



PLANNING APPLICATIONS COMMITTEE

8 OCTOBER 2025

ADDITIONAL INFORMATION

AGENDA ITEM	ACTION	WARDS AFFECTED	PAGE NO
6. PL/24/0173 - BROAD STREET MALL, BROAD STREET	Decision	ABBEY	-

Links to the previous Broad Street Mall reports referred to in the report:

[30 April 2025 PAC report](#)
[2 April 2025 PAC report](#)
[2 April 2025 PAC update report](#)

7. PL/24/1155 (FUL) - FORMER JOHN LEWIS CUSTOMER COLLECTION POINT, CROSSLAND ROAD	Decision	KATESGROVE	5 - 12
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Agenda Annex

UPDATE SHEET AND ORDER OF CONSIDERATION

Planning Applications Committee – 8th October 2025

Applications With Public Speaking

Item No.	7	Page 27	Ward	Katesgrove
Application Number	PL/24/1155			
Application type	Full planning permission			
Address	John Lewis Customer Collection Point			
Planning Officer presenting	Anthony Scholes		*UPDATE*	
Speaker:	Richard Bennett (CAAC)			
Agent:	Katherine Russell (John Lewis Build to Rent)			

Applications Without Public Speaking

Item No.	6	Page 19	Ward	Abbey
Application Number	PL/24/0173			
Application type	Full planning permission			
Address	Broad Street Mall			
Planning Officer presenting	Richard Eatough			

Item No.	8	Page 117	Ward	Thames
Application Number	PL/22/1225			
Application type	Full planning permission			
Address	Hills Meadow Car Park			
Planning Officer presenting	Louise Fuller			

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08 October 2025



Title	PLANNING APPLICATION UPDATE REPORT
Ward	Katesgrove
Planning Application Reference:	PL/24/1155 (FUL)
Deadline	30 January 2026 (updated agreed extension of time)
Site Address:	John Lewis Customer Collection Point, Crossland Road, Reading, RG1 2HT
Proposed Development	Demolition of the existing building and redevelopment of the site comprising erection of a new building for 170 build to rent residential dwellings (Use Class C3) together with flexible community space (Use Class F1 (a-b; d-e) F2 (a-b), residents' facilities, landscaping, public realm, amenity space and cycle parking. (Amended description)
Recommendations	<p><u>Amended Recommendation:</u></p> <p>Subject to satisfactory details addressing Active Travel England standing advice regarding sustainable travel to the site,</p> <p>Delegate to the Assistant Director of Planning, Transport and Public Protection Services (ADPTPPS) to:</p> <p>i) GRANT full planning permission, subject to the satisfactory completion of a s106 legal agreement and delegate to ADPTPPS to make such minor changes to conditions or such additional conditions required, make such minor changes to Heads of Terms and details of the legal agreement as may be reasonably required to issue the permission; or</p> <p>ii) Refuse full planning permission if the legal agreement is not completed by 30/01/2026 (unless officers on behalf of the Assistant Director of Planning, Transport and Public Protection Services agree to a later date for completion of the legal agreement)</p>
S106 Heads of Terms	<p>As per main report with the following amendments/additions:</p> <p>7. Transport (changes highlighted in italics)</p> <ul style="list-style-type: none"> • Highways improvement works, consisting of (i) entering into an agreement under s278 of the Highways Act for regrading part of Crossland Road; and (ii) contribution of £5,000 per TRO towards Traffic Regulation Orders (TROs) for the applicant to secure the necessary highways marking/Order changes to Crossland Road, to include on-street parking changes, <i>and to facilitate the provision of the proposed car club bay</i> and closure of redundant crossover with reinstatement of kerb.

- To provide details of a **car club for one vehicle** on Crossland Road, for a period of not less than five years following practical completion. Provision no later than first occupation.
- Submission of a lighting strategy to include: removal of the two high mast lighting columns on the Mill Lane frontage of the site and their replacement with alternative lower lighting columns along the IDR, *revisions to the existing turning head on Crossland Road and alterations to the landscaped areas (within Highway Land) fronting Mill Lane to provide pedestrian access to the development* (under Section 278 of the Highways Act)
- A highway works agreement to maintain landscaping within highways land (under Section 142 of the Highways Act)
- Stopping Up of part of the Highway at the eastern end of Crossland Road under Section 247 of the *Town and Country Planning Act*;
- Revision to the Highway extent to the east of the site via *Section 38* agreement
- *To enter into an oversail licence for all balconies and structures that oversail the Public Highway (eastern end of the building on Crossland Road) under Section 177 of the Highways Act*

Policies CC9, TR1, TR3, TR5, Revised Parking and Design SPD

8. The provision of affordable housing (either via on-site affordable housing units; or via a commuted sum to go towards affordable housing elsewhere in the Borough), subject to a Deferred Payment Mechanism (DPM) to potentially increase the overall provision to a maximum of equivalent 30% policy compliance.

DPM to check for potential uplift in profits: with the trigger for review to take place at the earlier of: either

- On occupation of 75% of the BTR units; or
- No later than 12 months of Practical Completion of the development

Key DPM input assumptions:

- Profit share trigger threshold based on the achieved price (including valuation figure for unoccupied units) and any surplus profit will be shared on a 50/50 basis between the Developer and the Council over the target Profit at 12.5% on Gross Development Value
- Fixed land cost - Benchmark Land Value £4,177,530
- All other costs will be assessed on an 'open book' basis
- An affordable housing cap will apply such that the maximum potential affordable housing contribution shall be a maximum equivalent 30% affordable housing at LHA levels, in accordance with Policy H3/H4.
- RBC to have accepted or rejected the Developer's DPM calculation within 3 months of submission, to be extended should the required evidence not be provided

	<ul style="list-style-type: none"> • Subject to independent dispute resolution if DPM level/amount cannot be agreed between parties. • Delegate to the ADPTPPS in consultation with the Council's Valuer to agree further detailed terms/adjustments as required. (Policy H3 & H4) <p>11. Before the commencement of RIBA Stage 3 MEP (mechanical and engineering plant) design, a feasibility study for future connection to a District Heat Network shall have been submitted to the Local Planning Authority for consideration.</p> <ul style="list-style-type: none"> • No later than one month from receipt of the Study, the Council shall have confirmed whether the development must connect to the heat network • At the point of submission of the feasibility study, if there is no defined programme for the installation and commissioning of a centralised heat network, that demonstrates alignment with the JLP building programme, there will be no obligation to proceed with the district heating connection, and it will be dismissed from consideration.
Conditions	<p>As per main report, with the following additional condition(s):</p> <p>41. Sustainable Drainage, pre-occupation completion in accordance with approved details as per Condition 14</p> <p>42. Travel Plan (to be approved)</p> <p>43. Annual review of Travel Plan</p>
Informatives	As per main report

1. Additional Comments Received

1.1 The following additional comments/consultation responses were received.

Active Travel England (ATE)

1.2 ATE provided a formal response to a consultation request stating that their standing advice should be followed.

Incredible Edible Reading

1.3 A letter of support was received from Incredible Edible Reading on 3 October 2025.

Reading Civic Society

1.4 A letter of support was received from Reading Civic Society on 6 October 2025.

2. Materials Details

2.1 As outlined in paragraphs 7.47, 7.65, and 9.6 of the main agenda report (PL/24/1155), the materials proposed (particularly the brickwork) have generally

been described as high quality. The Applicant has provided indicative brick details for presentation to PAC, including displaying brick samples during the Members' accompanied site visits on 1st and 2nd October.

- 2.2 During the site visit, the Applicant expressed a preference for using full bricks. However, they remain unable to confirm that full bricks will be used. The architectural design's high ambitions rely on the successful execution of the brickwork, and there is concern that brick slip systems may not achieve the desired final appearance.
- 2.3 Nonetheless, the previously recommended conditions ensure that officers retain suitable control over the building's final appearance. This includes the requirement for on-site sectional mock-ups, which Members could also be invited to view.

3. Deferred Payment Mechanism

- 3.1 As per Head of Term "4. Affordable housing: Deferred payment mechanism" of the Recommendation box (page 31 of main agenda pack), details of the agreed DPM terms are to be provided. As per the above Recommendation box in this update report, the agreed DPM terms are included and agreed with the Applicant.
- 3.2 The DPM terms have been confirmed as agreed by the Applicant, which has been negotiated by the Council's Valuers to ensure the best possible opportunity for the DPM to result in an uplift in affordable housing provision. Notably, the Applicant has discussed the preference that should there be an improvement in viability at the time of the review (at 75% occupancy, or 12 months from practical completion) that their preference is for additional on-site affordable housing instead of an off-site contribution. The s106 will retain the ability for either scenario to occur, although either option is considered to be positive.
- 3.3 Members are reminded that, as per paragraph 7.102 of the main agenda report, the 10% LHA and 6% DMR on-site affordable housing provision equates to a policy level on-site provision of 12.58%. This results in a 17.42% shortfall that could be captured by a DPM in order to comply with policies H3 and H4, providing that future profits allow.

4. SuDS

- 4.1 Following the publishing of the main agenda report, and in further to paragraph 7.125, the Applicant and the Local Lead Flood Authority (LLFA) met to discuss the necessary amendments to the SuDS strategy to overcome the LLFA's concerns. This principally required the amendment to the Flood Risk Assessment and SuDS strategy to comply with the most recent government guidance in relation to maximising the ability of landscaping to be fed from rainwater runoff. The final details are still to be submitted, however the LLFA is content that a specifically worded condition could ensure compliance with the appropriate standards.

5. Landscaping

- 5.1 With regard to paragraph 7.62 of the main agenda report, the Applicant has continued to engage with the Planning (Natural Environment) Officer regarding on-site landscaping. The main agenda report indicated that this update report should clarify any resultant amendments to the landscaping scheme. It should be noted that the landscaping scheme previously proposed was considered reasonable and identified an appropriate mix of tree species that would be substantial in size and appearance. The potential conflicts between balconies and the building has been explored further, and no change to the submitted landscaping proposals has been considered necessary at this time. All final details will be secured by a robustly worded condition to ensure successful implementation of the proposed landscaping scheme.

6. Active Travel England Comments

- 6.1 Active Travel England's standing advice has been considered by officers. The standing advice seeks that the Applicant prepares a standard format 'planning application assessment toolkit' for consideration by the LPA. Due to the late identification of this missed statutory consultation, the Applicant has not been able to conduct the assessment prior to your meeting. As such, officers are seeking delegation to consider any matters raised within this assessment in conjunction with highways officers.

7. Decentralised Energy

- 7.1 Further to paragraph 7.118 of the main agenda report, further details have been sought with regard to the potential for district heat network connectivity. The application site sits within an area identified by RBC's Sustainability Team for the future route of a proposed heat network. The Applicant's originally submitted energy statement/sustainability statements both discussed the feasibility of connecting to a district heating network. These identified correctly that there was no existing heat network to connect to. The design of the building's heating was to be a dry panel heater system, and therefore is not a system that could be adapted for connection to a 'wet' system, should the Applicant provide a future connection point for the heat network.
- 7.2 As per paragraph 7.118 of the main report, detailed dialogue between specialists for the applicant and the Council have progressed. It is regrettable that at the present time the opportunity to connect to a possible heat network is not considered to be feasible/requirable. The amended heads of terms (item 11) above would ensure the possibility is explored later on in the development process.

8. Highways matters

- 8.1 The original Heads of Terms “7. Transport” of the Recommendation box (page 31-32 of main agenda pack), includes various works that are required from a highways perspective. There are minor updates to these terms as confirmed by highways officers.
- 8.2 At the time of publishing the main agenda, the Highway Authority remains concerned with the following: consistency of the drawings which show removal of a previously proposed pedestrian crossing along Crossland Road; and maintenance of landscaping within areas of Highway land (by the Applicant/operator). These matters have been satisfactorily addressed with the appropriate terms of landscaping maintenance included in the agreed Heads of Terms above, and removal of the pedestrian crossing.
- 8.3 Furthermore, the Applicant has sought agreement from the Highway Authority on the relocation of the two large lighting masts within the site (on highway land). The Applicant has submitted a strategy to illuminate the IDR following the removal of these light columns, as retaining them as existing would cause significant light intrusion to residents of the development. It has not been confirmed by the Highway Authority that the strategy is acceptable at this time. However, a suitable strategy for replacement of these masts would need to be agreed, and implemented before removal could be facilitated, to maintain highway safety.

9. Conclusion

- 9.1 With the exception of the limited additional positive weight to be afforded to the agreed deferred payment mechanism terms, the majority of the matters covered within this update report are not considered to affect the detailed assessment contained within the main agenda report. The recommendation has been amended to reflect the agreement on the outstanding matters from the main agenda report, and includes the delegation to officers to approve the Applicant’s transport assessment in line with Active Travel England standing advice.

Case Officer: Anthony Scholes

Appendix A – Additional Plans and Documents Submitted

Drawing No: 08278-FAI-CV-XX-M2-C-2001 – Rev P13 – Proposed Drainage Layout

Drawing No: SY743-275-0201 – Rev P01 – Typical Tree Planting Detail Within Soft Landscaping

Drawing No: SY743-275-0041 – Rev P06 – General Arrangement – Growing Medium Formation

As received by the LPA 3 October 2025

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