again, all such work will be carried out by the relevant utility company. The cost(s) for any utility works required will be charged to the vehicle crossing applicant and included in the cost estimate.
19. Kerbing to vehicle crossings to match existing general 'kerb type' in the road where possible/practicable (e.g. granite kerbs/setts/conservation kerbs).
20. Where an Access Protection Marking (APM) is to be installed, it will extend to the whole length/width of the vehicle crossing (from top of transition kerb to top of transition kerb), including across the whole length/width of shared vehicle crossings. It will not be permitted to install an APM to part/half of a vehicle crossing, even where there is a shared vehicle crossing (Refer to Council's Access Protection Marking Policy).
21. There may well be other site specific factors/requirements which need to be taken into account with a vehicle crossing application. These will be

identified and considered as appropriate and will be at the Council's discretion.

22. All of the above vehicle crossing criteria will be considered as part of the site assessment.
23. The Council's decision on a vehicle crossing application is final, in its capacity as the Local Highway Authority.
24. The vehicle crossing application fee is non-refundable. Applicants are advised to first check that their application meets the various criteria of this vehicle crossing policy before submitting it to the Council.
25. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken.

READING BOROUGH COUNCIL DISABLED BAYS

1. Applications can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. Please be advised ALL valid documents must be received. An incomplete application form will not be processed and may result in your application being rejected.
3. Reading Borough Council provides advisory Disabled Box markings to those individuals who meet ALL of the following criteria. The applicant is a:
 - 3.1. Valid blue disabled badge holder, (if you are not in possession of one and believe you are entitled to one, please apply online at <http://www.reading.gov.uk>). Please do not continue with your request for a disabled box until you receive confirmation that you will receive a blue disabled badge.
 - 3.2. Car owner or is registered at the same address as the car owner.
 - 3.3. Lives at the address to which the disabled box marking relates.
 - 3.4. Resides in a property with no off street parking, i.e. driveway or garage.
 - 3.5. Experiences difficulty in parking on street near their home.
 - 3.6. Have a disability that causes difficulty in walking more than very short distances.
4. The disabled box marking **cannot** be provided where existing “No Waiting” parking restrictions are in effect. These may take the form of single or double yellow lines. Exceptions to this apply in the cases of residents parking bays, providing the owner and the vehicle are in possession of a valid residents permit, (If this applies, please provide a copy of parking permit), and limited waiting restrictions within which Blue Disabled Badge holders can park unrestricted.
5. You must inform us when the property is vacated or if there is a change in the applicant’s circumstances and the disabled box is no longer required. Please

note that we do occasionally carry out checks that the boxes are still required, and remove those that are no longer required.

6. Please fill out part 1 of the application form and ask your Doctor / Consultant / Occupational Therapist to fill out Part 2 if your Blue Badge was issued prior to April 1st 2012. You will be responsible for any fees or charges levied by your Doctor / Consultant / Occupational Therapist in respect of this application.
7. As part of the application you will need to upload confirmation of blue badge entitlement AND vehicle registration document (V5).
8. Please note that a disabled parking bay is not exclusive to the person for whom it has been provided. Any person who has a blue badge can park in a disabled parking bay at any time. Also the vast majority of disabled parking bays are advisory only, which means that a person without a blue badge who parks in a bay cannot be removed by the Police or Council. The scheme therefore, relies on the goodwill of all road users.
9. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken.

READING BOROUGH COUNCIL ACCESS PROTECTION MARKINGS

1. Applications can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. Where an Access Protection Marking (APM) is to be installed, it will extend to the whole length/width of the vehicle crossing (from top of transition kerb to top of transition kerb), including across the whole length/width of shared vehicle crossings. It will not be permitted to install an APM to part/half of a vehicle crossing, even where there is a shared vehicle crossing.
3. On receipt of your completed application form, we will arrange for a site visit to check suitability, including whether a Traffic Sensitive Street. Please note that not all roads are suitable for access protection markings and we may be required to consult with our Planning and Network Management Departments.
4. Once we have completed our inspection and assessment, we will then contact you to confirm if an access protection marking can be installed and advise you of applicable costs.
5. Please note: You may only have an access protection marking if your property has a legal vehicle access (i.e. Dropped Kerb).
6. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken.

READING BOROUGH COUNCIL PLACING OF SKIPS

1. Applications can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. Each skip shall be clearly and indelibly marked with the owner's name and with their telephone number or address.
3. Each skip shall be deposited on the carriageway/verge outside the mentioned premises and shall be positioned so that its longer sides are parallel to the edge of the carriageway and as near to the carriageway as is reasonably practicable and so that it does not impede the surface water drainage of the highway nor obstruct access to any manhole, or the apparatus of any statutory undertaker.
4. Where more than one skip is on the highway at any one time, the skips shall be positioned as closely as possible to each other but not so as to obstruct access to any premises unless the consent of the occupier of those premises has been obtained.
5. Each skip shall not exceed five metres in length by two metres in width.
6. Each skip or group shall, while on the highway, be marked, guarded and lit in accordance with the following requirements.
7. The ends of each skip (that is to say, the sides of the skip facing traffic on both directions when the skip is positioned as mentioned in Condition 2 above) shall be painted yellow and shall be attached vertical red and yellow fluorescent markings to a design complying with Regulations 16 & 17 and Schedule 18 of the Road Vehicles Lighting Regulations 1984. The markings shall comply with BS AU 152:170 and must be marked with that number. The markings should be fitted as near as practicable to the top outer corner of ends of the skip, shall be 140-280mm wide and 350-700mm long and each marking shall have a minimum area of 980sq.cms.
8. Each skip shall be guarded by at least three traffic cones placed on the carriageway in an oblique line on the approach side of the skip. Where two or more skips are deposited in a row, so that the distance between adjacent skips does not exceed two metres, the row shall be guarded as if it were one skip.

9. At night (that is to say between half an hour after sunset and half an hour before sunrise) a red lamp shall be placed against or attached to each corner of the skip or the end corners of the row of skips where two or more skips are deposited in a row and the distance between adjacent skips does not exceed two metres. Each lamp shall have an illuminative power of not less than one candela and shall remain lit throughout the night.
10. No skip when standing in the highway shall contain any inflammable, explosive, noxious or dangerous material, which is likely to putrefy, or which otherwise is, or is likely to become, a nuisance to users of the highway.
11. No skip shall be used in such a way that any of its contents fall onto the highway, or that there is an escape of dust from the contents of the skip when standing on the highway.
12. Each skip shall be removed for emptying as soon, as is practicable and in any case not later than two working days after it has been filled.
13. No skip shall remain on the highway pursuant to this permission after the period of the permission has expired.
14. All materials placed in each skip shall be properly disposed of and the highway where the skip or skips have been deposited shall be left in a clean and tidy condition on the expiration of this permission.
15. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL EXCAVATE / STORE MATERIALS

1. Applications can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. SITE PLANS
 - 2.1. Upload detail scale drawings showing works location, the proposed area of excavation and the boundary of the landowners' property. Please ensure that this plan is to a sensible scale and shows nearby landmarks including any road junctions and nearby properties. The area of excavation and the property boundary **must** be clearly highlighted.
 - 2.2. In addition each plan **must** clearly show the signing and guarding to Chapter 8 of the Traffic Signs Manual that is to be used on site (i.e. showing traffic/pedestrian management) and estimated measurements of the works area.
3. INDEMNITY AND INSURANCE COVER
 - 3.1. All applicants wanting to carry out work on or in the public highway within the Borough of Reading **must** carry a valid public liability insurance cover of no less than **£10 Million**. Proof of valid public liability insurance cover must accompany each application.
 - 3.2. This insurance cover must indemnify the Council against any claim in respect of injury, damage or loss arising from the works. This insurance cover must be maintained from the commencement of the works on the highway up to the conclusion and acceptance by the Council of the permanent reinstatement following a 2 year guarantee.
 - 3.3. Please note that if more than one contractor/ company will be working on the highway (i.e. main contractor and reinstatement contractor) proof of insurance will be required for each.
 - 3.4. If any insurance cover is due to expire before the works are likely to be completed we will need to see evidence that it has been renewed. Delays

in providing this information **will** delay your application and proposed start date.

4. ACCREDITATION DETAILS

4.1. The New Roads & Street Works Act 1991 introduced a legal requirement for there to be a qualified supervisor in control of any work and for there to be at least one qualified operative at all times. In addition, each of the operatives carrying out work must be qualified for the tasks they are undertaking.

4.2. Failure to meet these requirements is a criminal offence.

4.3. Reading Borough Council, as the Street Authority, will not allow any works to proceed if you cannot provide evidence to show that your supervisor and operatives are suitably qualified. We will require copies of the Street Works Qualification Register (SWQR) cards for at least one Supervisor and one Operative who will be on site during the proposed works. These copies will need to clearly show the front and reverse of each card and certificates will not be sufficient.

4.4. Please note that if a card has expired or is likely to expire before completion of the works it **will not** be accepted.

Important notes: Supervisor qualifications cannot overrule or replace Operative qualifications. One person cannot cover both the role of Supervisor and the role of Operative at the same time. Neighbourhood Officers may arrive on site at any time to verify that all tasks that are being undertaken are done so by suitably qualified operatives. It is therefore a requirement that the Street Works Qualification Register card is carried at all times.

5. LICENCE FEE

5.1. The fee for this licence is applicable for the first 4 weeks and an additional fee per week thereafter will be applied.

5.2. Payment can be made online as part of the application process.

5.3. The licensee may become liable for defect charges in the event that they fail to fully comply with the requirements for reinstatements in the highway which may become apparent during the guarantee period.

SCHEDULE OF CONDITIONS SUBJECT TO WHICH THE LICENCE IS GRANTED

Standard Conditions

1. The Licensee must contact all relevant utility companies to obtain responses of what apparatus is present in the vicinity of the proposed area of works, A List of the utility Companies, statutory undertakers, to be consulted is attached.
2. The Licensee or person working on their behalf must ensure at all times that no damage occurs to any apparatus belonging to any statutory undertaker and access to their plant must be allowed at all times.
3. The Licensee or person undertaking the work on their behalf must comply with any directions given in writing by Reading Borough Council (the Council) with respect to the erection and maintenance of traffic signs in connection with the deposit or excavation.
4. The Licensee must ensure that the obstruction or excavation is properly fenced and adequately lighted at all times in accordance with the New Roads & Street Works Act 1991 Code of Practice.
5. If the licensee fails to comply with any direction given verbally or in writing by the Council and the Council is then required to undertake the necessary works, including reinstatement, all costs associated with the works will be payable by the Licensee.
6. All supervisors and operatives must hold a street works qualification register (SWQR) card for the tasks they are undertaking.
7. The Licensee shall indemnify the council against any claim in respect of injury, damage loss or third party claim with respect to the deposit or excavation.
8. The minimum amount of public liability insurance cover will be £10 Million in respect of any one claim and an unlimited number of claims.
9. The Licensee shall regulate the Works so as to minimise obstruction to vehicular and pedestrian traffic. Traffic management plans and the associated application forms should be completed and returned to the Council should a Temporary Traffic Regulation Order under section 14 of the Road Traffic Regulation Act be required. Should a Temporary Order be required sufficient notice should be provided in accordance with the Traffic Management Act 2004.
10. There will be 4 inspections carried out at the following stages :-
 - (i) Prior to works commencing

- (ii) During the progress of the work
 - (iii) At the completion of the works
 - (iv) At the end of the maintenance period
11. The Council has the right to withdraw and licence issued if any of these conditions are not adhered to.

DECLARATION

The Applicant must carefully read and accept the declaration.

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

HIGHWAYS ACT 1980 SECTION 171

Application for consent to deposit building materials and make excavations in the streets

Notes for Guidance

1. Definition of street: Any part of the verge, footway or carriageway within the borough boundary that is maintained at the public expense.
2. It is an offence Under Section 171 of the Highways Act 1980 to deposit materials on the street and make excavations in the street without obtaining consent from the Council.
3. The name and address of the landowner requiring the service is to be provided. This may be a private individual, a limited company or a partnership. If a partnership, the names and addresses of those persons in whom the land is vested are to be given. If a company, the registered office is to be given. If the land is vested in joint names then details of both persons are required.
4. Supervisors of street works shall be qualified to the standard prescribed in the Street Works (Qualifications of Supervisors and Operatives) regulations 1992 and from 5th August 1997 all operatives shall be so qualified. Follow the instructions within Section 6 of the application form.
5. The licensee shall ensure that he, or any contractor employed by him, shall be aware of the obligations placed on him by the various Codes of Practice and Regulations prescribed under the New Roads and Street Works Act 1991. In particular the licensee shall comply with the Specification for the Reinstatement of Openings in Highways.
6. The licensee shall also comply with the Code of Practice "Safety at Road Works and Street Works" and give details of proposed traffic management measures in section 3. If it is considered that a road closure may be required then early advice from the Council should be sought. A period of 6 weeks should normally be allowed for road closure applications and there will be additional costs to the licence.
7. The licence shall remain in force for the time agreed in the licence or licence extension or until such times the Council agree by means of a final inspection of the area.
8. The licence does not dispense the licensee from obtaining any other consent, licence or provision which may be required on the street.
9. The licence or consent is not transferable to any other party.

10. If the applicant is a contractor employed by the owner of the property for the consent, then the licence should be assigned to that property owner prior to the commencement of works.
11. A minimum period of 28 days should be allowed for the application to be processed.
12. It is the responsibility of the licensee to ensure that safe digging practice is met and that all reasonable measures are taken to locate and avoid any buried apparatus. The applicant must contact all relevant utility companies to obtain responses of what apparatus is in the vicinity of the proposed works prior to applying for the licence.

READING BOROUGH COUNCIL OVERSAIL THE HIGHWAY

Applications can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.

The applicant(s) should provide details of the property owner who will enter into the licence agreement. The applicant is to upload detail drawings showing the proposed oversail onto the public highway with minimum clearances, including cross sections.

Licences are subject to the following terms and conditions:-

1. The Structures shall be placed at a height of no less than three metres above the present ground level of the footway of the Highway and in the position shown on the Drawings but shall not project more than five metres from the facing wall of the Building
2. The erection of the Structures shall be executed in all respects to the satisfaction of the Council acting reasonably
3. The Licensees shall at no time (without the consent of the Council such consent not to be unreasonably withheld or delayed) during the use repair alteration or demolition of the Building materially interfere with the convenience of persons using the Highway or do anything which affects the rights of or the apparatus of any Statutory Undertakers or Public Utilities or the Post Office and at all such times as aforesaid the Licensees shall comply with all reasonable requirements of the Council for the retention of the Structures
4. The Licensees shall at its own expense repair or effect non-structural alterations to the Structures or procure the same in such manner as the Council may reasonably require if at any time the Council (in exercise of its statutory functions) reasonably considers such work necessary in connection with the carrying out of improvements or other works to the Highway for the purpose of securing the safety of persons using the Highway or of preventing interference with traffic thereon
5. The Licensees shall not carry out any repairs or alterations to the exterior of the Structures without the prior written consent of the

Council (such consent not to be unreasonably withheld or delayed) save in the case of emergency when formal consent shall not be required

6. The Licensees shall not carry out any works maintenance or cleaning to the exterior sections of the Structures which require working over the carriageway of the Highway without first consulting with the local Police with regard to safety measures required to protect persons using the Highway
7. In the event of the Building being demolished the Licensees shall at their own expense remove all rubble building materials or other matter from the site and during such removal shall not materially interfere with the passage of persons or vehicles on the Highway
8. In the event of the Building being demolished as aforesaid this Licence shall absolutely determine but without prejudice to any claim by the Council against the Licensees in respect of any antecedent breach of any condition contained herein or contained in any notice served on the Licensees or the owner or occupier of the Building and for the avoidance of doubt this Licence shall otherwise continue for the life of the Building
9. The Licensees shall at all times keep the Structures and all fittings attaching it to the Building in good and substantial repair and condition to the reasonable satisfaction of the Council and so that the Highway shall not be damaged or any material inconvenience or obstruction caused to persons or vehicles passing along the Highway
10. The Licensees shall ensure that the Building is effectively drained in order to prevent water discharge from the Structures by conduit on to the Highway
11. The Licensees shall not affix or attach any sign, hoarding or form of advertisement to the Structures
12. The Structures shall be deemed to exist at the sole risk of the Licensees and the Licensees will at all times keep indemnified the Council and the officers servants and agents of the Council against all proceedings costs claims and demands in respect of any injury accident or damage which may be sustained or alleged to be sustained by any person or property by reason either directly or indirectly of the grant of this Licence or the implementation thereof

or the use repair alteration or demolition of the Structures or of any defect therein or in any of the fittings thereof or of any subsidence damage or obstruction thereby caused or arising there from in the absence of any act omission or negligence of the Council as Highway Authority

13. Save to the extent consistent herewith nothing herein contained shall affect or abridge the statutory or other powers and remedies of the Council as the Highway Authority for the Highway nor shall operate to vest in the Licensees any easement right or privilege whatsoever relating to the Highway, other than the limited and conditional privileges hereby expressly conferred upon the Licensees
14. This Licence does not give any approval or consent required for the Structures under any statutory provision other than Section 177 of the Highways Act 1980
15. The Licensees shall permit any officer servant or agent authorised in writing by the proper officer of the Council to inspect the Structures or any part thereof after reasonable previous notice (except in the case of emergency) shall have been given to the Licensees
16. In the event of the Licensees failing to comply with any terms and conditions of the Licence or lawfully imposed pursuant to it the Council may carry out any necessary works (including the removal of the Structures) and the expenses incurred in connection therewith shall be repaid to the Council by the Licensees on demand or be recoverable by action and the Council shall not be responsible for any damage or injury to persons or property arising there from in the absence of negligence
17. The terms and conditions herein contained or referred to shall be binding on the successors in title to every freeholder every mortgagee and every lessee holding a full repairing lease of the Building being a lease which includes the Structures or any part of it so far (in the case of any such lease) as such terms and conditions relate to the premises comprised in the relevant lease
18. On the date of this Licence the Licensees shall pay to the Council the sum of £(TBC) being its proper costs and other expenses incurred in connection with the grant of the Licence and on each anniversary of this Licence shall pay to the Council one peppercorn (if demanded) in

respect of the administration of this Licence and any matters arising under it (but without prejudice to the provisions of Clause 16 above)

19. This Licence shall be registered as a local land charge
20. It is hereby agreed and declared that no Licensees shall be liable for any breach of this Deed occurring after it has parted with its interest in the Building save in respect of an antecedent breach

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL HOARDING AND SCAFFOLD

1. Applications for licences can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.
2. The following conditions must be observed by Contractors when erecting scaffolding and hoardings:
 - 2.1. Before any structure is erected on a Public Highway a site meeting must be held with the Head of Transportation and Streetcare representative to agree the position of the proposed structure (Mobile scaffolds are not exempt from the need to obtain a licence). If approved a permit will be issued which in turn can be exchanged for a scaffold/hoarding licence.
 - 2.2. The licence fee must be paid in full before any documentation is issued. A copy of the licence must be displayed in a weatherproof container on the scaffold/hoarding to which it applies, in such a position as to permit easily accessible viewing. The licence must be available on site when the scaffold/hoarding is being erected.
 - 2.3. No unauthorised advertising is permitted on any part of the temporary structure (see Town and Country Planning (Control of Advertisements) Regulations 1992).
 - 2.4. Any scaffold or hoarding erected without a licence is illegal and may result in the removal of the scaffolding/hoarding or the undertaking of legal action by Reading Borough Council.
 - 2.5. The design and construction of any scaffolding or hoarding is the full responsibility of the licensee and must take into account the need to resist abnormal wind or weather conditions.
 - 2.6. Any scaffold that does not comply with the requirements of the Head of Transportation and Streetcare representative must be altered or dismantled at the contractor's expense.

- 2.7. All scaffolding erected above or on the public highway must be covered by suitability public indemnity insurance, with minimum cover of **£10 million** and evidence shall be provided of an adequate policy being in place.
- 2.8. All queries for scaffolds permits and licences shall be made to streetcare.admin@reading.gov.uk .

3. SCAFFOLD STANDARDS

- 3.1. The design of any scaffold shall allow for the maximum pedestrian access and protection. To this end, footway scaffolds must span the full width of the footway and all clips within the footway area must be protected from the public using guards.
- 3.2. The outer line of standards, or any other projections, **must be at a minimum of 450mm** from the kerb edge. If this requirement cannot be met permission must be sought from the Head of Transportation and Streetcare representative to adopt the requirements outlined in items 3.15 to 3.20.
- 3.3. The inner line of standards must be **tight to the face of the building** at pavement level. Where cornices project from the building horizontal ladder beams should be introduced so that further lifts are offset. No standard shall be placed between the inner and outer lines.
- 3.4. **A clear headroom of 2600mm** must be provided above all sections of the footway available for the general public to walk.
- 3.5. **Standards should be lit at all times** with bulkhead lights at 3000mm centres, red when **facing** the carriageway, white when facing the footway (minimum wattage 60 watt GLS or equivalent), white lights are to be located at rear of the footway. Where scaffold is located near traffic signals, white lights will be required facing the carriageway.
- 3.6. Scaffolding lighting must be in place and operational within 7 days of the scaffold **commencing**.
- 3.7. **Outer** standards must be painted white to a minimum height of 2600mm.
- 3.8. Any **scaffold** or auxiliary structure which projects closer than 450mm to the face of the kerb edge or baulk timber must have a minimum clear headroom of 5030mm over the carriageway.

- 3.9. **Where** scaffolding is provided adjacent to the kerb edge there should be gaps of at least 1500mm in width at regular longitudinal intervals in any horizontal scaffold or hoarding.
- 3.10. All **scaffold** boards or any loose or lightweight material must be securely enclosed within, or fixed to, the scaffold structure.
- 3.11. **All site hutting** must be kept within the site perimeter and will not be permitted to oversail the public footway or carriageway.
- 3.12. Where scaffolding is permitted to span across the carriageway a clear headroom of 5030mm must be achieved and the occupiers of any affected property must be consulted and their permission obtained.
- 3.13. Where scaffolds span the highway, the appropriate permissions must be in place to allow the road or footway to be closed.
- 3.14. All scaffolds must have a fan above 5030mm unless agreed with the Head of Highways and Transport representative. Fans must be double boarded and sheeted, and set at 30° from the horizontal. Fans must be in place while all works take place above this level.
- 3.15. 300mm x 300mm baulk timbers will be required, for protection, to be set in the carriageway adjacent to the scaffold standards.
- 3.16. The following requirements are applicable where a minimum clearance from the kerb face cannot be provided.
- 3.17. **Baulks to be painted red and white** and rigidly fixed together and braced 100mm from the kerbface.
- 3.18. Baulks to have red warning lights lit at all times and spaced at 3000mm intervals (Minimum wattage 60 watt GLS or equivalent).
- 3.19. Whenever baulk timbers are to be laid in the channel access to gullies and associated covers must be maintained.
- 3.20. Where gaps are required in the outer scaffold corresponding gaps are to be made in the baulk timbers.

4. ERECTION OF SCAFFOLD

- 4.1. The erection of the first lift of any scaffolding is to be undertaken outside of peak hours between 9.30hrs and 15.30hrs Monday to Friday or at the discretion of the Head of Transportation and Streetcare representative if the scaffold is to be erected on a classified road. N.B. These rules equally apply to the dismantling of scaffolding. During these times traffic flow should be maintained and no obstruction of the carriageway will be allowed.
- 4.2. To prevent danger to contractors and the public, HSE Regulation 8 on falling objects states that suitable and sufficient steps must be taken to prevent the fall of any material or object from a scaffold. It also states that equipment must be stored safely to prevent danger arising from its collapse, overturning or unintentional movement.
- 4.3. The first lift must be double boarded and contain a sheet between each layer of boards. Similarly all fans above the highway should be double boarded and sheeted.
- 4.4. Above the first lift all scaffold must be handled directly from and to the lorry. If the lorry is parked on the highway, adequate traffic management should be erected, to the satisfaction of the Head of Transportation and Streetcare representative. The traffic management shall ensure that delays to all road users, especially buses are kept to the minimum. If an articulated vehicle is used then the trailer must not be uncoupled from the tractor unit. **Failure to provide adequate pedestrian and traffic management will result in suspension of the operations by the Head of Transportation and Streetcare representative.**
- 4.5. **No scaffold tubes, boards or associated fittings may be stored on the public footway or carriageway during erection or dismantling.**
- 4.6. Scaffold clips or any other scaffolding materials must not be thrown to or from the scaffold during erection or dismantling.
- 4.7. Provision must be made for a safe pedestrian thoroughfare while the erection/dismantling of scaffolding takes place.
- 4.8. All couplings below 2600mm shall be fixed so as to keep projecting threaded or clamp fixings on the opposite side to the main pedestrian route.

- 4.9. All horizontal scaffold tubes below a height of 2600mm must be fitted with plastic end caps or otherwise made safe to the satisfaction of the Head of Highways and Transport representative.
- 4.10. No scaffolding shall be attached to guard rails or any other street furniture.
- 4.11. All protective sheeting and netting must be securely attached to the scaffolding, be able to withstand abnormal wind loads, and be maintained in a satisfactory condition.
- 4.12. Whenever there is the possibility of street lighting being obscured or removed arrangements must be made with the Head of Transportation and Streetcare representative for alternative lighting to be made (email streetlighting@reading.gov.uk). A minimum notice of 28 days is required for the removal or adjustment of any light fittings. All costs will be borne by the scaffold licensee.
- 4.13. Whenever there is the possibility of traffic signs, traffic signals or street name plates being obscured, or removed, arrangements must be made with the Head of Transportation and Streetcare representative for alternative arrangements to be made. All costs will be borne by the scaffold licensee.
- 4.14. Whenever there is a possibility of fire hydrants, utility covers, sewer entrances being obstructed arrangements must be made with the Head of Transportation and Streetcare representative (email street.works@reading.gov.uk) to ensure that they are accessible at all times.
- 4.15. In general, scaffold towers (mobile scaffolds and the like) will not be permitted on the public highway in the central area and on classified roads between 7am to 8pm, Monday to Saturday (excepting Bank Holidays) and 10am to 5pm on Sundays and Bank Holidays.
- 4.16. All scaffolding that is erected in the town is to be fit for its purpose and must comply with the requirements of the relevant legislation, including the following British Standards and Euro Code: BS5973, 1990 and July and August 1991; BS2482, 1981 and 1990; BS1139, pts 1 -5; EN39, 1976; BS5974, 1990 and July 1992; Construction (Health, Safety and Welfare) Regulations 1996; Construction (Design and Management) Regulations 1994, together with any subsequent amendments and/or additions.
- 4.17. The requirements in paragraphs 4.1 to 4.16 equally apply for the removal of scaffolding from the Public Highway.

5. HOARDINGS

- 5.1. Hoardings shall be 2440mm high, rigidly constructed of smooth close-boarded timber. Other material may only be used if specifically approved by the Head of Transportation and Streetcare representative.
- 5.2. Hoardings shall be painted in a colour to be approved by the Head of Transportation and Streetcare representative and kept in clean and safe condition.
- 5.3. **Hoardings must be lit at all times** with bulkhead lights fixed to the top of the hoarding at 3000mm centres, red when facing the carriageway, white when facing the footway (Minimum wattage 60 watt GLS or equivalent). Lighting must be in place and operational within 7 days of the hoarding commencing.
- 5.4. **All access doors to be fixed so as not to open out over the footway.**
- 5.5. Whenever a scaffold is to remain in situ for more than 28 days the outside line of then scaffolding shall be boxed in with a 1200mm high hoarding. **The top of this box must be covered and sloped at an angle of 45° towards the carriageway.** This requirement may be relaxed if the width of the footway is restricted.
- 5.6. Whenever there is a possibility utility covers being obstructed, arrangements must be made with Street Works (email street.works@reading.gov.uk), to ensure they are accessible at all times. If there is a possibility of traffic control cabinets, or traffic counters or any other street furniture being obstructed arrangements must be made with Network Management (email network.management@reading.gov.uk), to ensure that they are accessible at all times.
- 5.7. If it is permitted for a hoarding to enclose the footway then it should be set back a minimum of 450mm from the kerb edge. Should it not be possible to achieve this dimension then the requirements of paragraphs 3.15 to 3.20 would apply.
- 5.8. All temporary footways are to be constructed with adequate cross falls and arrangements made to ensure that they do not affect the highway drainage if they extend into the carriageway. There shall be no steps and no ramp shall exceed a gradient of 1:15. The ramp will be surfaced with an approved non-slip material. Any ramp exceeding 1000mm in length or temporary footway extending outside the line of the hoarding or scaffolding

shall have a suitably constructed timber handrail fixed to its outer edge. The handrail is to be painted white.

- 5.9. If a footway is to be closed then requirements of Chapter 8, Temporary Road / Footway Closures must be adhered to.

6. STREET FURNITURE

- 6.1. Scaffold and/or hoarding must not obstruct access for servicing purposes to manhole chambers, cabinets and CCTV cameras. The view from existing CCTV cameras should also not be obscured by scaffolding and/or hoardings.
 - 6.2. Scaffold and/or hoarding must not obscure traffic signals lights to either vehicular or pedestrian traffic. Should such an obstruction to signals be unavoidable, in exceptional circumstances, and is agreed by Network Management (email network.management@reading.gov.uk), the signals may be adapted temporarily, at the expense of the licensee.
 - 6.3. Where possible statutory signs, including street nameplate, road safety signs and direction signs must not be obscured. If any sign is obstructed the licensee will be required to supply a temporary replacement at their own expense, to be attached to the scaffold/ hoarding as agreed by the Head of Transportation and Streetcare representative (email streetcare.admin@reading.gov.uk).
7. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL PRIVATE SEWERS

Applications for a Section 50 Licence can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.

SCHEDULE OF CONDITIONS subject to which the licence is granted.

1. Standard Conditions

2. Schedule 3 to the Act provides that the authority may by notice in writing withdraw this licence if they consider it necessary to do so for the purpose of the exercise of their functions as street authority.

3. Where the licensee under a street works licence proposes

- (a) to cease using or abandon the apparatus, or
- (b) to part with his interest in the apparatus,

the licensee shall give the street authority at least six weeks' notice before doing so.

4. Where the licensee under a street works licence granted to the owner of land and his successors in title proposes to part with his interest in the land, he shall before doing so give notice to the street authority stating to whom the benefit of the licence is to be transferred.

5. (1) The street authority may by notice in writing served on the licensee withdraw a street works licence

- (a) if the licensee fails to comply with any provision of this Part or any condition of the licence
- (b) if the authority becomes aware that the licensee
 - (i) has ceased to use or has abandoned the apparatus, or intends to do so, or

- (ii) has parted with or intends to part with his interest in the apparatus in a case where assignment of the licence is prohibited, or
 - (c) if the authority consider the withdrawal of the licence is necessary for the purpose of the exercise of their functions as street authority.
 - (2) The withdrawal takes effect at the end of such period beginning with the date of service as may be specified in the notice.
6. The period shall not be less than 7 working days in the case of a withdrawal under subparagraph 5 (1) (a) or (b), and shall not be less than 3 months in the case of a withdrawal under sub paragraph 5 (1) (c).
7. (1) Where a street works licence expires or is withdrawn or surrendered, the street authority may remove the apparatus to which the licence relates or alter it in such manner as they think fit and reinstate the street, and may recover from the former licensee the expenses incurred by them in doing so.
- (2) If they are satisfied that the former licensee can, within such reasonable time as they may specify, remove the apparatus or alter it in such manner as they may require and reinstate the street,, they may authorise him to do so at his own expense.
- (3) Before executing any works under this paragraph the street authority or the former licensee, as the case may be, shall give not less than 7 working days' notice to any person whose apparatus is likely to be affected and shall satisfy their requirements as to the method of executing the works and as to the supervision of the works by them.
- (4) "The former licensee" means the person who immediately before the expiry, withdrawal or surrender of a street works licence was the licensee or, if that person has died, his personal representatives.
8. (1) The licensee under a street works licence shall indemnify the street authority against any claim in respect of injury, damage or loss arising out of:
- (a) the placing or presence in the street of apparatus to which the licence relates, or
 - (b) the execution by any person of any works authorised by the licence;

and the former licensee shall indemnify the street authority against any claim in respect of injury, damage or loss arising out of the execution by the authority or the licensee of any works under paragraph 7.

- (2) The liability of a licensee or former licensee under this paragraph arises:
 - (a) whether or not the damage or loss is attributable to negligence on their part or on the part of any person for whom they are responsible, and
 - (b) notwithstanding that they are acting in pursuance of a statutory duty.
- (3) However, their liability does not extend to damage or loss which is attributable to misconduct or negligence on the part of
 - (a) the street authority or a person for whom the authority is responsible, or
 - (b) a third party, that is, a person for whom neither the licensee or former licensee nor the authority is responsible.
- (4) For the purposes of this paragraph the persons for whom a person is responsible are his contractors and any person in his employ or that of his contractors.
- (5) The minimum level of cover shall be £10,000,000

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL PRIVATE STRUCTURES

In essence, private structures are obstructions to the public highway. However, there are exceptions (decommissioned BT boxes adopted by local community groups for example) and in the spirit of serving the community, the Council may be willing to allow certain private structures to remain within the public highway domain.

Applications for private structures can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.

SCHEDULE OF CONDITIONS subject to which the licence is granted.

- 1 The structure shall comply with the requirements of the Council's Head of Transportation and Streetcare or duly authorised officer (as the case may be) shall be of such a design as may be approved by the Council, and must be kept in good repair and condition at the Licensee's expense.
- 2 The area so permitted to be used must be solely for the purposes of the structure(s).
- 3 The licensee must complete the construction of the structure within 2 years from the date of the licence.
- 4 The Licensee shall keep the part of the highway to which this licence relates in a trim and tidy condition.
- 5 The Licensee shall not remove any soil from the part of the highway to which this licence relates or otherwise do anything which would interfere with the support given to the rest of the highway.
- 6 The Licensee shall remove the structure from the highway for the use of the highway if required to do so to permit works or the use of the highway by:
 - 6.1 the Council or
 - 6.2 any statutory undertaker as defined by s329(1) Highways Act 1980 or
 - 6.3 telecommunications operator as defined by the Communication Act 2003

- 7 The Licensee shall make no claim of charge against the Council in the event of damage to the structure in any way from whatever cause.
- 8 The Licensee shall indemnify the Council against all actions, proceedings, claims, demands and liability that may at any time be taken, made or incurred in consequence of the structure and maintain adequate public liability insurance (**minimum £5 million cover**) and produce evidence thereof on the granting of this licence and from time to time thereafter as requested by the Council.
- 9 The Licence hereby granted shall be annexed to the premises mentioned in the preamble above and shall remain in force until withdrawn by the Council under section 115E Highways Act 1980 or surrendered to the Council by the Licensee.
- 10 The Licensee shall pay to the Council on the granting of this License the appropriate fee to be agreed as part of the application process.

The Licensee's attention is draw to the Highways Act 1980 section 115E (failure to comply with the terms of permission).

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL PLANTING

Applications for Licences can be made on-line by visiting www.reading.gov.uk . Please create an account and then make your application via the on-line application form.

HIGHWAYS ACT 1980 - SECTION 142

LICENCE TO PLANT IN THE HIGHWAY

1. The planting of the cultivation shall be completed within two years of the licence being granted.
2. No hole shall be dug to a greater depth than 0.33 metres in connection with the planting of cultivation nor shall any hole be dug within one metre of the line of any apparatus of statutory undertakers, sewerage authorities or the Post Office in the Highway.
3. No cultivation which is of a poisonous nature (whether by reason of fruit flowers leaves or otherwise howsoever) or is otherwise likely to constitute a source of danger to persons or animals on the highway shall be planted.
4. All cultivation shall be properly cut pruned and trimmed at all times during the continuance of the Licence and no such cultivation shall be allowed to obstruct or interfere in any way with or to become a source of danger to passage along the carriageway or any footway of the Highway, or to overhang the premises of any person other than the Licensee.
5. The Licensee shall keep the part of the Highway to which their Licence relates in a trim and tidy condition and all grass planted or maintained in pursuance of their Licence shall be regularly cut or mown.
6. If it appears to the Authority at any time that any cultivation to which a Licence relates is, or is likely to, obstruct or interfere in any way with, or to be a source of danger to, passage along the carriageway or any footway of the Highway, or to overhang the premises of any person other than the Licensee or that any grass to which this Licence relates is not being regularly cut or mown the Authority may without notice to the Licensee, lop, prune, cut or trim such cultivation or cut or mow such grass as they think fit and any such action by the Authority shall be without prejudice to their power under Section 142 of the Highways Act 1980 to withdraw the Licence.

7. The Licensee shall not remove any soil from the part of the Highway to which this Licence relates or otherwise do anything which would interfere with the support given to the rest of the Highway.
8. Any Licence granted shall be annexed to the premises agreed and shall remain in force until withdrawn by the Authority under Section 142 of the Highways Act 1980 or surrendered to the Authority by the Licensee.
9. The Licensee shall pay an appropriate fee to cover the application process.
10. The Licensee shall also pay the Authority on the granting of the Licence the sum of one red rose (if demanded) on the anniversary of their Licence in each succeeding year during the continuance in force of this Licence.
11. Persons authorised by the Authority or any statutory undertakers sewerage authorities or the Post Office may at any time enter the part of the Highway to which this Licence relates without notice to the Licensee in order to carry out works for the purposes of the highway or the undertaking in question.
12. The Licensee is not authorised by their Licence to erect any fence or wall in any part of the highway to which the Licence relates unless previously approved by the Authority.
13. In respect of the indemnity given under Section 142(8) the Licensee shall at all times maintain **£10 million public liability insurance** and produce evidence thereof on the granting of the Licence and from time to time thereafter as requested by the Authority.

NOTES

The attention of the Licensee is drawn to:-

1. Section 142(6) and (7) of the Highways Act 1980 which prescribe the circumstances in which the Licence may be withdrawn by the Highway Authority or surrendered by the Licensee;
2. Section 142(8) of the 1980 Act which provides that the Licensee, or if deceased, his personal representative shall indemnify the Highway Authority against any claim in respect of injury, damage or loss arising out of the planting or presence of a cultivation or the execution of works by any person or by the Highway Authority;

3. Section 142(4) of the 1980 Act which requires that within one month after any change in the ownership of the premises takes place the Licensee shall inform the Highway Authority of it.

The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL OBSTRUCTIONS

Reports of obstructions on the public highway can be reported to streetcare.admin@reading.gov.uk .

Highways Act 1980 (sections 143 and 147) Power to remove structures from highways

- 1) Where a structure has been erected or set up on a highway otherwise than under a provision of this Act or some other enactment, a competent authority may by notice require the person having control or possession of the structure to remove it within such time as may be specified in the notice.

For the purposes of this section the following are competent authorities:-

- a) in the case of a highway which is for the time being maintained by a [non-metropolitan] district council by virtue of section 42 or 50 above, that council and also the highway authority, and
 - b) in the case of any other highway, the highway authority.
- 2) If a structure in respect of which a notice is served under this section is not removed within the time specified in the notice, the competent authority serving the notice may, subject to subsection (3) below, remove the structure and recover the expenses reasonably incurred by them in so doing from the person having control or possession of the structure.
 - 3) The authority shall not exercise their power under subsection (2) above until the expiration of one month from the date of service of the notice.
 - 4) In this section "structure" includes any machine, pump, post or other object of such a nature as to be capable of causing obstruction, and a structure may be treated for the purposes of this section as having been erected or set up notwithstanding that it is on wheels.

READING BOROUGH COUNCIL CRANES/MOBILE LIFTING PLATFORM

1. Applications for Licences can be found on line at <http://www.reading-travelinfo.co.uk/road-works-applications.aspx>
2. The following should be provided in the application for a crane / mobile lifting platform permit:
 - 2.1. Applicant Name and Company (if applicable)
 - 2.1.1. Telephone Number
 - 2.1.2. Email Address
 - 2.1.3. Applicant Address
 - 2.2. Proposed Location
 - 2.3. Easting Co-ordinates (6-digits): Northing Co-ordinates (6-digits)
 - 2.4. Proposed Method, Equipment, details of Crane and Pedestrian Management
 - 2.5. Name Address of Crane Hire Company (if different from applicant)
 - 2.6. Proposed Start Date
 - 2.7. Proposed End Date
 - 2.8. Proposed Start Time(s)
 - 2.9. Proposed End Time(s)

Please note that a minimum of 28 days advance notice is required, following receipt of your completed application.

2.10. Traffic Management

- 2.10.1. A detailed plan to a suitable scale shall be submitted, detailing all traffic and pedestrian management proposed for the location of the crane and any oversailing areas.

2.10.2. A method statement.

2.11. Accreditation Details

2.11.1. Evidence to show the site will be set up and maintained by suitably qualified supervisors and operatives holding a Street Works Qualification Register (SWQR) card (or equivalent qualification) for erecting traffic management on the Highway.

2.12. Insurance

2.12.1. Proof that each contractor involved on site (e.g. traffic management company, crane hire company) will hold a minimum level of £10,000,000.00 (ten million pounds) public liability insurance throughout the proposed duration of the works.

3. Fees

3.1. There is a standard fee of £(TBC) per permit, inclusive of VAT.

4. In accordance with Section 10 of the Guidance Notes for Activities on the Public Highway, approval of any crane/mobile lifting platform permit will not be ratified until Street Works approval has been received.

5. The conditions above may be periodically reviewed and subject to change following consultation and Committee approval. Any breach of the conditions may result in formal action being taken and the Licence revoked.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	14
TITLE:	HIGHWAY ASSET MANAGEMENT POLICY		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To seek approval from Councillors for the Highway Asset Management Policy
- 1.2 To seek approval for a change in highway safety inspection frequency proposed as part of efficiency savings and Highway Asset Management.
- 1.3 The report outlines the new Highway Asset Management Policy which applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Highway Assets.

2. RECOMMENDED ACTION

- 2.1 That the Committee approves the Highway Asset Management Policy.
- 2.2 That the Committee gives approval for the proposed change to Highway Safety Inspection frequency.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. Background

Highway Asset Management: Code of Practice

- 4.1 In October 2016 the UK Roads Liaison Group released the latest version of *Well-managed Highway Infrastructure: A Code of Practice*, which set out recommendations for the implementation of Highway Asset Management. The Code of Practice states that Local Authorities have 2 years to implement the recommendations. Although it is not specified what will happen should the recommendations not be implemented within this time scale it is likely that funding would be reduced if they are not met.
- 4.2 The Code of Practice allows local authorities to base their Highway Safety Inspection regimes on Risk Assessments rather than specifying standards by which all inspections must be carried out. In light of the Council having to make efficiency savings a review was carried out into our Highway Safety Inspections to decide if the Councils existing practice could be made more efficient.

5. THE PROPOSAL

Highway Asset Management Policy

- 5.1 In December 2016 a new Principal Engineer was appointed to oversee the transition to full Highway Asset Management. The first priority for this new role was to secure as much funding as possible from the Department of Transport's incentive fund.
- 5.2 The incentive funding is awarded based on progress made towards Asset Management. Reading Borough Council was on the lowest of the 3 levels, Band 1 and in order to achieve the next level certain criteria need to be met demonstrating progression towards Asset Management. One of the specified criteria is the publication of an approved Highway Asset Management Policy.
- 5.3 The Highway Asset Management Policy covers the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Highway Assets. Areas covered by the policy include
- Asset Planning - Management of assets and whole life cost cycle cost analysis
 - Community Expectations - Managing community expectations with regard to levels of maintenance and assessment

- Risk Assessment and Management - Identifying and managing the risks associated with varying levels of maintenance of assets
- Asset Accounting - Includes Annual Depreciation costs and reporting of gross replacement costs and depreciated replacement costs.
- Budget Allocation - How the maintenance budgets will be allocated based on asset management principles.
- Highway Asset Management Plan (HAMP) - This will define the management strategies to be adopted throughout the life cycle of the asset
- Highway Maintenance Manual - Details how and when highway maintenance is to be carried out
- Reporting - How and when annual status and option reports shall be presented, including the creation of a Highways Asset Management Board.
- Roles & Responsibilities - Sets out the roles of the Council, management team, managers and staff in delivering Highway Asset Management.

5.4 A copy of the Policy document can be found in Appendix 1

Change in Highway Safety Inspection frequency

- 5.5 As part of efficiency savings the Council approved the reduction in the number of Neighbourhood Officers who carry out safety inspections from 9 to 4. In order to continue to fulfil our statutory duty to carry out Highway Safety Inspections with this significantly reduced resource it is necessary to change how and when these inspections are carried out.
- 5.6 In order to improve the efficiency of the inspections themselves and the process of raising 'work tickets' for any defects found, the inspections will be carried out using hand held tablets. These tablets will be able to record the results of all the inspections, identify the location of defects using GPS and report them directly into the Asset Management system, which will issue any necessary work directly to our Highways and Drainage team. Switching from a paper based system to inputting directly into the Asset Management system will both increase the efficiency of the recording / reporting process and will also provide a more robust record of the inspections themselves.
- 5.7 Whilst the tablets will speed up the process of reporting and recording inspections the current inspection regime would still be too onerous for only

4 Neighbourhood Officers to carry out as the new inspection areas have more than doubled in size. It is therefore proposed to reduce the frequency of inspections as follows

Road Type	Current frequency	Proposed Frequency
Category A	Monthly	3 monthly
Category B	3 monthly	6 monthly
Categories C and U	Every 12 months	Every 18 months

5.8 Prior to proposing these changes a benchmarking exercise was carried out to compare our inspection regime with those of other local authorities. This exercise showed that our inspections are currently carried out in line with those carried out by other authorities. However given the change in resources and carrying out a risk assessment based on guidance in the Code of Practice, the proposed changes are considered appropriate. More recent discussions with our neighbouring authorities have indicated that they are now considering altering the frequency of their inspections to similar to what we are now proposing.

5.9 The frequency of inspections will be reviewed on an annual basis as part of Asset Management to ensure that the inspection frequencies meet our requirements.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 The Highway Asset Management Policy and Highway Safety Inspections will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:

- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The Highway Asset Management Policy includes managing community expectations about how the Council manages its Highway Assets. As progress is made on implementation of Asset Management new policies and standards will be made available on the Council's website once approved by the Highway Asset Management Board.

7.2 The Highway Asset Management Policy will be made available on the Council's website.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Highway Asset Management Policy and Highway Safety Inspections are part of procedures to maintain the Council's existing public highway network. There is no overall change to service delivery at this time only how those service requirements are met. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

9. LEGAL IMPLICATIONS

9.1 The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

10. FINANCIAL IMPLICATIONS

10.1 The proposed Highway Asset Management Programme as determined by the Highway Asset Management Policy will be fully funded by the Streetcare Services revenue budget for 2017/18 and the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement 2017/2018 for bridges and carriageways.

11. BACKGROUND PAPERS

11.1 Well-managed Highway Infrastructure: A code of practice

11.2 Policy Committee report 18th July 2016 Efficiency Savings



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READING BOROUGH COUNCIL
HIGHWAY ASSET MANAGEMENT POLICY

Document Information

Title	READING BOROUGH COUNCIL Highway Asset Management Policy
Author	Richard Ponchaud
Description	This document summarises Reading Borough Councils recommended Highway Asset Management Policy. The policy applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Highway Assets.

Document History

Version	Status	Date	Author	Changes from Previous Version
0.1	1 st Draft	15.2.17	Richard Ponchaud	Not Applicable

Document Control

Version	Status	Date	Authorised for Issue by Reading Borough Council HAM Board

SCOPE

This policy applies to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Highway Assets.

POLICY OBJECTIVES

This policy guides the management of Council's Assets to ensure that:

- Assets continue to deliver a service to the community at an agreed level of service.
- There is clear direction for staff to make informed decisions.
- Legislative requirements are satisfied.
- Exposure to risk is limited to acceptable levels.
- clear allocations of responsibilities for the management of each class of asset are given.

DEFINITIONS

- **Assets:** Any physical item on the Public Highway that Council acquires or constructs which gives benefit or service to the community.
- **Asset Register:** A record of asset information considered worthy of separate identification.
- **Asset Life:** Time from acquisition to disposal.
- **Asset Management:** Activities and practices through which Council optimally manages its physical assets over their lifecycle for the purpose of achieving the organisational strategic plan.
- **Asset Management Plan:** A plan that details financial and technical treatments over the life of the asset to allow the asset to maintain an agreed level of service.
- **Level of Service:** The service standard set for an asset group/type.
- **Whole Life Costs:** Total cost of an asset over its entire life including Capital, Maintenance and Disposal Expenditure.
- **Capital Expenditure:** Any expenditure that is used to procure or construct: a new asset, upgrade the capability of an asset, make improvements to an asset, make additions to an asset or replace an asset
- **Revenue/ Maintenance Expenditure:** Any expenditure that allows an asset to continue providing the agreed level of service until the end of life is reached.

POLICY DETAILS

1. Asset Planning

- Council will adopt an asset management planning approach for the management of infrastructure assets including the application of life cycle cost analysis
- Wherever possible predictive modelling will be used to develop and implement preventative maintenance programs to ensure lowest life cycle costs.

2. Community Expectations

- All road/highway infrastructure services will be regularly reviewed to ascertain the community level of service expectations.
- Council will seek and value community input regarding desirable infrastructure before projects are commissioned for Asset planning investigations.
- Council will regularly review its asset inventory and identify opportunities for rationalisation in line with community requirements.

3. Risk Assessment and Management

- Council will maintain a programme of regular inspections of assets to minimise risk to the community.
- The Council will maintain and regularly review a Highway Asset Risk Register that will identify the risks associated with the council's Highway infrastructure and record the controls in place to manage them.
- Maintenance and capital work to assets will be allocated in line with the council's risk management policy.

4. Asset Accounting

- Council will maintain asset registers to the level of detail required to meet the requirements of the CIPFA Transport Infrastructure Asset Code.
- Useful lives shall be determined and given to each asset group/type or component based on past experience and current benchmarked standards.
- Annual Depreciation costs will be calculated using a method set out in the transport asset valuation procedure and reported annually with gross replacement and depreciated replacement cost figures.

5. Budget Allocation

- The Council budgets for Highways including the funding for all asset purchase, maintenance, rehabilitation and replacement shall be guided by Council's Highway Asset Management Plan.
- The allocation of budgets (capital and revenue) will be reviewed annually taking into account the status of each asset and the level of service achieved in the preceding year(s) shown in the annual status and options report.
- A rolling programme of proposed capital works will be produced and maintained linked to the Highway Asset Management Plan and long term financial plans.

6. Highway Asset Management Plan (HAMP)

- Council will develop a multiyear Highway Asset Management Plan covering all the councils Highway Assets including roads (carriageways), footways, street lights, structures, drainage and street furniture.
- Asset Management Plans shall define the management strategies to be adopted throughout the life cycle of the asset.
- The Asset Management Plan will set out for each asset group/type
 - o Predicted future changes in demand
 - o Levels of service required
 - o The investment required in the maintenance, renewal and replacement of assets required to meet the levels of service
 - o Methods of performance monitoring and appraisal.
 - o Financial projections
 - o The risks associated with the plan

7. Highway Maintenance Manual

- The Council will maintain a manual detailing how Highway maintenance is carried out.
- The Highway maintenance manual defines how and when we:
 - Inspect
 - Categorise and prioritise reactive repairs
 - Assess condition
 - Identify and prioritise sites for renewal or replacement
 - Choose the materials used
 - Prepare works programmes
 - Procure and manage works
 - Record and report costs
 - Record and respond to customer contacts

8. Reporting

- The council will prepare an annual status and options report that summarises
 - o The status of each asset group in terms of its condition and the council's ability to meet its reactive repair standards
 - o The result of the previous year's investment in terms of meeting the target service standards.
 - o The options available for the future in term of both short and long term predictions of levels of defects and condition that can be afforded for different budget levels
- Regular meetings of the Highway Asset Management (HAM) Board will take place throughout the year. These will be used to monitor progress and financial commitments, approve programmes and drive the implementation of Asset Management.

- When the annual budget is set any amendment to the service standards specified in the asset management plan will be made, and once approved by the HAM Board an updated asset management plan will be published.

9. Roles And Responsibilities

Council

- To act as custodians of community assets.
- To set corporate asset management policy with linkage to Council's Corporate Plan.
- To set agreed Levels of Service and Levels of Acceptable Risk for each asset class.
- To allocate budgets to achieve the levels set.
- To ensure appropriate resources for Asset Management activities are made available.

Managing Director / Corporate Management Team

- To provide strategic direction and leadership.
- To ensure there is continuous improvement in asset management.
- To review existing policies and develop new policies related to asset management.
- To implement Corporate Asset Management Strategies with agreed resources.
- To monitor and review managers and staff in achieving the Asset Management Strategy.
- To ensure accurate and reliable asset information is presented to Council.

Managers and Staff

- To implement the Asset management policy and plan with agreed resources.
- To develop and implement improvement plans for individual asset groups.
- To develop and implement Maintenance and Capital Works programs in accordance with Asset Management Plan and budgets
- To deliver levels of service to agreed risk and cost standards.
- To present information to the Council, Managing Director and Corporate Management team in terms of life cycle risks and costs
- To seek community feedback on proposed changes to service levels.

Highway Asset Management Board

- An Asset Management Board will be established to assist and have input with strategic asset management planning.
- Staff responsibilities for Asset Management activities shall be included in the Asset Management Plan and also be reflected in individual position descriptions.

ASSOCIATED PROCEDURES AND RELATED POLICIES

Corporate Risk Management Policy
Corporate Asset Management Policy
Highway Asset Maintenance Manual
Financial Procedures
Procurement Procedures

REVIEW DATE

To be reviewed during the year by HAM board and reported annually to committee

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	4 APRIL 2017	AGENDA ITEM:	15
TITLE:	THAMES VALLEY LOCAL ENTERPRISE PARTNERSHIP - FUNDING FOR MAJOR TRANSPORT SCHEMES IN READING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport projects in Reading, namely:

- Southern and Eastern Mass Rapid Transit
- Green Park Station
- National Cycle Network Route 422

1.2 This report also details the process followed by Local Authorities to gain scheme and spend approval through the Local Enterprise Partnerships (LEP) for such major transport schemes, including initial and full business case submission and the assessment process followed by the LEP through an independent assessor.

1.3 Appendix 1 - Executive Summary of Business Case for South MRT Phase 1&2
Appendix 2 - Executive Summary of Business Case for Green Park Station
Appendix 3 - Executive Summary of Business Case for National Cycle Network Route 422

2. RECOMMENDED ACTION

- 2.1 That the Committee note the report and welcome the further significant investment in Reading's strategic transport infrastructure, as set out in the approved Local Transport Plan and the associated business case for Reading's economy.
- 2.2. That the Committee note the progress to date of the individual Transport Schemes as detailed in the report and endorses the inclusion of the "Local Funding" elements of each scheme in the Council's rolling Capital Programme.

3. POLICY CONTEXT

The Council's third Local Transport Plan covering the period 2011-2026 provides the context for Reading in terms of the economy, environment and quality of life. The long-term vision for transport in Reading aligns with the objectives of the Council's Corporate Plan and at the heart of our vision is the aim of better 'Connecting Reading' and a transport system that enables people to move around easily, safely, sustainably and in comfort.

4. THE PROPOSAL

Introduction

- 4.1 Local enterprise partnerships (LEPs) are voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area. They carry out some of the functions previously carried out by the regional development agencies which were abolished in March 2012. To date there are 39 local enterprise partnerships in operation in the UK.
- 4.2 The Local Authorities in the Thames Valley LEP are Bracknell Forest, Reading Slough, West Berkshire, Windsor and Maidenhead and Wokingham.
- 4.3 Transport schemes funded from the Local Growth Fund (LGF) are required to demonstrate value for money through a scheme business case prepared in line with Department for Transport guidance (WebTAG). Financial approval for each scheme is provided by the BLTB (Berkshire Local Transport Body) on the basis of a review of each business case undertaken by independent assessors (White Young Green) who are appointed by the LEP.
- 4.4 The rigorous assessment process, overseen by the LEP, is to ensure the investment represents value for money in line with national guidance. This

process demonstrates that the transport schemes will provide significant benefits to the area in terms of enabling economic growth and housing development; alongside increased public transport and cycling usage resulting in journey time, decongestion, air quality, social inclusion, and public health and safety benefits.

- 4.5 RBC Project Officers have created strict internal governance procedures to ensure the management and monitoring of the LEP Growth Deal projects fully comply with existing DfT Major Project and RBC Project Management procedures.
- 4.6 The Governance structures include a Project Board where senior officers across the Council meet monthly to review progress to date and ensure compliance of Council procedures and project programmes.

5. MAJOR TRANSPORT PROJECTS

SOUTH READING MRT

Introduction

- 5.1 South Reading Mass Rapid Transit (MRT) is a proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme would reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33.
- 5.2 The business case for Phases 1 & 2 of the scheme, from M4 J11 to Island Road, was approved by the BLTB in November 2015 with a BCR (Benefit Cost Ratio) of 3.55, demonstrating the scheme represents 'high value for money' in line with national guidance. **(Appendix 1 - Executive Summary Document)**
- 5.3 Phase 1A (Imperial Way to M4 J11) was completed in December 2016. Phase 1b and 2 (Bennet Road Gyratory to Imperial Way) are due to commence in the Spring 2017 subject to completion of the tender process.
- 5.4 Phases 3 and 4 of the scheme (Rose Kiln Lane to Bennet Road and Town Centre enhancements such as London Street southbound bus lane) have been ranked as the highest priority transport schemes in Berkshire for future funding from the Local Growth Fund. Indicative funding for the scheme was allocated by the Government in February 2017. A full business case will be submitted to the LEP in due course to be assessed for full financial approval. Phases of 5, 6 and 7 of South MRT are to be fully developed.

5.5 Phases 1 & 2 Cost summary

	LEP contribution	Local contribution
Phase 1A	£4,500,000	£1,120,000
Phase 1B		
Phase 2		

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	£2.97m	£1.53m	-	-	-	£4.50m
Local Contribution ¹	-	-	£1.12m	-	-	-	£1.12m
Total	-	£2.97m	£2.65m	-	-	-	£5.62m

Local contributions

Phases 1 & 2 - MRT Section 106 contributions from The Ridgeway, 23-25 Whitley Street, Imperial Way Audi Garage and Kennet Island. £255k
DfT Local Transport Plan Block Grant - £865k.

5.6 Phases 3 & 4 cost summary

	LEP contribution	Local contribution
Phase 3	£10,100,000	£3,000,000
Phase 4		

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	-	£1.7m	£5.3m	£3.1m	-	£10.1m
Local Contribution ¹	-	-	-	£1.5m	£1.5m	-	£3m
Total	-	-	£1.7m	£6.6m	£4.4m	-	£13.1m

5.7 Local contribution

Phase 3 - Community Infrastructure Levy and/or Capital Borrowing (tbc)- £1.5m

Phase 4 - Section 106 from A33 developments such as Longwater Avenue, and DfT Local Transport Plan Block Grant - £1.5m

Current changes are being made to the CIL Regulation 123 list to allow Section 106 funds to be used to fund Phase 4 instead of CIL funds. Other phases and future phases would need to be funded from CIL / borrowing.

EAST READING MRT

Introduction

- 5.8 East Reading Park & Ride (P&R) is a proposed park and ride facility off the A3290 being led by Wokingham Borough Council and East Reading Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and the park and ride site, running parallel to the Great Western mainline being led by Reading Borough Council.
- 5.9 The schemes were granted indicative funding approval in July 2014. A draft scheme business case for East MRT has been prepared with a BCR of 2.26, demonstrating significant benefits relating to economic growth, decongestion, journey time savings, air quality and social inclusion. The business case is currently being reviewed by the LEP's independent assessors with the intention of applying for financial approval for the scheme from the BLTB meeting in July 2017. Phase 2 will be considered at a future BLTB when the full business case has been prepared.
- 5.10 Work on a planning application for the Mass Rapid Transit scheme is being progressed with the objective of submitting the application early Summer 2017.
- 5.11 Phase 1 Cost summary

	LEP contribution	Local contribution
East MRT Phase 1	£15,600,000	£3,900,000

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	-	-	£5.4m	£10.2m	-	£15.6m
Local Contribution	-	-	-	-	£3.9m	-	£3.9m
Total	-	-	-	£5.4m	£14.1m	-	£19.5m

Local contributions

Phase 1 - S106/Community Infrastructure Levy and/or Capital Borrowing
(tbc)- £3.9m

5.12 Phase 2 Cost summary

	LEP contribution	Local contribution
East MRT Phase 2	£3,500,000	£1,000,000

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	-	-	-	-	£3.5m	£3.5m
Local Contribution	-	-	-	-	-	£1m	£1m
Total	-	-	-	-	-	£4.5m	£4.5m

Local contributions

Phase 2 - S106/Community Infrastructure Levy and/or capital borrowing
(tbc)- £1.0m

GREEN PARK STATION

Introduction

- 5.13 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange would significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the proposed Royal Elm Park mixed use development.
- 5.14 The scheme business case was initially approved by the BLTB in November 2014 and an additional funding allocation was approved in July 2016. The scheme has a BCR of 3.73, demonstrating it represents 'high value for money' with significant benefits relating to enabling economic growth and housing delivery, decongestion and air quality. In addition to the LEP this business case was approved by DfT Rail and included input from Network Rail and Great Western Railway. (**Appendix 2 - Executive Summary Document**)
- 5.15 Design work for the station is being progressed in partnership with Network Rail and Great Western Railway to ensure the station complies with the latest railway standards. An updated programme has been agreed between all project partners in line with the target opening date for the station of December 2018. Design work for the multi-modal interchange and surface level car park is being progressed in parallel with the station design work.

5.16 It was agreed by the Berkshire Local Transport Body in July 2016 that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This will ensure that passenger facilities at the station can be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area.

5.17 Cost summary

	LEP contribution	Local contribution
Green Park Station	£9,150,000	£4,600,000
Interchange & Car Park		

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	-	£4.575m	£4.575m	-	-	£9.15m
Local Contribution ¹	-	-	£2.3m	£2.3m	-	-	£4.6m
Total	-	-	£6.875m	£6.875m	-	-	£13.75m

Local Contributions

£4.6m specifically for the new station, secured through the Green Park Village S106 agreement.

NCN ROUTE 422

Introduction

5.18 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough.

5.19 The business case for the full scheme (across 5 local authorities) was approved by the BLTB in November 2015 with a BCR of 2.08, demonstrating it represents 'high value for money' with benefits relating to decongestion, public health and safety. **(Appendix 3 - Executive Summary Document)**

5.20 Preferred option development has been undertaken and detailed design for the scheme is complete for Phase 1, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. The first phase of works in Reading commenced in February 2017 and are progressing well.

5.21 Cost summary

	LEP contribution	Local contribution
Phase 1	£1,200,000	£100,000
Phase 2		
Phase 3		

Funding source	15/16	16/17	17/18	18/19	19/20	20/21	Total
LEP/Growth Deal	-	£0.45m	£0.75m	-	-	-	£1.2m
Local Contribution ¹	-	£0.05m	£0.05m	-	-	-	£0.1m
Total	-	£0.5m	£0.8m	-	-	-	£1.3m

Local contributions

£0.05m Funding secured through the Lidl Bath Road S106 agreement
Remainder (£0.05m) through DfT Local Transport Plan Block grant.

SUMMARY OF SCHEME BENEFITS

- 5.22 The programme of major schemes as set out in this report represents an investment of almost £60m in the local transport network. The business cases demonstrate that the schemes represent high value for money individually, whilst collectively they will deliver over £130m of quantified benefits to Reading, predominantly through economic, environmental and health measures.
- 5.23 The MRT and rail schemes will significantly increase public transport usage, resulting in quicker, more reliable journeys with a higher frequency of services. Approximately half a million trips are forecast at Green Park Station alone, resulting in fewer journeys by private car and reduced levels of congestion. The resulting increase in transport capacity will enable employment and housing growth which the existing network would not otherwise have the capacity to accommodate. The investment in these schemes will help to ensure Reading both retains existing and attracts new businesses to the area, alongside enabling new developments which will create jobs and houses for local residents.
- 5.24 Environmental and health benefits will be achieved through reducing vehicle emissions and congestion, resulting in enhanced local air quality and reduced carbon emissions. The MRT schemes will be used by Reading Buses which has one of the cleanest bus fleets in the country. Increasing levels of physical activity through walking and cycling will result in further health benefits for the local population, with the new facilities linking to existing national and local cycle routes to provide a more joined up network throughout the urban area.

In Conclusion

5.25 Members are asked to note the contents of this report, endorse progression of the projects as detailed and endorse the principle of the “Local Funding” elements of each scheme which will be reflected in future Council Capital Programmes.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will be communicated to the local community through local exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

7.1 None relating to this report.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

9. FINANCIAL IMPLICATIONS

9.1 As detailed in the report. The justification for the local match funding required to bring forward this investment in transport infrastructure is underpinned by the high BCR referred to above. Local funding will come from a combination of sources, including developer contributions in the

form of S106 or CIL receipts, other government grant funding for transport and where necessary, capital borrowing. The exact split will be dependent on a number of factors, and will seek to demonstrate the best use of council resources as the programme progresses.

10. BACKGROUND PAPERS

- 10.1 Traffic Management Sub-Committee and Strategic Environment, Planning and Transport Committee reports.

APPENDIX 1

http://www.reading.gov.uk/media/4281/South-Reading-MRT-Phases-1--2---Business-Case-Executive-Summary/pdf/South_Reading_MRT_-_Business_Case_Executive_Summary.pdf

APPENDIX 2

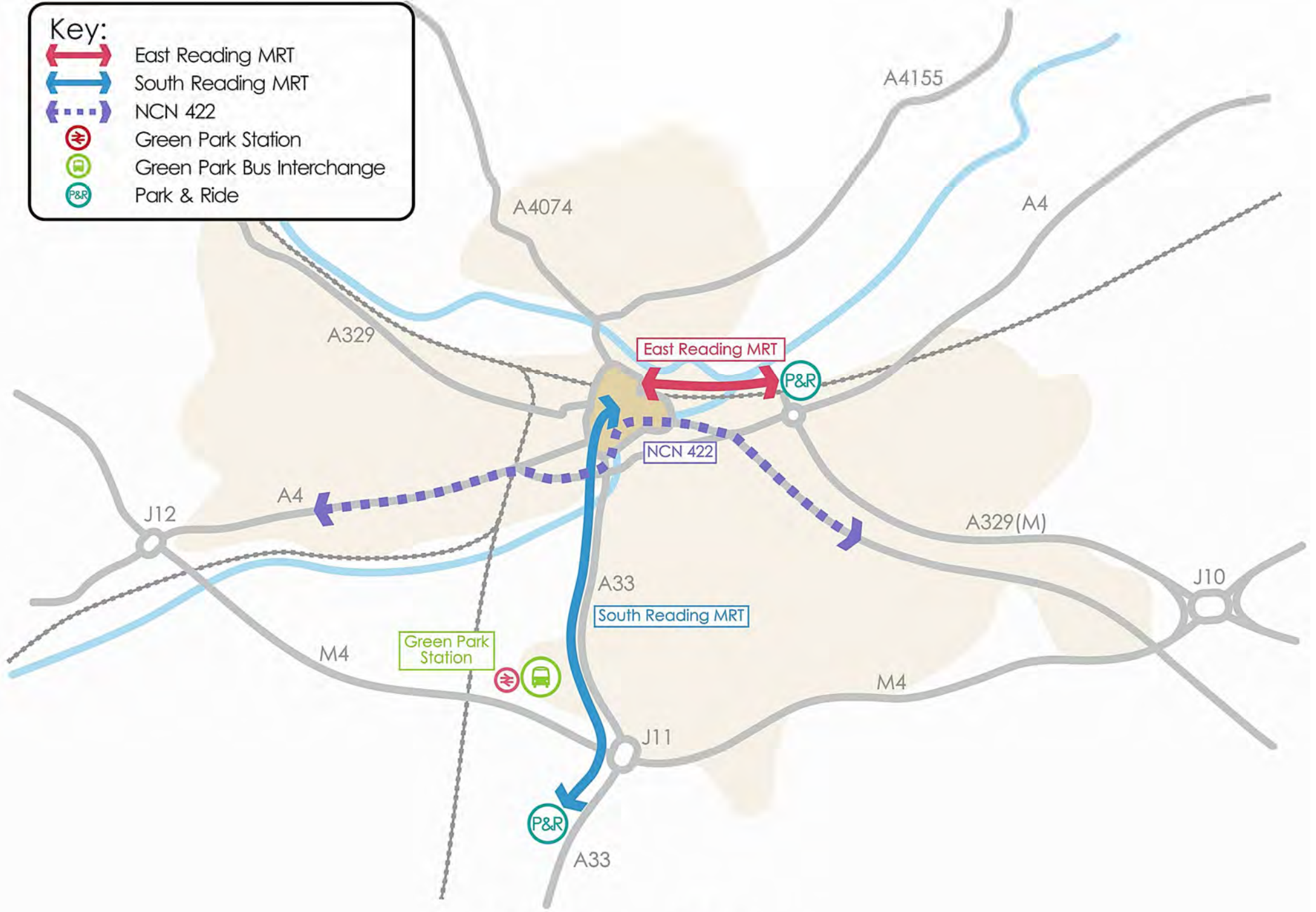
http://www.reading.gov.uk/media/2400/Reading-GreenPark-Station---Business-Case-Executive-Summary/pdf/Reading_GreenPark_Station_-_Business_Case_Executive_Summary.pdf

APPENDIX 3

www.wokingham.gov.uk/_resources/assets/attachment/full/0/373358.pdf

Key:

-  East Reading MRT
-  South Reading MRT
-  NCN 422
-  Green Park Station
-  Green Park Bus Interchange
-  Park & Ride



Major Transport Schemes
In Reading