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PLANNING APPLICATIONS COMMITTEE

12 AUGUST 2026

ADDITIONAL INFORMATION

AGENDA ITEM	ACTION	WARDS AFFECTED	PAGE NO
3.	PL/26/0415 (REM) - STATION HILL Decision	ABBEY	5 - 34

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UPDATE SHEET AND ORDER OF CONSIDERATION

Planning Applications Committee – 12 August 2026

Applications Without Public Speaking

Item No.	3	Page 7	Ward	Abbey
Application Number	PL/26/0415			
Application type	Approval of reserved matters			
Address	Station Hill, Reading, RG1 1NF			
Planning Officer presenting	Stephen Vigar		*UPDATE*	

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Planning Applications Committee

12 August 2026



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Title	PLANNING APPLICATION UPDATE REPORT
Ward	Abbey
Planning Application Reference:	PL/26/0415 – Application for Approval of Reserved Matters
Site Address:	Station Hill, Reading, RG1 1NF
Proposed Development	Reserved Matters application pursuant to Outline Planning Permission ref. 192032 for the development of Plots A, B and D at Station Hill, Reading, comprising the erection of two buildings to provide residential units (Use Class C3), including affordable housing, ground floor flexible commercial units (Use Class E), resident amenity space, associated landscaping and public realm works, including Station Hill Gardens and to Station Hill Square, new pedestrian routes, cycle parking, servicing, refuse storage, plant and ancillary infrastructure, with all associated works. Discharge of conditions which are triggered with the Reserved Matters Application including Conditions 54(iii), 63, 75, 76, 86, 94, 95, 96, 99, 107 and 112.
Applicant	SH Reading Master LLP
Report author	Steve Vigar
Deadline:	26 Week date: 25 September 2026
Recommendation	As per main agenda
Conditions (summary, to include but not limited to)	As per main agenda
Informatives	As per main agenda

1. Updated Drawings

- 1.1 Attached to this Update at Appendix 1. These drawings are final versions showing street trees and updates to street furniture and landscaping consistently across the drawings as referred to in the main report.

Drawings list

332612174-STN-HGN-XX-DR-TR-5517 Revision P12, General Arrangement, dated 4 August 2026 (*replaces “Highways – Proposed General Arrangement” in Appendix 3 of main report*)

SHP3-LDA-P3-ZZ-PL-L-100-101 – Revision P01 - Street Level General Arrangement dated 22 July 2026

SHP3-LDA-P3-ZZ-PL-L-100-102 – Revision P01 - Podium Level General Arrangement dated 20 July 2026

SHP3 – GEN-XX-P2-D-A-011208 P10 Proposed GA Plan – Level P2 – dated 4 August 2026

SHP3 – GEN-XX-P1-D-A-011209 P07 Proposed GA Plan – Level P1 – dated 4 August 2026

SHP3 – GEN-XX-00-D-A-011210 P08 Proposed GA Plan – Level 00 – dated 5 August 2026

2. Highways

- 2.1 Further representations have been received from the Highways Authority (appended to this Update at Appendix 2). It is considered that most points have already been addressed in the main report and justified within the overall planning balance.
- 2.2 As explained in paragraph 7.4 of the main report. The starting point for assessment of the Reserved Matters is the Outline permission which sets the scope of what is required under the Reserved Matters. If something is not required to be submitted by the Outline, it cannot be reasonably required at Reserved Matters stage.
- 2.3 Added to this the Planning Authority is required to take a balanced approach taking into account all relevant materials considerations. It will not be possible to comply with all standards in all cases if the wide range of competing demands on the land need to be mediated to reach an appropriate Planning recommendation. Indeed this is the essential purpose of Planning, to mediate between various demands on the use of land (see also para 7.3 of the main report). It is considered that the existing recommendation in the main report strikes an appropriate balance in this regard.
- 2.4 Paragraph 116 of the NPPF 2024 requires that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*”
- 2.5 It is considered that the proposals strike an appropriate balance between making provision for various modes of transport whilst avoiding vehicle dominance or allowing transport infrastructure to frustrate the aims of achieving a high quality and environment for those who will be living in or otherwise experiencing the development with a high level of visual and other amenity. It

is considered, supported by Policy CR11 and the Public Realm Strategy SPD, that this town centre regeneration scheme should be design-led with the aim of placemaking and enhancing the local environment and must avoid repeating the vehicle-domination which has harmed the character of this part of the town centre previously.

2.6 The amount of development already permitted under the Outline permission, the parameter plans, the design code requirements, together with the new constraints of the Building Safety Act, wind mitigation, as well as the existing highway layout (etc.) all combine to allow very little opportunity for additional parking, altered access arrangements or other additional changes. The recommendation takes into account all these matters to reach a balanced conclusion. This is consistent with the densely urban nature of the proposal and its immediate setting.

2.7 The specific Highways concerns are addressed in the table below:

	Matters Raised (see Appendix 2)	Relevant Main Report Paragraph(s)	Planning Officer Comment
1.	<i>Street Trees and Footway Width – specific tree species may have too wide a trunk.</i>	6.71	It is considered that this is already suitably addressed in the main report. Highway comments confirm that sufficient footway and cycleway width is shown. The remaining concern is possible width of tree trunks. It should be noted that recommended Condition 2 secures full details of all planting which allows for selection of specific species and varieties and this will ensure that any excessively large trees are avoided although it is apparent that even a large tree would be incapable of obstructing the path to the extent to which it would no longer function effectively as a footway/cycleway. Noting also that the 'main' cycleway is unaffected as this is on the carriageway and that the shared path is intended for less confident cyclists as a further enhancement of the cycling provision. Any residual concern is considered to be outweighed by the significant benefits of street trees, including those of ultimately large size/canopy spread which are well rehearsed in the report and elsewhere.
2.	<i>Trees and Wind Mitigation</i>	6.70, 6.71	The trees to the south side of Garrard Street do still form part of the proposal. They are now shown on all drawings (rather than some) – see Updates above/Appendix 1. These are assessed as being necessary and acceptable in the main report.
3.	<i>Cycle Visibility and Planting Beds – Greyfriars Road</i>	6.73, 6.74	The planting beds have been provided partly in response to earlier Highway Authority comments. New comments regarding the beds causing an obstruction for blind and partially-sighted persons are noted. It remains the case that a well-proportioned (generally 4m wide) footway would be provided west of the

			colonnade columns and line of street trees which would provide the most legible and straightforward route for all users. Ultimately it is considered that an appropriate balance is struck between the need to provide a safe and unobstructed route, the need to introduce planting and other visual enhancements and the functional requirements of the buildings as designed. This is set out in the main report. Additional tactile paving or high-contrast paving/markings could be included in the future hard landscaping (see Condition 2) where appropriate.
4.	<i>Visibility Splays at Greyfriars Road entrance</i>	6.73	The request to further increase the extent of the planting beds and adjust the stop line is noted. This has already been addressed in the main report (para. 6.73). Further enlargement of planting beds would add further undesirable obstructions to the footway. It is also important to consider that the access would serve a very limited number of spaces – 2 disabled parking bays and a single space for service vehicles. The scope for any conflict is therefore also limited. The access is designed as a raised crossing with the footway/cycleway continuing at the same level and vehicles passing over the raised table. This provides a clear indication to the few drivers that do use the access that they must be alert to and give way to any pavement users and proceed with due care. This is considered to be an appropriate design response in this urban context.
5.	<i>Visibility splays at Garrard Street entrance. Trees, kerb offset measurements, cyclist speeds.</i>	6.70	The concerns regarding the diameter of the street tree trunks is noted. This has already been considered at para 6.70. Notwithstanding the current recommendation, there remains scope to select an appropriate tree species and variety under Condition 2. The kerb offset and cyclist speed points are also noted. The entrances serve a small area of 2 parking spaces and a single service vehicle bay. As referred to above, the internal parking/service bay is unlikely to be heavily used given its limited size and the densely urban setting will ultimately require drivers to modify their behaviour within this constrained setting.
6.	<i>Residential Cycle Parking – The proposed dwellings require 216 cycle parking spaces for Plot A/B and 95 cycle spaces</i>	6.86-6.87	Space saving cycle racks are proposed to accommodate the cycle space requirement. Sheffield stands are not possible within the constrained space available. It is noted that similar racking has already been installed at Plots E and F (“Ebb and Flow”) and also to serve the Plot G office. This approach is considered reasonable in the constrained urban location.

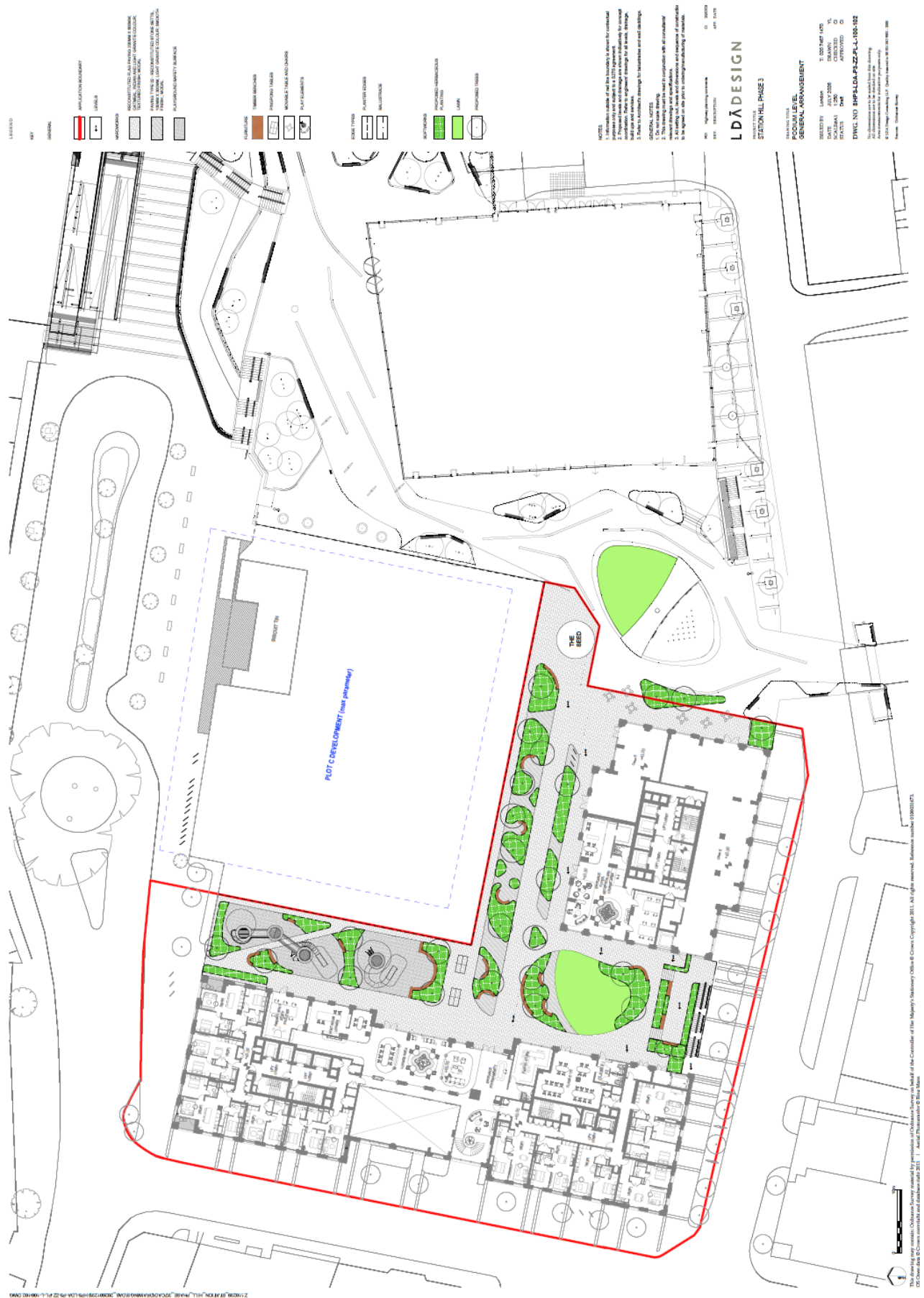
	<i>for Plot D. The proposals include 234 cycle parking spaces for Plot A/B and 96 spaces for Plot D – which is accepted by Highway Authority. The layout however is not accepted as Sheffield stands are not provided.</i>		
7.	<i>Commercial Cycle Parking – reiterated concerns regarding precise spacing of hoops.</i>	6.88	This is already addressed in the main report (6.88). Sheffield stands are shown within the ‘back of house’ areas for the commercial units. The proposed approach is considered reasonable and would allow cycles to be stored. A degree of flexibility on stand spacing is considered acceptable in a professional context as explained in the main report.
8.	<i>Commercial Visitor Cycle Parking Spaces – lack of detail on podium level provision.</i>	6.88	Cycle parking at podium level. The three stands referred to are shown on the updated drawings and are considered to be acceptable (see Appendix 1).
9.	<i>Failure to prioritise cycling</i>		Officers consider that cycling has been prioritised with the provision of a good quality new cycleway with both on-street and shared cycleways to Garrard Street, linking through to the Station Underpass cycleway. Cycling is permitted throughout all parts of the defined public realm to ensure cyclists are not inconvenienced when visiting and moving around the site – These are all matters which have been prioritised and promoted by the Planning Authority as part of the extensive negotiations to support the wider regeneration of the area. Substantial provision is made for cycle parking for future residents in a similar fashion to Plots E, F and G despite space within the building being at a premium. Provision is made for servicing and back of house for the commercial units and space is made available for staff cycle parking – allowing for the fact that future occupiers may also have their own preferences and arrangements. Officers would contend

			that cycling has in fact been prioritised to a great extent within the constraints that exist.
10.	<i>Disabled Parking – Survey evidence requested.</i>	6.89-6.91	In the same way that <u>up to</u> 750 dwellings were approved under the Outline, <u>up to</u> 835 parking spaces were approved as part of the overall hybrid permission (Phases 2 and 3). There is no specified minimum amount of parking secured under the Outline permission. If a minimum had been required it would have been specifically secured by Condition, including Disabled spaces. The proposed provision is considered to accommodate the maximum that is reasonably possible. This is because space beneath the building is very constrained, especially with the arrival of the Building Safety Act 2022 which has introduced requirements for buildings to be separated down to natural ground level and limits the scope for extensive basements between buildings. Additional stair cores, sprinkler tank rooms, plant rooms etc are all new requirements often requiring direct access from the street for firefighting purposes. In the same way that cycle parking is constrained (using stacking racks rather than less space- efficient Sheffield Stands); waste storage is constrained (requiring a managed approach with more regular collections); ‘active frontages’ are constrained (more extensive activation would be desirable); so too is car parking. It is considered that the spaces available are the maximum that can reasonably be accommodated without a comprehensive redesign. Anecdotal evidence from the applicant that there has been no take up of disabled parking in Ebb and Flow (Phase 1) is useful background. The Highway Authority request for further confirmation is noted. However it is apparent that there is no further scope for any additional parking, regardless of the outcome of any further investigation. To conclude on this point - the absence of any specific required amount of parking in the Outline permission means that it is not possible to insist on a specific amount at Reserved Matters stage. Amounts were ‘up to’ and flexible. It is considered that there is little scope for additional parking. Four dedicated spaces are provided and this is considered reasonable in this setting due to the constraints identified. Any harm arising from the provision of relatively few spaces is

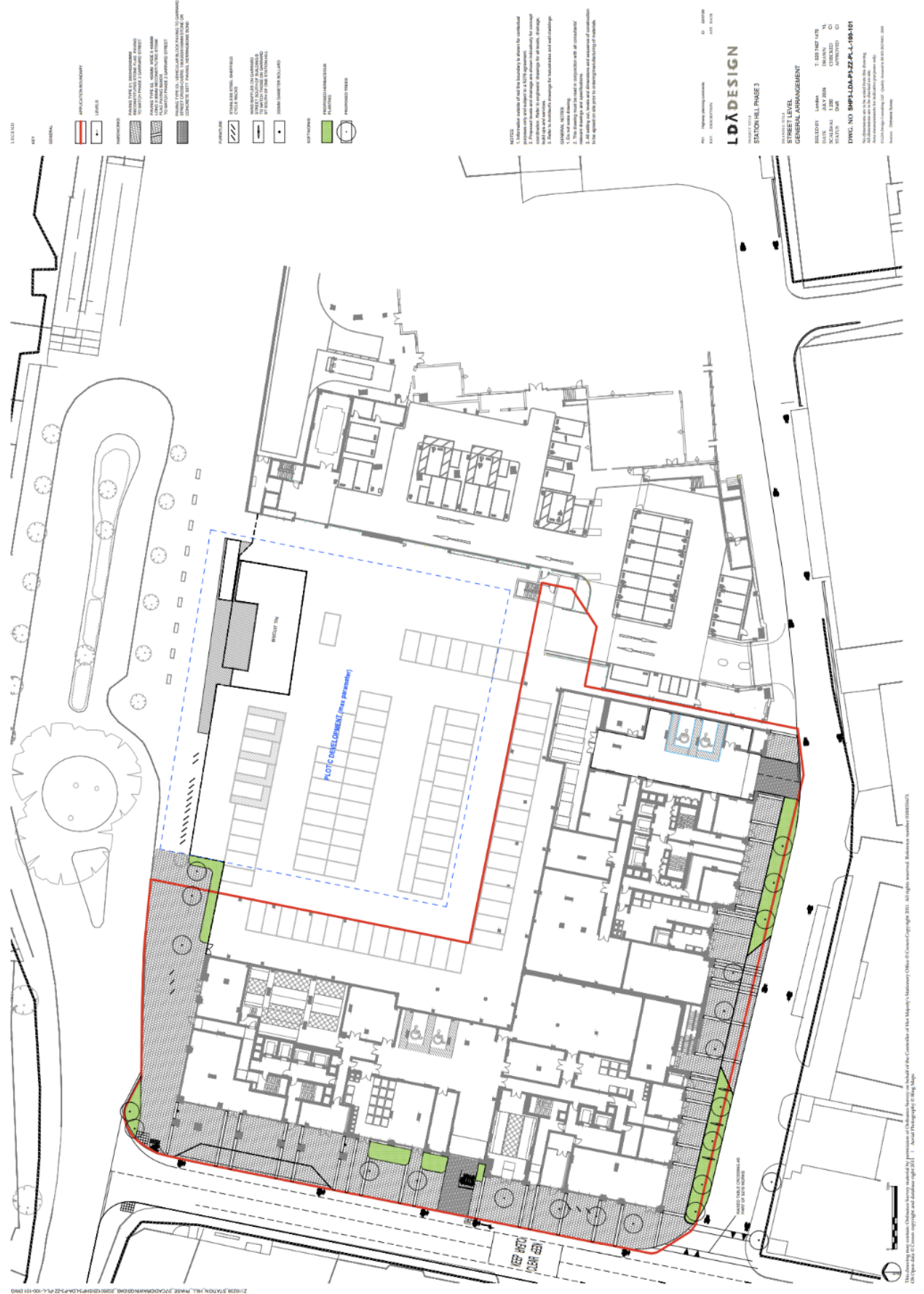
			considered to be outweighed by the high accessibility of the location, with excellent rail and bus links to all parts of Reading and beyond, together with good access by private taxi. Having considered all these points, it is considered that any remaining harm would be outweighed by the substantial regeneration benefits of the proposal taken as a whole as described in the main report.
11.	<i>Building Maintenance - condition 76</i>	6.195	It is considered that relevant Planning matters have been adequately addressed by the proposals as set out in para 6.195 of the main report.

3. Correction

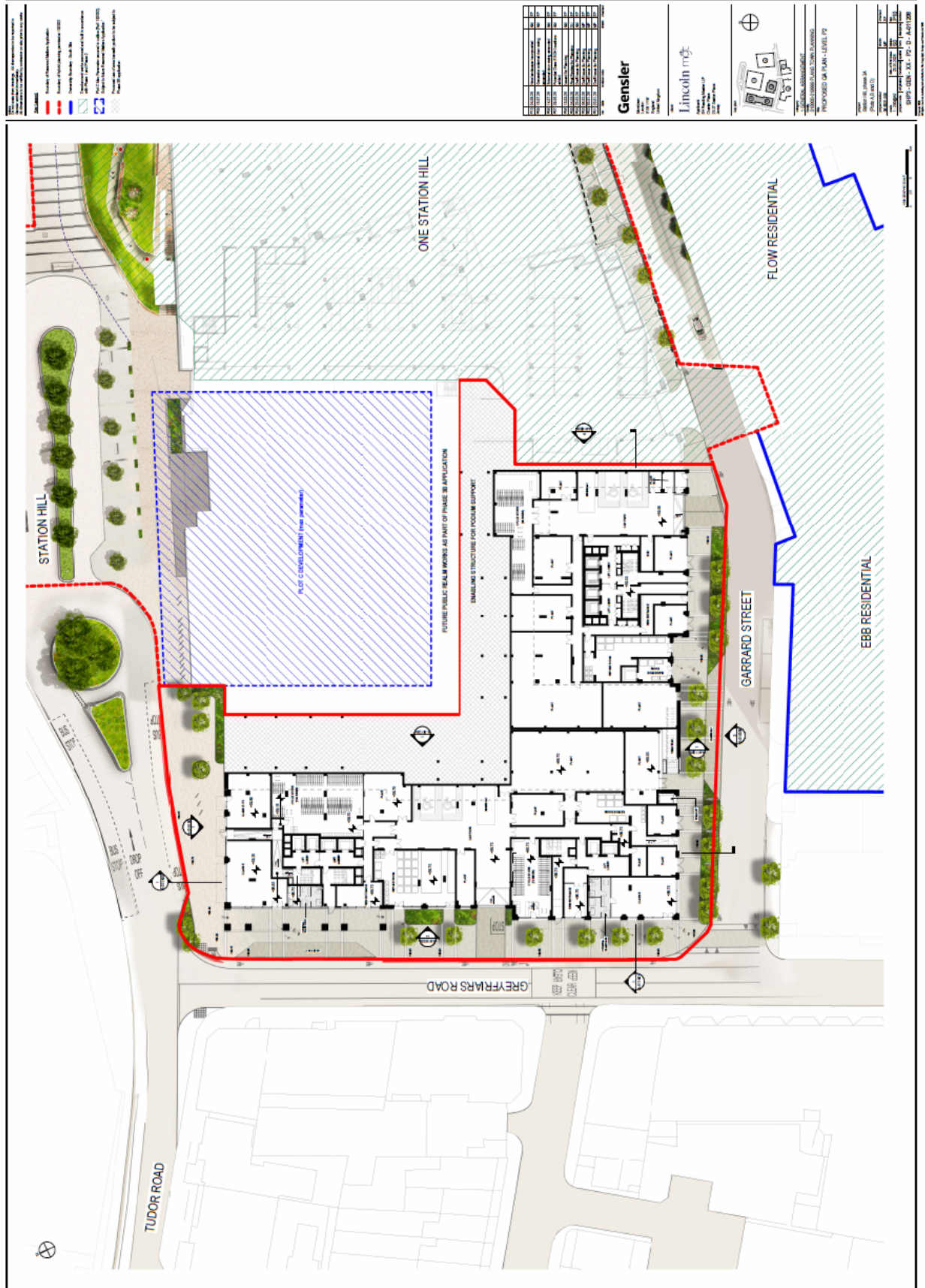
- 3.1 Paragraph 6.49 of the main report refers to paragraph 196 of the NPPF. This should read para 215.



Podium Level - Landscaping



Street Level – Landscaping



Proposed Lower Ground Floor Plan – Street Level

APPENDIX 2 – Further Highway Authority Comments – In Full

(Highlighted text indicates updated text not in version appended to main report)

“07/08/2026

Planning Application Ref: PL/26/0415

Officer: Steve Vigar

Application Type: Approval of reserved matters

Address: Station Hill, Reading, RG1 1NF

Proposal: Reserved Matters application pursuant to Outline

Planning Permission ref. 192032 for the development of Plots A, B and D at Station Hill, Reading, comprising the erection of two buildings to provide residential units (Use Class C3), including affordable housing, ground floor flexible commercial units (Use Class E), resident amenity space, associated landscaping and public realm works, including Station Hill Gardens and to Station Hill Square, new pedestrian routes, cycle parking, servicing, refuse storage, plant and ancillary infrastructure, with all associated works. Discharge of conditions which are triggered with the Reserved Matters Application including Conditions 54(iii), 63, 75, 76, 86, 94, 95, 96, 99, 107 and 112.

Transport Comments

The proposed application is for the approval of reserved matters associated with the Station Hill scheme in particular Phase 3 which includes Plots A, B and D.

The applicant has prepared a Transport Statement to accompany the planning application the principle of which is deemed acceptable to which the Highway Authority comments as follows which will include specific responses in relation to the discharge of conditions:

Site Location

The application site forms part of the wider Station Hill Masterplan and is located immediately south of Reading Station. Part of the site is currently occupied by Xafinity House and a temporary car park and hard standing. The surrounding area comprises the completed Phase 1 and Phase 2 developments at Station Hill, including residential buildings (Ebb & Flow), One Station Hill, public realm and key pedestrian connections.

The site is located in Reading Town Centre, with Reading Railway Station approximately 100m north-east of the site. To the south of the site is Garrard Street which travels in the east – west direction between Station Road and Greyfriars Road bisecting the southern and northern parcels of Station Hill.

Proposal

The Station Hill Phase 3A development comprises residential and commercial uses across Plots A/B and D. The residential element will deliver up to 600 dwellings. Ground floor commercial floorspace is proposed predominantly for flexible food and beverage (F&B) uses within each plot. The development is designed to integrate with the wider Station Hill masterplan and to operate without reliance on private car parking, aside from a limited number of disabled parking and servicing facilities.

The quantum of development for each Plots A/B and D is presented in Table 4.1.

Table 4.1: Residential Development Schedule

Bedroom Mix	Plot		Total
	A/B	D	
1 – 2 Bedrooms	402	176	580
3+ Bedrooms	15	7	22
Total	417	183	600

The quantum for the commercial/ F&B units are presented below in Table 4.2.

Table 4.2: Commercial/ F&B Development Schedule

Commercial/ F&B Space (sqm)		Total (sqm)
A/B	D	
459	543	1002

The quantum of development being proposed as part of this reserved matters application is less than what had been originally assessed at the Outline application stage and therefore is deemed acceptable.

Pedestrian and Cycle Access/Improvements and Public Realm

The proposal seeks to provide improvements to pedestrian and cycle movements that surround the application site by providing enhancements to landscaping and increased widths to the footways whilst also providing a footway / cycleway along Greyfriars Road.

At the northern end of Greyfriars Road a 5m wide footway / cycleway is secured as part of the outline permission with a section of which allowing servicing to take place with flush kerb demarcation to identify the loading bay location. This still retained a width of 2m for pedestrians and cyclists with cyclists also able to utilise the on carriageway advisory cycle lane. This has been replicated within the proposed design but in addition a further area is provided within the colonnade for pedestrians. This is therefore deemed acceptable.

However, the Highway Authority at the pre-application stage had requested details on how cyclists would be discouraged from using the area beneath the colonnade to ensure that conflict between pedestrians and cyclists does not occur.

At Paragraph 4.5.7 of the Transport Statement the applicant has stated cyclists will be discouraged from using the area beneath the colonnade through improved signage and roundels. In addition to this the applicant has proposed bollards at either end of the colonnade which is accepted by the Highway Authority.

As agreed at the Outline application stage the proposed scheme includes the provision of the raised table crossing at the Garrard Street / Greyfriars Road junction and the

realignment of the kerb radius at the Greyfriars Road/ Tudor Road junction. Both of these measures will aid pedestrian and cycle movements around the development and is therefore a significant enhancement to the area.

The proposed scheme includes the provision of street trees along Greyfriars Road and Garrard Street. The proposed general arrangement indicates that a sufficient width for a footway/cycleway and footway respectively is retained. Although it is noted that the Transport Statement stipulates that the Evergreen *Pinus Sylvestris* would have a girth of 30-50cm when used as a street tree this would need to be confirmed by the Council's Natural Environment Officer to ensure that this is accurate especially given that the trees are substantial when fully grown.

Trees had previously been proposed on the opposite side of Garrard Street to the application site, but as part of the latest Highway submission these have now been removed (drawing 332612174-STN-HGN-XX-DR-TR-5517 Rev P11). However, no information has been provided to confirm that these trees have been removed from the wind mitigation plan (drawing SHP3-LDA-P3-ZZ-PL-L-100-101), which was only submitted in June. To ensure consistency the wind mitigation drawing must also be updated to remove these trees. Preferably this should be undertaken prior to the determination of the application but this could be dealt with by way of a planning condition.

Trees are proposed on the corner of Greyfriars Road and Station Hill which was identified at the pre-application stage as potentially resulting in a detrimental impact on visibility for pedestrians, cyclists, and drivers at that junction. This has been assessed by the applicant and it has been identified that no impact on the visibility occurs and therefore the proposed trees are deemed acceptable.

It should be stated that all the trees to be located within the Public Highway will need to be crown lifted to 2.4m to ensure that no conflict with pedestrians/cyclists occurs.

It is noted that some if not all of the proposed trees are required as part of the wind mitigation for the proposed development. However, all of the trees are located within the Public Highway extent. As discussed during the pre-application discussions it would need to be clarified how the applicant proposes to ensure the retention and maintenance of the trees in perpetuity to ensure that the wind mitigation is retained.

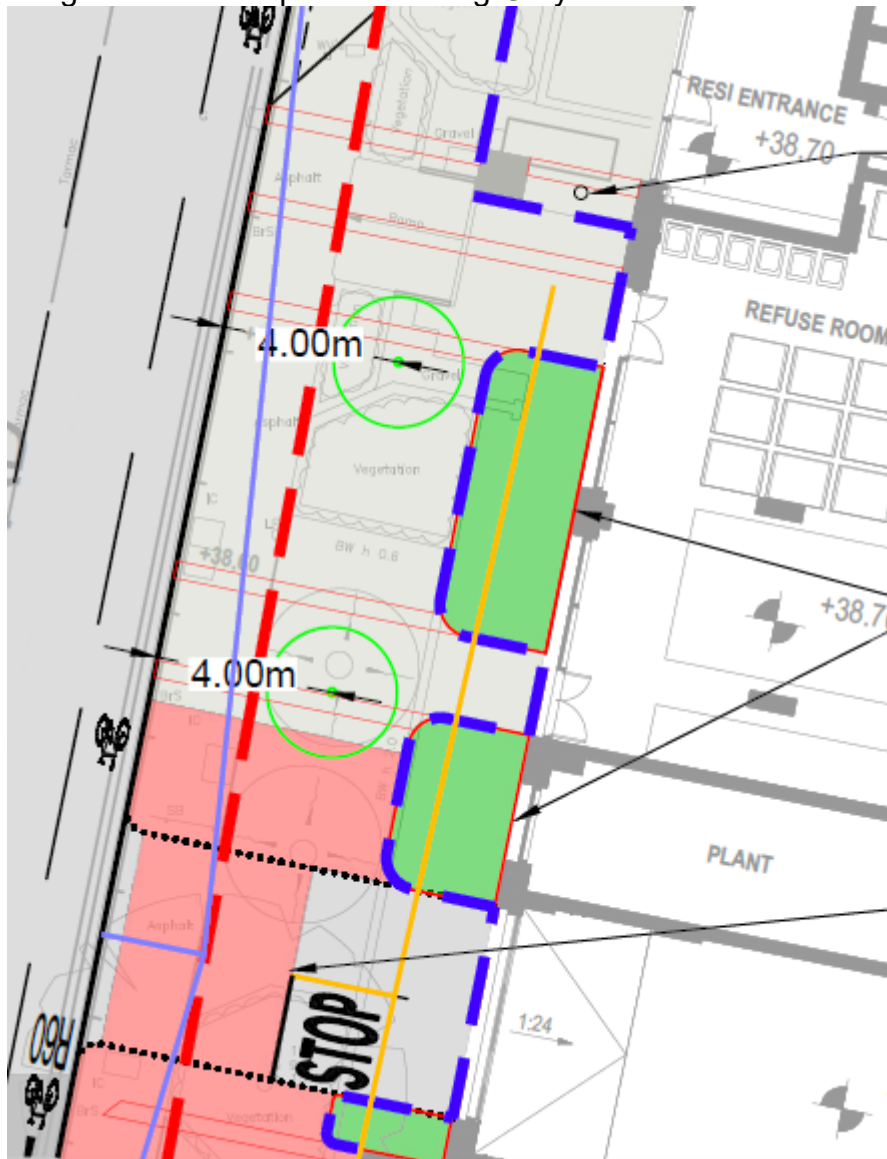
As an addition to the above the scheme includes the provision of wind baffles along Garrard Street however, the Highway Authority would not accept the provision of these structures as Highway assets. The applicant was therefore previously tasked with identifying how they will maintain these structures in perpetuity going forward. However, this has not been provided.

The applicant has now confirmed that this is to be managed by way of a S142 and S115e licenses to DoV and S278 agreement the principle of which is agreed. It would be preferable to have a plan identifying the areas which are to form the S142 and S115e licences but the Highway Authority are happy that this can be dealt with within the S106 requirements.

I would remind the applicant that S278/38 Highway works are there for the benefit of the public and should not be proposed to be for the benefit of individual developments.

To compensate for the cycle visibility along Greyfriars Road the applicant has proposed a series of 2.7m deep landscaped areas as is illustrated in image 1 below. However, these oversized landscaped areas will create an environment that would be difficult to navigate for those that are blind/partially sighted as they follow the building line. This poor arrangement has been proposed to cover up the cycle visibility concerns discussed later in this consultation response. The Highway Authority would request that this proposed landscape layout should be revised.

Image 1 – Landscape areas along Greyfriars Road



There are numerous doors that are opening outwards and this would be contrary to Section 153 of the Highways Act this has been reviewed by the applicant, and it is confirmed that the only doors that now open outwards are fire doors or those associated with plant. This is deemed acceptable by the Highway Authority.

Bioretention rain gardens have been located on the Public Highway which will be discussed / commented on further within the SuDs response.

Active Travel

Active Travel England have provided comments on the proposed development, and the Highway Authorities comments are as follows:

- The cycle parking provided by the applicant complies with the Councils standards in relation to the number of spaces required and therefore there are no grounds for the Highway Authority to request more cycle parking. However, the Planning Authority could request a provision in line with the Active Travel England comments should they wish.
- The Highway Authority agrees with Active Travel England regarding the access arrangements to the cycle store within Plot A and the Highway Authority has made more detailed comments on this within the cycle parking section of this consultation response.

Vehicle Access

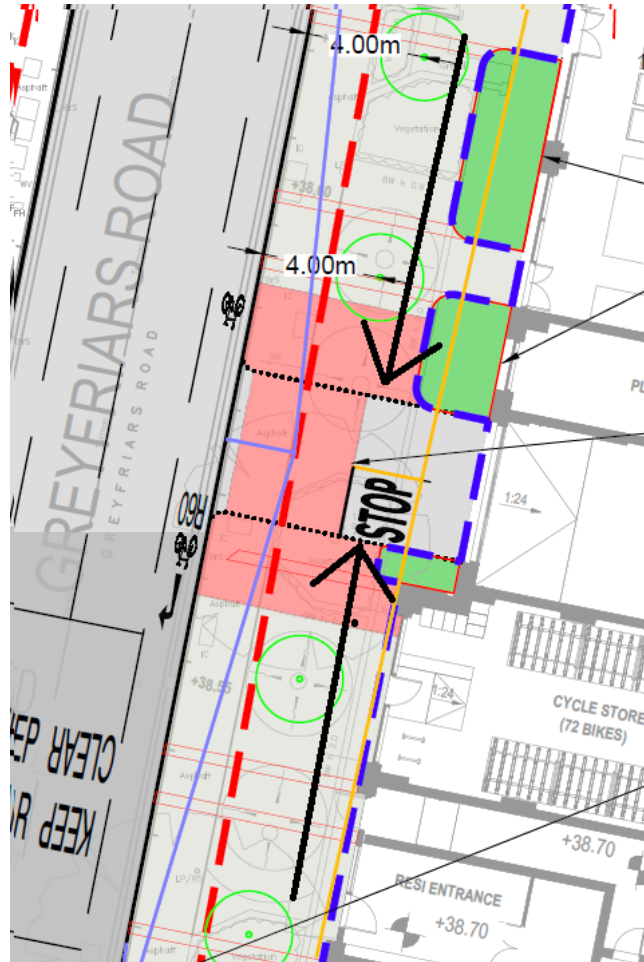
The site is proposed to be accessible to general traffic from two points of access, one from Garrard Street and one from Greyfriars Road. Both accesses will facilitate entry and egress to and from the blue badge spaces situated within an undercroft of the development.

At the Outline application stage the access onto Greyfriars Road was designed as an entry only however as part of this planning application the access will include the provision of access and exit from the car park. Given that this parking area will only accommodate 2 parking spaces and loading bay the provision of this has been deemed acceptable.

During the pre-application discussions it has been advised that the vehicle accesses onto Greyfriars Road and Garrard Street should be in the form of a dropped crossings and not bellmouths given the low flows and also as this ensures that pedestrian and cycle flows are maintained. The proposed layouts now include the accesses as dropped crossings and this is deemed acceptable.

Visibility splays for the vehicle accesses have been illustrated and the Greyfriars Road splay is deemed acceptable. A cycle visibility splay has been illustrated at the access onto Greyfriars Road but the revised layout still illustrates the stop line along the desire line for pedestrians and cyclists. The applicant has stated that the landscaping around the access onto Greyfriars Road pushes cyclists away from building edge and the raised table now provides a desire line for pedestrians away from the stop line. In addition, the applicant has stated that the inclusion of the Sheffield stands to the south of the vehicle entrance will deter cyclists from cycling along the building edge. However, as Image 2 below illustrates by way of the black arrows there is still a desire line for pedestrians and cyclists right adjacent to the building line / landscaping especially as a cycle store, the Sheffield stands and residential entrances are located directly south of the vehicle access.

Image 2 – Diagram illustrating desire line



As had been previously discussed and agreed at the pre-application meeting some form of increased physical measure is required to effectively direct pedestrians and cyclists away from the building edge to ensure that adequate sightlines are provided. It had been agreed that low level landscaping would be provided similar to what has been proposed to the north but a larger area on both sides of the access but this has not been illustrated on the submitted plans. As previously advised a proposal similar to that provided at Image 3 below must be incorporated into the scheme design or the give way line would need to be set back into the site and the building line adjusted to facilitate the visibility splay. It is noted that this would need to be reviewed to take account of the revised stop line.

Image 2 – Diagram illustrating the required landscaping



Notwithstanding the above comments I must advise that Image 2 above does now provide an acceptable visibility splay however the Highway Authority would still contest that will result in conflict between vehicles and pedestrian / cyclists and therefore is fundamentally unacceptable. This is a comprehensive redevelopment of the site and therefore there is no reason why a compromise in design standards would be necessary. The Highway Authority therefore fundamentally objects to the development given that it fails to provide an acceptable pedestrian and cycle route along Greyfriars Road contrary to National standards contained within LTN 1/20, the NPPF and the Reading Borough Local Plan.

However, should the Local Planning Authority still be minded to grant planning permission this arrangement would be reviewed through a Stage 1 and 2 Road Safety Audit when the S278 / 38 works are progressed. This may require changes to the access arrangement that could be dealt with at that time albeit this is likely to require an amendment to the planning application resulting in a delay in the processing of the S278/38 Highway works agreement as this must replicate the planning permission.

The visibility splay for the proposed vehicle access onto Garrard Street has been illustrated as 2m by 25m with the visibility off set by 1m into the carriageway with the visibility splay now illustrated as being in front of the proposed tree. However, as previously identified the applicant has provided details of the proposed tree that would be adjacent to the visibility splay including the maximum truck size which is a *Carpinus Betulus Fastigiata* which will have a truck girth of 500mm diameter. This is greater than the 100mm illustrated on the submitted drawing and therefore the illustrated visibility splay is not achievable.

Further to this the applicant has utilised a 1m off set from the kerb edge however, the offset from the kerb is to be used when it is likely that vehicles would be travelling away from the kerb line and this could be accepted should there not be pay and display parking bays opposite which narrows the useable carriageway to 6m in width. The Highway Authority therefore does not agree with this proposed off set distance. The actual visibility splay is likely to be in the region of 2m x 16m which cannot be accepted by the Highway Authority.

In addition to this the applicant has failed to take account of cyclists utilising Garrard Street that would be within that 1m off set. Cyclists average speeds can be between 10 and 24mph depending on the type of bike and the reason for cycling, it is reasonable to assume that commuters would be nearing the higher end of that given they would be regular cyclists. Given the speed restriction on the road it is therefore likely that some cyclists may be travelling at 20mph (32kph) therefore in line with DfT document LTN 1/20 (see Table 5-5 below) the stopping sight distance for a cyclist travelling at 20mph would be 31m. The proposed visibility is therefore not only unacceptable in relation to vehicle visibility but also cyclist visibility and therefore cannot be accepted by the Highway Authority.

Table 5-5: Stopping sight distances

Design speed (kph)	Minimum stopping sight distance (m)
40	47
30	31
20	17

This may have been accepted should driver visibility be available beyond the proposed tree but this would be obstructed by the further two trees west of the closest tree.

As the Highway Authority has already alluded to this is a comprehensive redevelopment of the site and there is no reason why inadequate visibility from a junction should be permitted which will be to the detriment to Highway safety.

Cycle Parking

The applicant has stated that the proposed cycle parking is in line with Reading Borough Council minimum cycle Parking Standards. It is noted that Plot A/B is provided with 402 1 - 2 bed units and 15 3 bed units which would necessitate a provision of 216 cycle spaces with the Transport Statement stating that the development is proposing 228 which is acceptable. However, Plot D is made up of 176 1 – 2 bed units and 7 3 bed units which would necessitate a provision of 95 cycle spaces but the Transport Statement states that the proposal is only including a provision of 94 cycle spaces. However, drawing SHP3 -GEN - XX - P2 - D - A-011208 Rev P06 - PROPOSED GA PLAN - LEVEL P2 illustrates 234 cycle spaces for Plots

A/B and 96 spaces for Plot D the number of cycle spaces on the plan is therefore accepted.

However, the cycle parking layouts are not acceptable given that the Sheffield stands are not provided with 1m centres and they are not all located 0.55m from an adjacent wall of feature. The cycle parking layout must therefore be updated to correct this. The applicant has stated that the two remaining banks of visitor parking are provided to standards however this above point relates to the residential cycle parking and therefore this has not been addressed.

In addition, to this the Highway Authority agrees with Active Travel England regarding access to the cycle store located to the north of the site. To aid cycle movement to the north an improved cycle access should be provided along the northern elevation and the number of doors cyclists are required to navigate must be reduced to ensure an easier access route. The applicant has stated that they consider there to be a direct route to the cycle store access from the undercroft car parking area but what was discussed at the meeting with the applicant is that to aid cyclists the doors to and from the cycle store or at least 1 set of them should be automated however, this has not been specified within the applicants transport note or identified on the submitted drawings. This matter is proposed to be conditioned by the planning officer.

Commercial cycle parking requirements have been informed by Reading Borough Council Parking Standards, based on the scale of F&B floorspace and estimated staff numbers. The RBC Cycle Parking Standards are as follows:

- A3 Restaurants and Cafe Use – 1 space per 6 staff and 1 space per 300sqm.

In the absence of established employee numbers, the RIC Employee Density Guide for A3 Restaurants of 1 employee per 15sqm has been applied by the applicant which is deemed acceptable. The commercial cycle parking requirements are as follows:

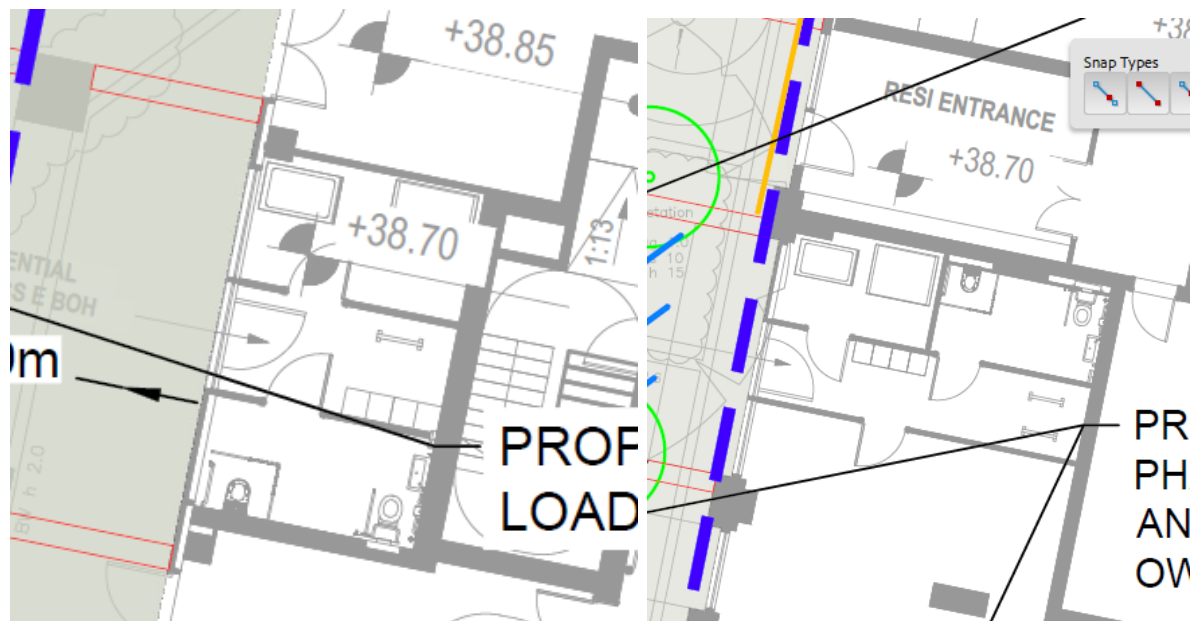
Block A 210sqm 2 staff spaces and 1 visitor space

Block B 249sqm 3 staff spaces 1 visitor space

Block C 543 sqm 6 staff spaces 2 visitor spaces

Across Plots A/B and D, a total of 11 staff cycle spaces and 4 visitor cycle spaces are required. The staff cycle parking storage will be provided internally within dedicated stores as part of the back of house facilities. These were illustrated within Figure 4.2 of the Transport Statement dated May 2026 but no updated plans were provided at that time. Updated plans have now identified that the cycle parking spaces do not comply with standards as they are not provided with 1m centres and are less than 0.55m from an adjacent wall. I have been unable to assess the cycle parking spaces for the unit at the podium level as updated plans have not been provided. Regardless the proposed arrangement fails to demonstrate an acceptable cycle parking layout for the commercial units. The Highway Authority would also still have concerns about the bins and cycles being accessed from the same area albeit there being a door in between (images below). It is highly unlikely that the bins are going to be relocated to the bin store area with them being left in the cycle store especially as the 1100l bin would be too large to get through the door of the refuse store. This will not help

encourage cycling as an alternative mode and therefore the Highway Authority would object to the proposed staff cycle parking layout.



The commercial visitor spaces have been proposed as follows:

- 3 Sheffield stands (6 spaces) adjacent to the commercial unit on Station Hill which are acceptable.
- 3 Sheffield Stands (6 spaces) adjacent to the commercial unit on Greyfriars Road which are acceptable
- 3 Sheffield Stands (6 spaces) adjacent to commercial unit at Podium Level which in principle are acceptable however only an extract of a plan has been submitted to the Highway Authority to review. The actual plan must be provided to ensure that adequate spacing is provided.

The Highway Authority has numerous issues with the cycle parking layouts that fail to prioritise cycling with some of these being unable to be dealt with by way of conditions given that the size of the cycle stores being unable altered to enable cycle parking to the required standards to be provided.

Car Parking

Given the highly accessible town centre location of the Station Hill development, it is proposed that residential parking provision for Plots A/B and D be limited exclusively to accessible (Blue Badge) parking spaces. This approach aligns with the objective of promoting sustainable travel within a highly accessible location.

It was agreed within the outline planning application for Phase 3 that residential parking would be provided on a basis of 0.3 parking space per residential unit. The proposal as currently presented, for essentially a 'car free scheme' is however acceptable given the extensive car parking restrictions that surround the application site. The accessible location of the site in terms of public transport and access to local amenities which are in close proximity means a car-free scheme is also acceptable.

Reading Borough Council parking standards define accessible parking as a proportion of the total parking provision '*Where centrally located flats/ apartments do not contain parking for able bodied residents, disabled spaces must be provided based on level of units proposed for disabled persons*'. It is this final assessment that has not been included by the applicant even though this has been highlighted during the pre-application discussions on numerous occasions.

The proposed residential scheme is intended to be car-free other than the accessible parking spaces.

Phase 1 of Station Hill (Ebb & Flow) includes 598 units and 157 parking spaces, 8 of which are Blue Badge Spaces. Phase 1 was first occupied in 2023, and since opening, no residents have requested Blue Badge Spaces even as the buildings approach full occupancy.

Rather than provide zero blue badge spaces within the development, Phase 3A will provide 4 spaces with 2 dedicated spaces for Plot A/B and 2 spaces for Plot D. The applicant has considered this sufficient to meet the future needs of the development given that the adjacent Phase 1 (Ebb & Flow) has experienced no demand for Blue Badge Spaces. Although the applicant has stated that the spaces are prebooked in line the leases and it has been confirmed by the operator that none of the Blue Badge Spaces within Phase 1 have ever been reserved for a disabled user to date, the Highway Authority have requested actual survey evidence of the disabled bay usage. Without sufficient evidence the statements provided by the applicant is opinion/anecdotal evidence and therefore a survey must be undertaken in accordance with the Lambeth Methodology as has been requested during the pre-application discussions.

The application includes the provision of 30 accessible units and therefore based on the Councils parking standards the development has a shortfall of 26 accessible parking spaces. Given that residents with disabilities would be able to park on street within the surrounding parking bays free of charge and for an unlimited time period it is essential that the application provides the necessary evidence to reduce the parking or increase the onsite parking provision.

The applicant has stated that they have provided a letter from the operators of Ebb and Flow that there has never been a request for a blue badge car parking space however this has not been provided to the Highway Authority to review. Without this confirmation the car parking allocation is not acceptable.

No dedicated visitor car parking is proposed within the development. Visitors will be required to utilise existing public car parking located throughout the town centre which has been deemed acceptable.

Reading Borough Council Parking Standards require a provision of 2 car club spaces to be provided, the applicants current proposal is to contribute towards the funding of two on-street car club spaces in close proximity to the site. The outline planning application for Phase 3 proposed for these to be provided within the development. However, the applicant has sited experience from the running of a car club facility

within Ebb & Flow found that the demand was low for an internal site only facility, which led to the scheme becoming unviable.

The applicant has therefore stated that proposing external car club facilities which can be used by the development as well as other members of the public is therefore believed to be a more viable and attractive facility to operators. This is agreed by the Highway Authority however, should the applicant want a car club scheme on the Highway they would need to fund this as they would it being located on site but propose a location for the car club bays which would need to be included within the S278 Highway works extent.

The Highway Authority cannot accept a one off contribution for the car club which would be for the Council to set up.

The applicant has stated that there is an agreement between DP9 and the planning officer of how this will be secured however this has not been reviewed by the Highway Authority and there is no revised mechanism identified within the proposed S106 Heads of Terms. This is therefore not accepted by the Highway Authority.

All designated parking spaces will be served with electric vehicle charging points, ensuring full compliance with emerging sustainability standards and supporting the transition to low-emission transport in accordance with TR1 and TR5 of the Reading Local Plan.

Drawing 332612174-STN-HGN-XX-DR-TR-5518 Rev P08 has been submitted alongside the application and this shows access and vehicle swept path analysis for both car park areas and this is deemed acceptable.

The previously demolished Garrard Street Multi Storey Car Park provided a small provision of car parking for town centre occupiers. The Transport Assessment provided in support of the outline planning permission stated that spaces for town centre occupiers would not be available during demolition and construction of Phase 2. However, dependant on the final level of car parking delivered within Phase 3 there could potentially be re-provision of a number of spaces within Phase 3. However, given that Phase 3A can only include Blue Badge parking for residents, there is no capacity to include parking for town centre occupiers.

The applicant has stated that the parking provision for town centre occupiers will continue be considered depending on the final level of car parking delivered within Phase 3B however given the amount of other sustainable modes of travel to and from the town centre this would not be required and would appear to be difficult to provide given that access would need to be via the car park permitted as part of Phase 2.

Servicing and Deliveries

It is proposed that two off-street loading facilities will be provided; one located on Greyfriars Road adjacent to Block A and one located on Garrard Street adjacent to Block B/D. This aligns with the strategy agreed for Phase 3 as part of the outline consent with a bay on Greyfriars Road and a bay on Garrard Street. These facilities will serve the adjacent Plots A/B and D and provide a location for servicing, deliveries and refuse collection.

The servicing strategy has been designed to clearly differentiate between day-to-day deliveries and larger operational activities to minimise the impact on the surrounding highway network. Refuse collection is undertaken directly from the on-street bays, with refuse stores positioned to provide safe, efficient, and unobstructed access for collection, thereby reducing dwell times on the carriageway. It is noted that a refuse vehicle can get to within approximately 10m of the refuse store door and it is proposed that on site staff will present the bins to the door when the collections occur to reduce the distance required to travel by waste operatives. This is deemed acceptable.

Routine deliveries, including parcels, small goods, and service-related items, are also managed from the on-street bays. Couriers can meet and greet residents at street levels and access the podium level via the Garrard Street steps, enabling direct access to the residential lobbies without the need for delivery vehicles to enter the podium itself, thus reducing unnecessary vehicle movements in and out of the development.

The two external on-street loading bays have been sized to be able to accommodate for a larger HGV such as a refuse vehicle or two medium sized delivery vehicles/vans and is deemed acceptable by the Highway Authority.

The Highway Authority would advise that to ensure that the two on street bays are not abused these bays will be timed and the details of which will be discussed during the S278 Technical Approval stage but subject to a public consultation.

Operational requirements, such as deliveries, maintenance and repair and resident move-in or move-out activities, are accommodated within 2 dedicated undercroft service bays allocated within Plots A/B and D. These are for use for supply style deliveries in transit type vans not bulky construction goods.

These spaces allow loading and unloading activities to take place entirely off-street, away from pedestrian routes and active frontages, thereby enhancing safety and reducing conflicts between vehicles and vulnerable users. These bays are to be managed on a booking basis by the site management team and this arrangement is accepted.

It is noted that the scheme as presented allows for no servicing route from Garrard Street or Greyfriars Road to Plot C which is outside of this reserved matters planning application. However, given the existing bus stops (secured for use as part of the Royal Elm Park development), taxi rank bay and south west interchange there would appear currently to be no available option for servicing from Station Hill. The applicant has stated that the service road and yard which runs between Thames Tower and One Station Hill was designed to be able to accommodate servicing to Thames Tower, One Station Hill and Plot C this has been reviewed and is confirmed as acceptable.

Existing Temporary Car Park

The development proposal for Phase 3A requires the alteration of the vehicular access and reduces the number of car parking spaces currently provided on the temporary car park that currently serves One Station Hill (Ref. 240622/FUL).

It has been confirmed that a separate application will be made to provide alterations to this temporary parking facility including the car park entrance to the which the Highway Authority would confirm that this must be obtained via the existing office car park entrance with the temporary ramp adjusted to suit as indicated as part of the Outline planning permission.

Overall, the Highway Authority would have no objection to the reduction in the car parking associated with the temporary car park given that the Highway Authority objected to the original planning application in any case.

Travel Plan

A Framework Travel Plan has been submitted to accompany the planning application and this is deemed acceptable.

Balconies

The proposed development includes the provision of balconies that will over sail the Public Highway. The applicant will be required to enter into a Section 177 licence however this can be dealt with by way of a condition/informative should permission be granted.

Given the above comments the proposed development has numerous areas that have either not been assessed adequately or are unacceptable and therefore the Highway Authority objects to the development.

Reasons of objection

The proposed development does not comply with the Local Planning Authority's standards or LTN 1/20 in respect of the footway/cycleway design along Greyfriars Road and, as a result, is in conflict with Reading Borough Local Plan Policies TR1, TR3 and TR4 and Paragraphs 115-117 of the National Planning Policy Framework.

Visibility at the proposed access onto Garrard Street would be substandard, and this would be a hazard to road users, and in conflict with Reading Borough Local Plan Policies TR1, TR3 and TR4 and Paragraphs 115-117 of the National Planning Policy Framework.

The proposed development does not comply with the Local Planning Authority's standards in respect of secure cycle storage provision. This is in direct conflict with Reading Borough Local Plan Policy TR5.

The proposed layout fails to demonstrate that it complies with the Local Planning Authority's standards in respect of vehicle parking. This could result in on-street parking/reversing movements on the surrounding road network, adversely affecting road safety and the flow of traffic, and in conflict with Reading Borough Local Plan Policy TR5.

S106

A S278/38 Highways Agreement would be required to facilitate changes to the Highway Layout in particular:

- Adjustments to kerb radii at the Greyfriars Road/Tudor Road/Station Hill junction
- Adjustments to kerb radii at the Greyfriars Road / Garrard Street junction
- Raised table crossing on Garrard Street
- Widening of the footways on Station Hill, Greyfriars Road and Garrard Street
- Creation of a shared footway cycleway on Greyfriars Road
- Vehicle access creation on Greyfriars Road and Garrard Street
- Closure of existing vehicle access points to the site

Other aspects maybe added once the Highway Authority is in agreement that the changes on the Public Highway are acceptable.

It is noted that the application includes the discharge of conditions 76, 86 and 94 which all have transport implications and as such these are also commented on as follows:

Condition 76 – Building Maintenance

It is stated within the DAS that the proposed development is to be maintained by way of an abseil system which in principle is deemed acceptable however the maintenance strategy does not provide a conclusion as to what methodology would be utilised and therefore a definitive proposal must be provided to allow for the condition to be discharged.

In addition, it would need to be confirmed how pedestrians and cyclists would be protected from falling dirty water etc during window cleaning this is identified as a risk within the proposed strategy and therefore must be detailed within the proposed document.

In addition, the proposed abseiling equipment would be located above the proposed Public Highway and as such a Section 177 licence would be required for all structures over sailing the Public Highway. This can be dealt with by way of a condition/informative should planning permission be granted.

Additional information has been provided but this still does not address the above comments therefore until the above has been provided the Highway Authority would not be in a position to discharge the condition.

Condition 86 – Wheeling Ramp on Greyfriars Road

As part of the Outline Planning application steps and a wheeling ramp were proposed to link to Greyfriars Road with Condition 86 included to secure the details of the wheeling ramp. It is noted that during the design process the steps down onto Greyfriars Road have been removed with steps now provided on Garrard Street.

The Highway Authority has reviewed the Transport Statement and DAS and although the DAS states that the wheeling ramp will be provided no details have been provided

on the design of the wheeling ramp and it has not been clearly illustrated on any of the submitted drawings.

The information submitted is therefore insufficient to facilitate the discharge of the condition.

It is however noted that the planning officer is proposing a further condition that requires the wheeling ramp details to be submitted to the LPA and for the wheeling ramp to be install prior to occupation of the development. This is deemed acceptable.

Condition 94 – Wind Mitigation

The proposed wind mitigation measures include the provision of trees and baffles located on the Public Highway surrounding the application site. The Highway Authority will not be commenting on the effectiveness of these measures however, as they are located on the Public Highway the applicant has stated that these will be subject to a S142 and S115e licence and included within the S278 works. This has been deemed acceptable.

Darren Cook
Transport Development Control Manager”

END

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