

COMMITTEE REPORT

BY THE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 6 October 2021

Ward: Norcot

App No.: 191496/FUL

Site Address: Meadway Precinct, Honey End Lane, RG30 4AB

Proposal: Outline planning application (Access only. Appearance, Landscaping, Layout and Scale Reserved for future consideration) for the redevelopment of the Meadway precinct including partial demolition, refurbishment and extension of existing retail units and creation of new retail premises within Use Classes A1, A2, A3, A4, A5, D1 and D2, 258 new residential dwellings (Use Class C3), new car park and servicing arrangements, bin stores, engineering operations including re-profiling of embankment and associated landscaping, re-location of public toilets within precinct (amended description).

Applicant: Chillingham Limited

Date valid: 28 January 2020

Target Decision Date: 30 November 2021 (agreed extension)

RECOMMENDATION

Delegate to Head of Planning, Development and Regulatory Services to GRANT Full Planning Permission, subject to the satisfactory completion of a S.106 legal agreement to secure:

1. Phasing - Schedule and phasing plan for whole development to be submitted for approval on submission of first Reserved Matters. To include apportionment of Affordable dwellings within each phase and provision of public square and removal of southern block in first phase.
2. £200k towards improved accessibility from and within the west side of Prospect Park to include provision of a 2m wide path to the western and southern perimeter linking with existing paths to the east.
3. £100k towards pedestrian and cycle improvements to Honey End Lane and the junctions with Tilehurst Road and Bath Road.
4. 30% of all dwellings as Affordable Housing comprising:
Minimum 62% rented accommodation at 'Reading affordable rent' levels and Maximum 38% Affordable home ownership (shared ownership or another product) In perpetuity.
AH dwelling mix to reflect the overall mix of dwelling sizes (bedrooms) within the development (or phase).
To be transferred to RP/Housing Association. In the event that transfer does not occur despite reasonable endeavours, to offer to the Council as Local Housing Authority. In event that transfer to Council does not occur to pay to the Council a sum equivalent to 15% of the GDV of the housing.
To be provided in accordance with approved Phasing Plan and Schedule (see point (i) above) and provided ready for occupation prior to first occupation of 50% of the open-market dwellings within each Phase.
(To be provided in accordance with Affordable Housing SPD 2021)
5. Public Toilets - Scheme for location, design, timetable for provision and opening times to be submitted for approval at Reserved Matters stage

6. Children's Play Area within public realm - Scheme for location, design, equipment, timetable for provision and maintenance to be submitted for approval at Reserved Matters stage.
7. Employment Skills and Training Plan (Construction and End User) as per Employment Skills and Training SPD.
8. Zero carbon offset - as per Sustainable Design and Construction SPD.
9. Decentralised Energy - Scheme for Ground Source Heat Pump powered system to serve the development to be submitted at Reserved Matters stage except where feasibility study shows not possible, in which case alternative decentralised system to be proposed.
10. CCTV to all public areas - connectivity to Council/Police systems as appropriate.
11. Public Realm (provision, 24hr public access etc). Areas to be as per submitted parameter plans.
12. Public Art and Culture (Scheme to the value of £25,000 [twenty five thousand pounds] to provide physical artwork within the site to be submitted for approval within 6 months of commencement. Index linked. Contribution payable in the event that the scheme is not agreed within 12 months.
13. No HGV vehicles/and or vehicles greater than 12 metres in length to be permitted to use the new access adjacent to the northern site boundary.
14. Highway works - to enter into a s.278 agreement for works on the public highway.
15. Monitoring Fee £1,000

All obligations to be index linked from the date of permission

If the legal agreement is not completed by 30 November 2021, delegate to the HPDRS to refuse planning permission.

CONDITIONS

Scope of Permission

1. Applications for Approval of Reserved Matters to be made not later 3 years from date of this Outline permission.
2. Development to be carried out in accordance with Reserved Matters which are to be submitted for approval. Scale; Layout (including internal layout and uses of all buildings and location and extent of all residential amenity areas); Appearance; and Landscaping (full landscaping details to be submitted at Reserved Matters stage), in accordance with landscaping principles shown on approved drawings, including tree pit details, new tree planting to western embankment (minimum 15 trees net), a minimum 22 new trees (net) within the public car parking area and minimum 9 new trees to Honey End Lane frontage (net) as per DAS, and surfacing of pedestrian and vehicle routes, to include traffic calming measures and pedestrian facilities and to include a Hard and soft landscaping implementation timetable for each phase.
3. The development hereby permitted shall be commenced no later than either:-
 - a) the expiration of three years from the date of this permission; or
 - b) the expiration of two years from the date of approval of the last reserved matters to be approved under the terms of this permission, whichever is the later.
4. All applications for approval of Reserved Matters shall be in accordance with the submitted Parameter Plans, Design Codes and in general accordance with Design and Access Statement.
5. Development to be carried out in accordance with the approved Parameter Plans and Design Codes, detailed drawings in respect of Access, vehicle circulation and parking, and all Reserved Matters approved under Condition 1, and all other details as may be approved under these conditions, and conditions pursuant to the approval of the Reserved Matters.

6. The total amount of development permitted (Gross External Area) shall not exceed 34,248 [thirty four thousand two hundred and forty eight] square metres floorspace (GEA).
7. Subject always to the overall maximum floorspace set by Condition 6 and the maximum parameters set by Condition 5, the maximum amount of development for each use shall not exceed:
 - i) Residential Dwellings (Class C3): 258 no. [seven hundred and fifty] dwellings occupying 20,860 [twenty thousand eight hundred and sixty] square metres floorspace GEA.
 - ii) Retail Drinking Establishments and Takeaways (A1 or A2, or A3, A4 or A5): 3,981 [three thousand nine hundred and eighty one] square metres floorspace GEA of which not more than 550sqm (14%) shall be A4 or A5 use.
 - iii) D1 medical: 590 [five hundred and ninety] square metres floorspace GEA
 - iv) D1 non-residential institutions/D2 leisure: 1,034 [one thousand and thirty four] square metres floorspace GEA
 - v) Car parking and associated areas within buildings: 5,782 [five thousand seven hundred and eighty two] square metres floorspace GEA
8. Minimum 1,500 [one thousand five hundred] square metres GEA of retail floorspace to be in Class A1 use.
9. Detailed phasing plan for works secured under this permission, including landscaping, to prioritise public square and removal of southern block in first phase, to be submitted for approval prior to commencement of any development (except demolition). Development in accordance.
10. Residential mix - maximum 5% studios, maximum 48% one-bed, minimum 41% two-bed, minimum 5% three-bed.
11. No change of use from any permitted use to a dwelling shall take place without the further grant of planning permission from the LPA.
12. No use of dwellings as Class C4 HMO.
13. Drawings defining key retail frontages within each phase to be submitted for approval with reserved matters for that phase. No more than 50% of each defined frontage to be non-A1/A2 retail use and no residential uses at any time.
14. No amalgamation of approved units without permission of the LPA.
15. No retail floorspace on upper floors - ground floor only.

Highways

16. (DC1) Vehicle Parking to be 157 commercial of which 129 public and 298 residential to be provided in accordance with layout to be approved under RMA and phasing plan (see condition 22).
17. (DC7) Refuse and recycling storage - details to be submitted for approval at Reserved Matters - to include vermin control.
18. (DC9) Details of refuse collection to be submitted for approval - with Reserved Matters
19. (DC17) Car parking management plan for all car parking areas within each phase - prior to first use of any car park.
20. (DC22) Details of delivery and servicing arrangements for all commercial units within each phase.
21. (DC24) Details of electric vehicle charging points - minimum 10% provision - to be submitted for approval at Reserved Matters.
22. Submission of car parking and cycle parking phasing plan for approval prior to commencement.
23. Full details of secure, covered and lockable bicycle storage spaces equipped with secure cycle stands to be submitted for approval with Reserved Matters. To include 18 cycle stands for the commercial premises and 133 cycle parking spaces for residential.

24. Provision of access in accordance with submitted drawings, including 'safety kerb' central barrier at junction. Prior to first occupation. Retention as approved at all times thereafter.

Design, Appearance and Landscaping

25. Details and Samples of all external materials and finishes for each phase to be submitted prior to commencement of the relevant phase. Implementation in accordance with approved details.
26. Areas of public realm "open urban space" to be used as an open landscaped public square shall be as shown on approved parameter plans (northern of the two boxes on 1364A-OA-BL1211 as a minimum.
27. Full details of a north-south pedestrian route between the northern and southern parts of the wider Meadway Centre Site (Precinct and ASDA) to be submitted with Reserved Matters. To include layout, surfacing, wayfinding, pedestrian crossing and traffic calming measures.
28. All hard and soft landscaping works (approved pursuant to Condition 2) shall be carried out prior to first occupation of any development within the approved Phase within which it is located, or in accordance with the approved timetable and phasing plan. All hard and soft landscaping shall be in accordance with the landscaping details approved pursuant to this permission, including Reserved Matters approvals and any approved Phasing Plan.
29. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted. All planted materials shall be maintained for five years.
30. Landscaping management and maintenance plan for each phase to be submitted for approval prior to commencement of the relevant phase. Landscaping to be managed and maintained in accordance with approved plan.
31. Details of children's play areas within the "open urban space" to be submitted for approval with reserved matters in respect of Layout and Landscaping to include a timetable for provision. Implementation in accordance.
32. Lighting scheme for all public areas prior to commencement of each phase including a timetable for provision, details of hours of lighting and control equipment (time switches, photocell switches, motion sensor switches etc.) - (safety for users of the site, control of light pollution, and to enhance the appearance of the buildings and spaces). Implementation in accordance with approved timetable.
33. Details of design measures to demonstrate accessibility for all users of the site (including kerb design, surfacing, shop doorway design, signage, and seating), prior to commencement. Implementation prior to occupation of relevant phase.
34. Security strategy (compartmentation internally within buildings, secure division between public and private parking areas, secure access controls, secure cycle and vehicle parking/storage, secure bin stores, secure postal and servicing arrangements, lighting) for each phase to be submitted prior to commencement of each phase.
35. Secured By Design accreditation for each phase prior to occupation.

Environmental/Amenity

36. Daylight/sunlight assessment (of detailed design) to be submitted for approval with Reserved Matters in respect of amenity of future occupiers of the site and neighbouring occupiers.
37. Construction and Demolition Management Statement - (highways, noise, dust and no burning of waste), and to include Construction Environmental Management Plan (CEMP) - prior to commencement.

38. Lighting scheme for all public areas (and to include light spill from within buildings) prior to commencement of each phase including a timetable for provision, details of hours of lighting and control equipment (time switches, photocell switches, motion sensor switches etc.) - (safety for users of the site, control of light pollution, ecology, and to enhance the appearance of the buildings and spaces). Implementation in accordance with approved timetable.
39. Arboricultural Method Statement to incorporate a Tree Protection Plan(s), schedule of tree works and details of arboricultural supervision, prior to commencement.
40. Updated Ecological Survey to be submitted with Reserved Matters (Layout, Scale, Landscaping) to include a timetable and schedule in respect of any mitigation required. Mitigation to be carried out in accordance.
41. Ecological enhancements - planting, bat and bird boxes details (integral to building and including 'universal bird bricks') prior to commencement.
42. Local Wildlife Site Management Plan - prior to commencement.
43. (SU7) No development shall take place (except demolition) until a detailed Sustainable Drainage Strategy that includes calculations of the existing and proposed run off rates and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods giving priority to landscaping, green/brown roofs and infiltration measures where possible shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:
 - i. a timetable for its implementation, and
 - ii. a management and annual maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
44. (SU8) Prior to first occupation of the development hereby permitted, the sustainable drainage scheme for the site has been completed in accordance with the submitted and approved details (reference/date) The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.
45. BREEAM - Excellent - Design Stage Assessment for all non-residential floorspace within each phase to be submitted for approval prior to commencement of relevant phase.
46. BREEAM:
 - i) All non-residential floorspace, as built, shall meet the BREEAM Excellent standard with a minimum score of 62.5 points.
 - ii) No part of the development shall be occupied until a Post-construction review demonstrating compliance with the BREEAM Excellent standard has been submitted to and approved in writing by the local planning authority.
47. Contaminated land - Site Characterisation
48. Contaminated land - Remediation Scheme
49. Contaminated land - Implementation of Remediation Scheme
50. Contaminated Land - reporting of unexpected contamination
51. A report on the findings of a full geotechnical investigation relating to works to the western boundary embankment including a detailed design for the retaining wall to be submitted for approval prior to commencement. Works to be carried out in accordance with approved details.
52. No uses within Classes A3, A4 or A5 to be commenced until details of extract ventilation and odour control have been submitted to and approved in writing by the LPA. Implemented in accordance with approved details prior to first use.
53. Hours of Demolition and Construction.
54. Noise assessment for all new plant. To demonstrate plant will not exceed a level 10dB below the existing background noise levels of 48 dB LA90,15mins between 07:00 and 19:00hrs, 40 dB LA90,15mins between 19:00 and 23:00hrs and 38 dB LA90,15mins

between 23:00hrs and 07:00hrs at the nearest noise sensitive receptor as measured in accordance with BS4142:2014.

55. Times of Deliveries - no deliveries between the hours of 22:00hrs and 08:00hrs Monday to Saturday and 18:00hrs to 10:00hrs on Sundays and Bank Holidays.
56. No uses within Classes A3, A4 or A5 to be used outside of the hours of 08:00hrs and 23:00hrs at any time.

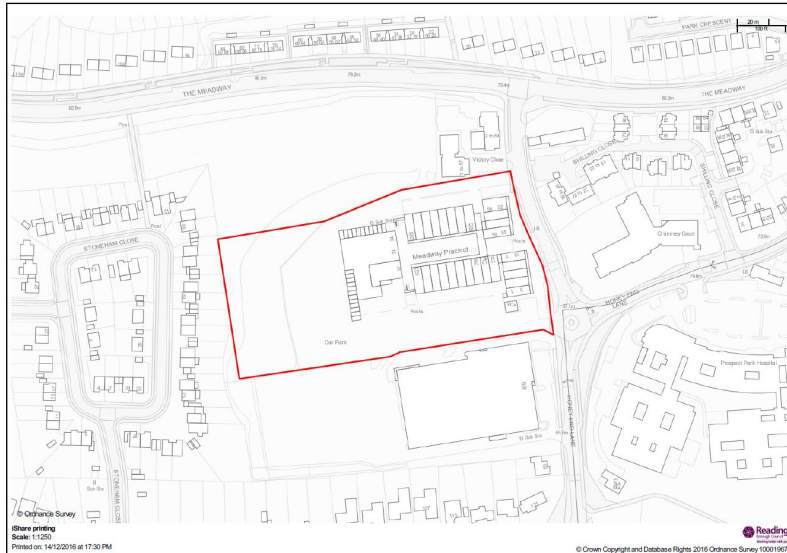
Delegate to the Head of Legal Services and Head of Planning Development and Regulatory Services to make such changes or additions to the conditions and obligations as may reasonably be required in order to complete/issue any of the above permission.

Informatives

1. Positive and Proactive Approach

1. INTRODUCTION

- 1.1 The site is located fronting Honey End Lane, immediately to the south of The Meadway (a continuation of Tilehurst Road westwards) and to the west of Prospect Park. The site forms part of the Meadway District Centre which consists of two distinct halves. The northern part of the centre, the application site, is a purpose-built precinct opened in 1967, containing retail, takeaway and community uses and 27 flats above the shops. The precinct is surrounded by car parking. The southern part of the centre is occupied by an Asda superstore with its own separate car park.
- 1.2 The site is bounded by Honey End Lane to the east, flats at Victory Close to the north, rear gardens of houses in Stoneham Close on higher ground to the west, with Asda to the south. Opposite the site is the Chimney Court residential area with Prospect Park Hospital to the south of it.
- 1.3 The site is a former brickworks and quarrying activity which resulted in the site lying in a hollow with embankments forming the western and northern edges of the site.
- 1.4 An area of woodland exists on the embankment to the west and north west of the site, part of which is included within the application site boundary. This is subject to woodland TPO 7/005. Part of this woodland is designated as a Local Wildlife Site and forms part of a Major Landscape Feature. The Prospect Park area of open space lies to the south east of the site. The park is a Grade II Registered Park and Garden and contains the Mansion House which is a Grade II listed building.
- 1.5 All land uses referred to are those which existed prior to the September 2020 Amendment to the Use Classes Order. This is because the application was received prior to that date and the requirements are that the application should be determined on that basis. Once implemented and the uses commenced they would then fall under the 'new' post-September 2020 version. For example Classes A1, A2 and A3 would be new Class E, whereas Classes A4 and A5 are now *sui generis* uses. Classes D1 and D2 would fall variously within Class E, Class F1, Class F2, with some former D2 uses such as cinemas now *sui generis*.



Site location plan - not to scale



Site Photograph

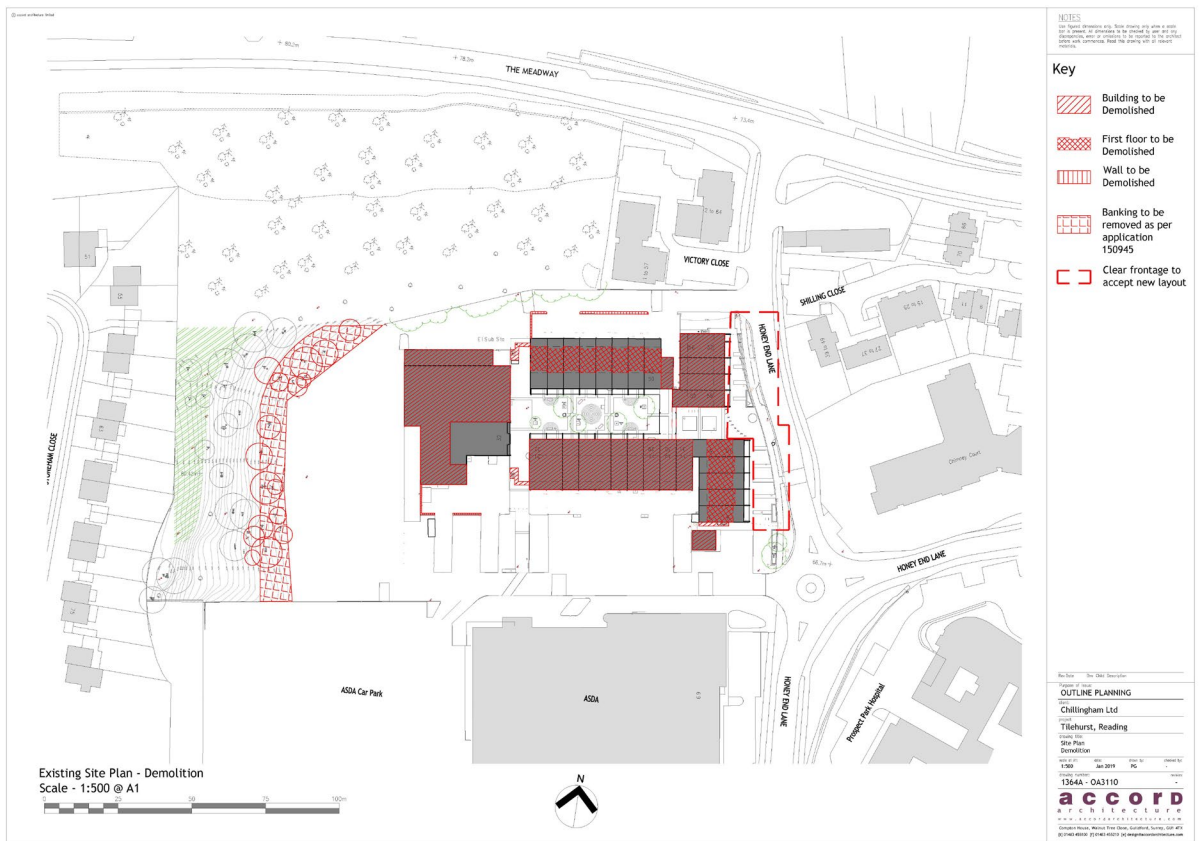
2. RELEVANT PLANNING HISTORY

- 2.1 010213 Change of use from Class A1 (retail) to Class D2 (leisure and assembly), for use as a health and fitness club and external alterations - Approved

- 2.2 010630 Change of use from (retail) to D2 (leisure & assembly) for use as a health and fitness club and external alterations. Refused
- 2.3 010649 Erection of retail unit, provision of car parking (above and below ground), external works including retaining wall and landscaping - Not determined - Appeal withdrawn. (Lidl)
- 2.4 010797 Erection of retail unit, provision of car parking, alteration to existing parking, external works including retaining wall and landscaping - Not determined. Appeal Withdrawn (Lidl)
- 2.5 030738 Variation of condition 9 of planning consent 99/00223/VARIAT to allow Asda to extend their hours of delivery from 7am - 7pm to 6am - 8pm Mon day to Friday, and to allow deliveries on Sundays and Bank Holidays between the hours of 8am and 5pm - Refused
- 2.6 051098 - Retail extension (1500m squared), residential extension to provide 39 flats and refurbishment of existing shopping centre. Refused. Appeal withdrawn
- 2.7 070058 - Change of use from existing retail (A1) use to dental surgery (D1) - Approved (unit 17)
- 2.8 070071 - Extension and refurbishment to the existing Meadway Precinct to provide 1,385 square metres of additional A1 retail floorspace (to include 5 new shop units and three new retail kiosks at ground floor) and 34 residential apartments on the first, second and third floors (6 x 1 bedroom and 28 x 2 bedroom) - Withdrawn
- 2.9 100170 - Pre-application advice for proposed redevelopment of shopping precinct to include refurbished commercial space (For class A1, A2, A3, A5 and B1 uses) fronting Honey End Lane with superstore to the rear. Observations sent.
- 2.10 121109 - Retrospective hand car wash-valeting in Asda car park. Approved
- 2.11 150115 - Change of use to A3 from A1. Approved - (Unit 29)
- 2.12 150945 - Redevelopment of the Meadway precinct including partial demolition, refurbishment of existing retail units including creation of additional floor space through extending existing premises, new shop fronts to extended units, extension to existing precinct to create new retail units within use classes A1, A2, A3, A4 and A5, laying out of new car park, new servicing arrangements, bin stores, engineering operations including re-profiling of rear of the site and landscaping, re-location of public toilets to within precinct (amended description). Approved 29 June 2017 (lapsed).
- 2.13 201731/VAR Proposed warehouse extension to the existing service yard and refrigeration plant work and access platform on the roof with the removal of condition 9 (delivery hours) of planning permission 08/00178/VARIAT (which itself was an application under S73 to vary planning permission 99/00332/FUL without complying with conditions 3 and 10). Withdrawn.

3. PROPOSALS

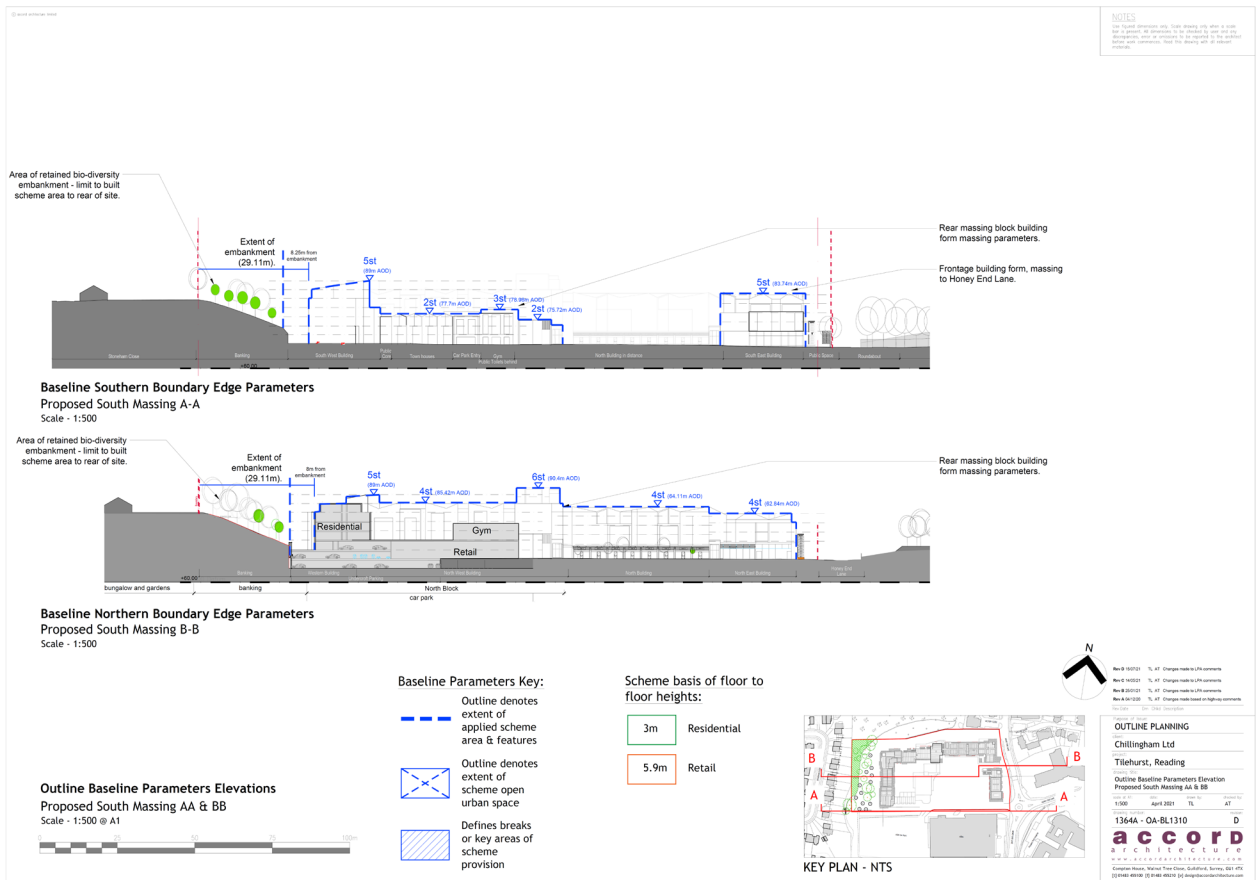
- 3.1 The proposals have been subject to a number of revisions, largely focusing on the detail of the outline parameter plans and the maximum permissible extent of built form allowed under those parameters. The detailed access arrangements to Honey End Lane have been another key focus.
- 3.2 The current proposals are as follows. Outline planning permission is sought for:
- i) Demolition of existing buildings to the western end of the site, except for unit 32 (currently occupied by Boots chemist). Demolition of the building forming the southern block fronting the precinct space and the building at the north east corner of the site. Demolition of the upper floors only of the northern precinct block and the south east block fronting Honey End Lane. See demolition drawing below.



Demolition Plan

- ii) Access is to be retained via the existing route off the roundabout serving public car parking spaces.
- iii) A second access is proposed to the northern edge of the site in place of the existing access adjacent to Victory Close to serve residential car parking spaces and a service yard area including cutting into a portion of the embankment in the same way as previous permission 150945.
- iv) 258 dwellings (a net increase of 231) are proposed within new buildings above retained ground floor commercial floorspace and within new buildings to the east, north and western edges of the site. The buildings wrap around and enclose a central public square and car parking area forming a high-density residential development sitting above commercial units at ground floor. The proposals rise to a maximum height of

six storeys (90.4m AOD) with heights limited to three, four and five storeys elsewhere across the site. Full details of Scale, Appearance and Layout are Reserved Matters and would remain to be determined under a separate Reserved Matters Approval application.



East-west sections through site

- v) Hard and soft landscaping arrangements are indicated within the Design and Access Statement, however precise details are a Reserved Matter.

4. CONSULTATIONS

4.1 Environment Agency

(consulted as the site is in flood zone 1 but exceeds 1 hectare in size).
No objection received

4.2 RBC Transport

“Access

Vehicle access to the Precinct is from two access points off Honey End Lane. At the northern end of the site a service road runs behind the back of the from a simple priority junction. At the southern end, a 4-arm roundabout provides a shared private access road to the development site and to the ASDA store car parks.

The southern access via the 4-arm roundabout will serve the public parking and ASDA car parks with some limited access for service vehicles to the rear of the

adjacent units. The connection between the main access and the service road will be severed.

The northern access will be for residents and service/ delivery vehicles only. Given that the development will result in a significant intensification of the northern access, the access will be upgraded in line with the Borough's adopted Design Guidance for Accesses onto Classified Roads.

The access road will be widened to 6m wide with junction radii of 13m. The upgraded access will be provided with tactile crossing points for both pedestrians and cyclists. No parking bays will be located within the first 20m of the junction. The medical centre parking bays and the delivery bays have been moved to a location at least 24m from the new/improved junction.

Visibility splays of 2.4m x 43m can be achieved, complying with Manual for Streets for roads with a 30mph speed limit. This approach is acceptable given that the access has historically served as a service entrance to the precinct.

The northern access will lead to the delivery bays, staff parking, medical centre parking and the residential car parking facilities for the 258 dwellings proposed. The provision of a 1.2m wide footway has been provided to the rear of the parking bays for use by pedestrians which joins to the footway on Honey End Lane.

Honey End Lane is identified as a Local route within Reading's Local Cycling and Walking Infrastructure Plan (LCWIP) with the objective to increase walking and cycling usage in Reading via an improved and expanded network of cycling and walking routes. In accordance with the Meadway Centre Planning Brief (2013), provision should be made to ensure good quality pedestrian access to bus stops on The Meadway and Honey End Lane.

A PERS (Pedestrian Environment Review System) Audit has been completed to review the pedestrian environment in the vicinity of the site. The PERS Audit noted the recent pedestrian improvements undertaken by the Local Highway Authority at the junction between Honey End Lane and Bath Road. These improvements included Duratherm surfacing and tactile paving.

Given that the Precinct and adjacent supermarket are well-used, the redevelopment will significantly increase pedestrian trips within the vicinity of the site. The redevelopment of the Meadway Precinct provides an opportunity to improve the pedestrian environment, particularly to the front of the precinct, at the junctions with Honey End Lane.

Public realm improvements are proposed which includes improved surfacing along the Honey End lane frontage. Alterations to the northern and southern access form part of the proposed works including improved pedestrian crossing facilities. The pedestrian improvements are shown on the Amalgamated Ground Floor Plan 1364A-OA1211 Rev A .

In principle the details are acceptable, however, the pedestrian improvements within the highway boundary should be submitted in detail as part of the S278 works. It appears that the pedestrian improvements to the southern access will fall within the site boundary (not within the adopted highway). Therefore, it is

recommended that full design is submitted in more detail and covered by condition.

Servicing

The [2013] Planning Brief for the site stipulates that delivery areas should be in accordance with the Council's adopted Policy. In accordance with the Council's adopted Parking Standards and Design SPD, A1 Food Retail/Non-food Retail requires 1 loading bay for developments up to 500sqm, 2 loading bays for developments between 501sqm-1,500sqm and 3 loading bays for floor areas above 1,500sqm.

All new developments accessed from a Classified road should be provided with an adequate turning area to enable service vehicles including refuse vehicles to enter and leave the site in a forward gear. The proposed servicing arrangement will utilise the northern secondary access from Honey End Lane which also provides access to the residential parking area. The width of the service road is 6m wide to allow for a two-way delivery route to and from the delivery bays and the two rigid lorry bays along the northern side of the access road.

The applicant's transport consultant has provided further information in respect of the number of Other Good Vehicles (OGV) likely to serve the site. The OGV classification includes all rigid vehicles over 3.5 tonnes and all articulated vehicles, therefore, it is not possible to differentiate between a 16.5m long HGV and a small 3.5 tonne rigid vehicle from an assessment point of view. However, it is anticipated that the proposed larger units (1 x 990sqm, 1 x 550sqm and 1 x 234sqm) would generate up to 8 OGV trips per day during the week (weekday Monday-Friday) and up to 5 OGV trips on a Saturday.

The development is only to be serviced by vehicles up to 12m in length with HGV access prohibited. A central barrier is proposed on the northern access service road to restrict larger articulated vehicles from accessing the site. (Drawing no. W01810-SWH-XX-XX-DR-C-0500-P10). The applicant states that the size of the service vehicle can be stipulated in the lease for each of the retail units and a Delivery and Servicing Plan will be conditioned to manage how vehicles will access the development without creating safety concerns and congestion on the surrounding highway network. In addition, a clause should be included within the S106 Legal Agreement to ensure that the size of vehicles servicing the site is clearly stipulated. A physical central raised kerb is proposed to physically reinforce this restriction, limiting the potential for HGVs to turn into the site and to protect any other vehicles using the access from HGV movements.

Parking

Currently the precinct has a parking provision of 186 pay & display parking spaces and 14 garages (some of which are unused) allocated to the existing 27 two bed flats above the precinct. The garages will be demolished as a result of the proposals.

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. Bus service 33 operates between Central Reading and Turnham's Farm via Tilehurst with frequencies of up to every ten minutes during peak hours. The nearest bus stops are located on The Meadway within 180m of the site.

In accordance with the adopted SPD, the maximum parking provision standards for this zone relevant to the proposal are as follows;

- A1 Food Retail 1 space per 30m²*
- A1 Non-Food Retail Up to 1,000m² 1 space per 40m²*
- A1 Non-Food Retail Over 1,000m² 1 space per 30m²*
- A5 Hot Food Take-Away 1 space per 40m²*
- D2 Health Clubs/Gymnasiums 1 space per 30m²*
- C3 Dwelling; Flats 1-2 bed 1.5 spaces*
- C3 Dwelling; Flats 3+ beds 2 spaces*
- Visitor Parking 1 space per 4 dwellings*

The parking demand for the retail units has been assessed against the Council's adopted parking standards equating to 1 space per 30m² of retail floor area as the final end users of the units are not all known.

The public car parking agreed in the previously approved scheme was provided at a rate of 1 space per 33.3sqm floor area; this same ratio has been used for the current application. In this context, the 5,217sqm total floor area gives a standard provision of 157 car spaces. The revised plans show a provision of 148 car spaces for the retail, medical and leisure uses. 129 car parking spaces have been allocated for public parking, 15 parking spaces allocated for retail staff and 6 parking spaces allocated to the healthcentre/medical use.

In line with the Council's adopted Parking Standards and Design SPD, the provision of parent/ toddler parking is a key element of all A1 developments. The suggested level of parent/ toddler parking is 3 spaces plus 3% of total capacity. This is calculated to be a requirement for 8 spaces. Providing these larger spaces has meant a reduction in the overall public parking provision by 10 spaces. On balance, this is deemed acceptable.

For the residential element, an underground car park and mezzanine level will be created in order to provide 298 residential car parking spaces. This equates to 266 residential spaces (1 space per dwelling) and 32 visitor parking spaces. It is noted that the proposed parking provision is below the Council's requirements, however, given the availability of extensive public car parking for the site as a whole, a balanced approach has been taken.

It is important that enough parking is provided so that there is not a knock-on effect on the safety and function of the highway through on-street parking but on the other hand, an over-provision of car parking can lead to less sustainable travel choices.

Therefore, in order promote good design and efficient use of land, we support proposals which share parking facilities. The adopted Parking Standards SPD states: "Where comprehensive and mixed-use development schemes are likely, developers are encouraged to provide shared parking facilities which are likely to generate peak parking levels during different periods of the day." Typically, the demand for commercial parking is highest during the daytime whereas the demand for residential/visitor parking is highest in the evenings/overnight.

In view of this, I am satisfied that a lower provision of parking will not lead to highway safety issues as a result. The car parking spaces are to the correct dimensions and provided within an acceptable layout.

The development provides disabled persons' parking provision at a level of 7% which is in excess of the Council's adopted Parking Standards. Disabled parking bays should be located as close to the entrance points (and/or lifts) as possible. Locations have been revised/improved and located within the site in convenient locations. In principle, I have no objections but the Access Officer may be able to provide further feedback on the distribution of spaces.

In terms of cycle storage, cycle parking is provided at a ratio of 1 space per 6 staff and 1 space per 300m² (retail uses) and 1 space per 6 staff & 1 space per 40 m² (leisure use). The Transport Statement indicates that this translates to an approximate provision of 18 cycle stands for the commercial premises and 133 residential cycle parking facilities.

It is stated that the residential cycle parking areas are indicated within the cores to the NW, NE, SW and SE blocks. Whilst further details could reasonably be handled by condition if necessary, I am unable to establish whether the size and internal layouts comply with the Council's standards. It is stated a public cycle parking area with capacity for 34 cycles is clearly shown in the submitted plans in a highly visible location close to the Precinct's main pedestrian entry point from Honey End Lane. This is acceptable for short stay parking but it is unclear what provisions have been made for staff parking which should be provided within a secure and covered enclosure.

The Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. Policy TR5 of the Local Plan also states any developments of at least 10 spaces must provide an active charging point (1 space for every 10 spaces). In view of this, the development must provide at least 46no. Electric Vehicle (EV) charging point to promote the use of renewable electric vehicles at time of build. EV charging points are provided for residential and for commercial bays in suitable locations. This should be covered by condition.

Trip Rate Analysis

The proposal is to increase the retail area in the precinct from 2776m² to 3981sqm, an increase of approximately 35%. This is significantly less than the 2015 approved scheme.

The trip rates for the proposed development have been split into the two types of retail uses: the smaller units and the larger units. For the purposes of trip generation associated with the three proposed 990sqm larger units, TRICS data has been obtained to demonstrate the likely trip rates for these units, based on floor-space. The TRICS rates have been reduced by 18% to reflect the impact of linked trips between ASDA as observed in the parking surveys.

The trip generation for the remaining proposed retail units are assumed to generate trips in the same proportions as the current units and factored up to take into account the additional floor space. This approach was used to assess the trip generation in the 2015 application and is therefore acceptable.

This application includes a significantly greater number of residential properties (than the 2015 application). TRICS data has been obtained to demonstrate the likely trip rates for the residential units. In order to calculate the increase in residential vehicle trips, the movements associated with the existing 27 flats has been subtracted from the total (as these trips were already included the survey counts). The residential properties will not access the site using the precinct's existing access road shared with ASDA, but instead will use the priority junction to the north of the roundabout. This will necessitate a separate assessment.

Junction Assessments

Junction assessments have been undertaken for the Honey End Lane roundabout at the site entrance and with the A4 Bath Road as well as the Honey End Lane / Meadway signalised junction.

The Honey End Lane roundabout at the site entrance and the Honey End Lane / Meadway signalised junction remain within capacity.

However, the A4 Bath Road / Honey End Lane roundabout junction currently exceeds capacity and the development worsens this existing situation. Therefore, a contribution of is requested to go towards pedestrian and cycling improvements within the vicinity of the site. Any upgrades to the junction will increase the desirability of cycling/walking as a mode to travel to the site and help reduce the impact of the car on the surrounding Highway Network.”

4.3 Lead Flood Authority (RBC Highways)

No objection subject to standard conditions securing sustainable drainage system, provided these include details of existing runoff rates for comparison.

4.4 RBC Natural Environment - Trees

Advise that, when considering the approved proposals (as under permission 150945) against the current proposals, there are two fundamental factors to consider; those being 1) the change in the nature of the proposals and their footprint and 2) policy and Council changes since approval of permission 150945.

It is more important now, in view of policy changes, the Council's climate emergency and our 2020 Tree Strategy to ensure that development does not put avoidable pressure on trees (existing or new) such that canopy cover is under threat over time. The proximity and height of the, now, residential dwellings (as opposed to commercial units) will result in pressure to prune or fell adjacent trees. This is worsened by the units facing the bank only having windows on that side (ref First Floor plan 1364A-OA1213). This issue is not covered in the AIA, as would be expected.

There is also the issue of the existing Cherry trees within the central precinct area. These (T3-T6) are shown to be retained despite the comments within the tree survey regarding the trees having been topped, the tree guard being included within the stem of two of these and one being a 'C' category tree. The redevelopment of the precinct should be the opportunity to remove poor quality trees with issues and previous management that reduce their expected life span and replace with new trees within specially designed underground tree pits.

[Officer note: The maximum extent of the upper floors facing onto the embankment has been cut back in response to these comments - the acceptability of this, or otherwise will be discussed in the appraisal section of the report]

4.5 RBC Environmental Protection

Noise impact on development

As a noise assessment has not been submitted and the proposed development is by a busy road it is recommended a condition is attached to any consent requiring a noise assessment to be submitted prior to commencement of development and any approved mitigation measures implemented prior to occupation to show that recommended noise levels in the table above can be met.

The noise assessment will need to identify the external noise levels impacting on the proposed site. A condition is recommended to this effect (N9 Noise Assessment be submitted).

Noise generating development

Applications which include noise generating plant when there are nearby noise sensitive receptors should be accompanied by an acoustic assessment carried out in accordance with BS4142:2014 methodology. Condition recommended

Air Quality - Increased emissions

An air quality assessment has been submitted with the application. It has used worst case assumption by using 2018 emissions factors and background levels, not those projected for the opening year. The assessment has found that the development will have a negligible impact on air quality (NO₂, PM₁₀ and PM_{2.5}) in the operational phase. As the impact has been found to be negligible, no mitigation measures have been recommended.

Recommend dust controls during construction phase.

Contaminated Land

The development lies on the site of an historic pit/scar which has the potential to have been filled with contaminated material. A 'phase 1' desk study has been submitted and has recommended that further intrusive investigations are necessary due to potential contamination pathways at the site.

The investigation must be carried out by a suitably qualified person to ensure that the site is suitable for the proposed use or can be made so by remedial action.

Recommend standard contaminated land conditions.
There should be no burning of waste on the site.

Construction and demolition phases

We have concerns about potential noise, dust and bonfires associated with the construction (and demolition) of the proposed development and possible adverse impact on nearby residents (and businesses).

Fires during construction and demolition can impact on air quality and cause harm to residential amenity. Burning of waste on site could be considered to be harmful to the aims of environmental sustainability.

Other matters - Conditions required to secure:

- Construction method statement - (highways, noise, dust, vermin control, no bonfires)

- Hours of construction (No construction, demolition or associated deliveries shall take place outside the hours of [0800hrs to 1800hrs] Mondays to Fridays, and [0800hrs to 1300hrs] on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.)
- Bin storage - vermin control

4.6 **RBC Ecologist**

Advises that the ecology report initially submitted is now out of date and will need to be updated. A condition securing an updated Ecological Survey at Reserved Matters stage will be required.

Agrees with Natural Environment (Trees) comments [in respect of the impact on the wooded embankment] but if this is resolved then agree to a similar approach to conditions as the previous application.

The bird and bat box condition should refer to integral bat roosting and bird nesting features which are more sustainable. The use of universal bird bricks would be appropriate.

Lighting should be controlled, including light spill from windows.

No objection subject to the above.

4.7 **Office for Nuclear Regulation**

ONR have reviewed this application in relation to the AWE site at Burghfield and confirm the application is outside the Detailed Emergency Planning Zone as a result have no adverse comments to make as to its impact on the AWE Off-Site Emergency Plan.

4.8 **Royal Berkshire Fire and Rescue Service**

No objection received

4.9 **Scottish and Southern Electricity**

No objection received

4.10 **Southern Gas Networks**

No objection received

4.11 **Thames Water**

No objection received

4.12 **Berkshire Archaeology**

Confirm that previous land uses, including quarrying and the construction of the precinct would have disturbed any archaeology and further archaeological investigation is not required.

4.13 **Access Officer**

No objection received.

4.14 **Thames Valley Police Design Advisor**

Raises a range of matters relating to the final design of the scheme in terms of secure access, separation of private and communal spaces, provision of 'defensible space' to dwellings, natural surveillance, lighting, CCTV, and suitable landscaping.

[Officer comment - this would be best resolved at Reserved Matters stage once the layout is known. A security strategy condition is recommended]

4.15 RBC Leisure

Confirm that the development will have a direct impact on Prospect Park and that access from the west side is relatively poor compared with the eastern edge. Access needs to be improved for all users, including those with mobility issues or those with pushchairs etc.

RBC Leisure have identified the need for a perimeter path within the park, running from opposite Cockney Hill southwards to Bath Road before continuing eastwards to meet the existing path that runs NE from Bath Road to Liebenrod Road roundabout on Tilehurst Rd. This would provide good connectivity as well as providing a circular route for the benefit of park users.

Provision of a suitably-surfaced 2m wide path and associated works would cost in the region of £200k and RBC Leisure would be seeking this amount as a financial contribution from the developer.

4.16 Public Consultation

Neighbours adjoining the site (Victory Close, Shilling Close, Honey End Lane, Stoneham Close and previous objectors on Cockney Hill) were consulted by letter :

Site notices were displayed along the Honey End Lane frontage

Two representations have been received from 71 and 73 Stoneham Close, summarised as follows:

- Height of the buildings - overlooking from flats to the top of the new buildings.
- Number of dwellings is too high density for the site. Compared with Conwy Close development which is only 67 dwellings on similar size plot.
- Number of additional vehicle movements will add to congestion already experienced during rush hour, during events in Prospect Park, school traffic, and when there are problems on the M4/A4/Tilehurst Rd resulting in gridlock.
- Intruders have gained access to the rear of properties in Stoneham Close via the Meadway Precinct embankment. Fencing this securely must be a priority
- Noise levels during construction will be unbearable. Working hours must be limited.
- This is an overdevelopment .
- The application is very vague on the height of the buildings.
- A projection of the height of the building to the land backing on to Stoneham Close would be very much appreciated.

5. LEGAL AND PLANNING POLICY CONTEXT

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.

5.2 National Planning Policy Framework (NPPF) (2021)

The following NPPF chapters are the most relevant (others apply to a lesser extent):

2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places

Planning Practice Guidance (NPPG)

Sections of particular relevance include:

- Air Quality
- Climate Change
- Community Infrastructure Levy
- Design: process and tools (and associated National Design Guide)
- Healthy and Safe Communities
- Housing needs of different groups
- Housing for older and disabled people
- Land affected by contamination
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Renewable and low carbon energy
- Town centres and retail
- Transport evidence bases in plan making and decision taking
- Travel plans, Transport Assessments and Statements
- Use of planning conditions
- Viability
- Water supply, wastewater and water quality

Other Government Guidance which is a material consideration
Sustainable drainage systems policy - Written statement 18 December 2014

5.3 The following local policies and guidance are relevant:

Reading Borough Local Plan 2019

CC1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

CC2: SUSTAINABLE DESIGN AND CONSTRUCTION
 CC3: ADAPTATION TO CLIMATE CHANGE
 CC4: DECENTRALISED ENERGY
 CC5: WASTE MINIMISATION AND STORAGE
 CC6: ACCESSIBILITY AND THE INTENSITY OF DEVELOPMENT
 CC7: DESIGN AND THE PUBLIC REALM
 CC8: SAFEGUARDING AMENITY
 CC9: SECURING INFRASTRUCTURE
 EN1: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT
 EN2: AREAS OF ARCHAEOLOGICAL SIGNIFICANCE
 EN5: PROTECTION OF SIGNIFICANT VIEWS WITH HERITAGE INTEREST
 EN7: LOCAL GREEN SPACE AND PUBLIC OPEN SPACE
 EN9: PROVISION OF OPEN SPACE
 EN10: ACCESS TO OPEN SPACE
 EN12: BIODIVERSITY AND THE GREEN NETWORK
 EN13: MAJOR LANDSCAPE FEATURES AND AREAS OF OUTSTANDING NATURAL BEAUTY
 EN14: TREES, HEDGES AND WOODLAND
 EN15: AIR QUALITY
 EN16: POLLUTION AND WATER RESOURCES
 EN17: NOISE GENERATING EQUIPMENT
 EN18: FLOODING AND DRAINAGE
 H1: PROVISION OF HOUSING
 H2: DENSITY AND MIX
 H3: AFFORDABLE HOUSING
 H5: STANDARDS FOR NEW HOUSING
 H10: PRIVATE AND COMMUNAL OUTDOOR SPACE
 H14: SUBURBAN RENEWAL AND REGENERATION
 TR1: ACHIEVING THE TRANSPORT STRATEGY
 TR2: MAJOR TRANSPORT PROJECTS
 TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS
 TR4: CYCLE ROUTES AND FACILITIES
 TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING
 RL1: NETWORK AND HIERARCHY OF CENTRES
 RL2: SCALE AND LOCATION OF RETAIL, LEISURE AND CULTURE DEVELOPMENT
 RL3: VITALITY AND VIABILITY OF SMALLER CENTRES
 RL5: IMPACT OF MAIN TOWN CENTRE USES
 RL6: PROTECTION OF LEISURE FACILITIES AND PUBLIC HOUSES
 OU1: NEW AND EXISTING COMMUNITY FACILITIES
 OU5: SHOPFRONTS AND CASH MACHINES
 WR3o: THE MEADWAY CENTRE, HONEY END LANE

5.4 Reading Borough Local Development Framework - Adopted Core Strategy 2008 (altered 2015)

5.5 Supplementary Planning Documents

Meadway Centre Planning Brief (SPD) (2013)
 Sustainable Design and Construction (2019)
 Revised Parking Standards and Design (2011)
 Employment Skills and Training (2013)
 Planning Obligations under S106 SPD (2015)
 Affordable Housing (2021)

Environmental Impact Assessment

- 5.6 A Screening Opinion has been adopted under the EIA Regulations 2017 confirming the proposed development would not be likely to result in significant effects on the environment of the wider area that would be of more than local importance. Therefore, an Environmental Statement is not required to accompany the planning application.

Community Infrastructure Levy (CIL)

- 5.7 The application is submitted in Outline and proposes a range of uses a maximum total floor area is to be set by Condition. It is difficult to predict with any certainty what the CIL charge would be at Outline stage as the floorspace is set as maximum amounts and contains a flexible range of uses and a range of CIL charges would therefore apply. The precise CIL charges will be clarified at Reserved Matters Application stage.

6. APPRAISAL

i) Principle of Use

- 6.1 The Meadway Centre Planning Brief (2013) gives detailed guidance on the form of development that the Council considers to be appropriate for the Centre against a number of options.
- 6.2 The current proposal would fall within “Option 2: Redevelopment of Precinct Only” (i.e not including the ASDA site). Whilst this is not the comprehensive redevelopment envisaged as the optimal solution to redevelopment within the Planning Brief, it is nevertheless a more comprehensive approach than approved under permission 150945 which fell under “Option 3 - Partial Redevelopment of Precinct”. It is considered that the current approach offers a greater potential to address the failings of the current precinct than that permission.
- 6.3 Policy RL1 states that the vitality and viability of District Centres should be maintained and enhanced. This will include widening the range of uses, environmental enhancements and improvements to access.
- 6.4 The uses proposed at ground floor and mezzanine level (first floor) are considered appropriate for a district centre as they fall generally within retail and leisure uses. The current proposals are in Outline and the precise layout, including the internal layout and respective uses is not known at this stage. Officers have worked with the Applicant during the course of the application to arrive at a set of ‘parameter plans’ which define the maximum extents of the buildings in terms of height and siting, and define minimum areas of open space. Given the requirements of Policy RL1 and the aims of the Meadway Centre Planning Brief to maintain a mixed and diverse range of units (were permission to be granted), a series of conditions are recommended at Outline stage to set maximum amounts of each use; to secure retail frontages with a minimum 50% Class A1 retail within each frontage; and controls on future changes of use away from retail uses. This is considered to be a reasonable approach and would maintain the predominantly retail character referred to in section 5.2 of the Brief.
- 6.5 The retention of a number of existing shop units within the scheme (they are not included in the demolition) would need careful design consideration both in terms of the structural alterations required and the need to integrate old and new with a unified architectural approach. However it is acknowledged that this would minimise disruption to existing tenants and would provide opportunities for smaller shops to be

integrated within the scheme as a whole and the opportunity for smaller units is in accordance with the aims of the Brief.

ii) Affordable Housing and Housing Need

6.6 The proposals seek to re-provide 258 dwellings within the redevelopment. Local Plan Policy H3 requires proposals of over 10 dwellings to provide 30% of the total dwellings to be Affordable Housing equating to a requirement for 77 Affordable Housing units.

6.7 Paragraph 4.4.19 of the Reading Borough Local Plan provides some background to the policy and summarises the large amount of evidence that the Council has in respect of the critical need for Affordable Housing that exists within the Borough:

“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.”

6.8 Local Plan para 4.4.23 states *“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.”*

6.9 The Applicant proposes that the development will include 30% of all dwellings as Affordable Housing comprising:

- Minimum 62% rented accommodation at ‘Reading affordable rent’ levels and
- Maximum 38% Affordable home ownership (shared ownership or another product),

in perpetuity. This complies with the requirements of Policy H3 and the associated Affordable Housing SPD 2021. Where the development is to come forward in phases, the expectation would be that the dwellings would be provided in accordance with approved Phasing Plan and Schedule and provided ready for occupation prior to first occupation of 50% of the open-market dwellings within each Phase. This is recommended to be secured under the terms of the S106 legal agreement.

iii) Layout

6.10 The Brief is clear that the district centre should function as a single entity (section 5.3). and suggests that the centre should be arranged around a new public space to address concerns that the current precinct ‘turns its back’ on the ASDA superstore. The Brief does accept (paragraph 6.5) that land ownership may restrict a comprehensive development and this is the case with the current application, which does not include ASDA.

6.11 It is considered that the layout of the public realm proposed is a substantial improvement on that granted under permission 150945. It is larger (which it needs to be given the increased scale of development) but importantly it removes the southern block of the precinct giving a more open arrangement which no longer turns its back to ASDA. This is a significant benefit of the scheme and should be secured at an early

phase of the development (a condition is recommended). The open aspect to the south will ensure that the new courtyard space is well lit and the mass of buildings surrounding the space will not overshadow or be overbearing on the space. The minimum size and position of the open space (27m x 48m = 1296 sqm) and landscaped car park areas are to be secured on the parameter plan drawings. Detailed landscaping of these spaces is a Reserved Matter for future consideration. Conditions securing the range of landscaping details required at Reserved Matters stage are recommended.

- 6.12 The poor quality of existing north-south pedestrian links between ASDA and the precinct is identified as a key problem currently (Figure 3 of the Brief). The indicative proposals would offer appropriate pedestrian links and ease of movement through between buildings and car park towards ASDA in a similar arrangement to 150945. Precise landscaping details remain a Reserved Matter for future consideration under 'Layout' and 'Landscaping' and are therefore not known at this Outline stage, but a condition is recommended requiring an appropriate pedestrian link to be submitted at Reserved Matters stage.
- 6.13 The enlarged public square would be a significant improvement on the existing precinct which turns its back on the surrounding area and which currently appears insular, heavily enclosed and now has a poorly-maintained character. The new space has greater potential for community events, public meeting, outdoor café seating and children's play. Play space is shown indicatively within the outline proposals. It is proposed to secure detailed design and provision within the terms of the S106 legal agreement.
- 6.14 The new square would also improve pedestrian connections between the new retail units at the western end of the site and the main highway route of Honey End Lane. This is in accordance with the aims of the Brief which seeks better physical and visual connectivity between the precinct and new retail units in order to provide a more attractive public realm (para.9 of the Brief) and adequate "linkages between key elements" (para.8). The existing public toilets would be moved to within the development. The precise layout of the scheme is not yet known (it is a Reserved Matter) therefore it is recommended that a scheme detailing the location, design, timetable for provision and opening times of replacement public toilets should be submitted for approval at Reserved Matters stage, to be secured through the proposed S106 agreement.
- 6.15 It is considered on this basis that the proposals comply with the design and layout requirements of Policies CC7, EN9, WR3o and the Meadway Centre Development Brief insofar that these can be determined at this stage and set appropriate parameters for full details to be secured at Reserved Matters Application stage.

iv) Scale

- 6.16 The height of the proposed new-build elements represents a significant increase in scale compared with the existing three storey development within the site and that permitted previously under reference 150945 (which retained the majority of the existing buildings and provided single storey (commercial storey height) retail units towards the western end). However, the Brief suggests that a larger scale could be accommodated to the north-western parts of the site (para. 15), which appears to support the substantial massing of the proposed new units 1 to 6. The topography of the site, with the artificial basin bounded by steep embankments created by the former brickworks, allows for an increase in scale whilst avoiding development appearing obtrusive when viewed from surrounding streets and properties. The scale proposed is to be governed by the parameter plan drawings. Despite the significant

scale proposed, the topography of the area (mainly the basin which resulted from the former brickworks use) would ensure that maximum heights would be broadly level with the roofs of the bungalows to the west in Stoneham Close. The defined open areas to the centre and south of the site would provide some relief to this mass when viewed from Honey End Lane. The detailed massing will be a matter to be resolved at Reserved Matters application stage (Scale, Layout, Appearance) but will be governed by the maximum parameters set at Outline application stage.

6.17 For these reasons it is considered that the scale of the proposals complies with Policies CC7 and WR3o and the Meadway Centre Development Brief at this stage and that appropriate controls can be secured over the ultimate Reserved Matters Application design through the parameter plans, to be secured by condition.

v) Appearance

6.18 The buildings that make up the existing precinct and ASDA store have a modern style, with little ornamentation. The proposals approved under permission 150945 followed this approach whereas the current proposals, which include a greater mix of uses including a large amount of residential, offer a greater level of architectural detail than previously approved. Paragraph 16 of the Brief (supported by Policy CS7) requires high quality materials. The Brief refers to bricks as being characteristic of the area and identifies the opportunity to highlight the history of the site as a brickworks. The Design and Access Statement and Design Codes show a good use of brickwork, including a range of brick types, textures and brickwork patterns. This would be an improvement on both the existing situation and the design approved under 150945 which had a less comprehensive approach. The design code approach would be secured by condition, to be detailed further at Reserved Matters application stage. This approach is considered to be acceptable and offers a greater level of detail and visual interest than previously.

6.19 Officers consider that the details submitted, and the conditions recommended would be sufficient to ensure an appropriate design and appearance of the development is secured at Reserved Matters application stage in accordance with Policies CC7, RL1, WR3o and the MC Planning Brief apply.

vi) Trees and Landscaping
Embankment Woodland

6.20 The westernmost portion of the woodland forms part of Local Wildlife Site which extends to the north. The woodland is subject to a Woodland TPO. The proposals have been amended to reduce the extent to which the new units impinge on the mixed deciduous woodland at the western end of the site. The existing slope profile is to be maintained.

6.21 The proposals involve the same cutting-in to the embankment as previously approved under permission 150945 and removal of 15 trees on the eastern edge of the woodland. In mitigation, it is proposed to plant new trees within the remaining embankment to provide a degree of mitigation. A condition is recommended to secure 15 trees within the landscaping scheme.

6.22 The Natural Environment (tree) Officer's comments regarding future pressure to prune or fell trees due to single-aspect flats fronting onto the embankment have resulted in a setting back of the maximum extent of the floors above basement level so that a gap ranging between approximately 6 and 10 metres would exist between the façade and the edge of the new embankment alignment. This has resulted in a reduction in

the number of dwellings and is considered to offer a sufficient buffer between new flats and trees. The relationship between trees and buildings can be further considered and refined at Reserved Matters stage.

- 6.23 Although the woodland would ideally remain untouched, it is considered that the revised proposals continue a previously-agreed approach which ensure that the majority would be preserved and that a suitable balance between the need to secure the future success of the District Centre and tree protection can be achieved.

Existing Precinct Trees

- 6.24 It is suggested in the current application that existing trees within the Precinct are to be retained. The tree officer's concerns over the long-term suitability of these specimens due to the species and damage that they have sustained due to poor management are noted. It is considered that the matter can be suitably resolved within a comprehensive landscaping proposal at Reserved Matters stage.

New Tree Planting

- 6.25 The existing car park lacks any trees and appears as a stark, somewhat chaotic space. A significant number (22) of new large canopy species trees are indicated as being proposed to be planted across the new car parking area (as per the previous approval 150945) within tree pits located between rows of parking spaces. It is recommended that these trees and associated tree pits are secured by specific reference to them in the landscaping condition. It is considered that, over time, these would grow to provide a significant canopy cover to the car park and offer a significant visual improvement over the existing situation. Tree pits will need to be as large as possible and the future design should aim to provide large pits extending under much of the parking area to allow for maximum rooting potential.
- 6.26 A formal arrangement of trees that is likely to be achieved through this approach (given the formal layout of parking spaces) will serve to add some coherence to the car parking area and mitigate visually the expanse of parked cars in a positive manner. The visual benefits will extend beyond the site as the new planting will be clearly visible from Honey End Lane and also from the ASDA car park.
- 6.27 The Honey End Lane frontage also lacks any coherent planting and is currently visually harsh and unattractive. The illustrative proposal indicates 9 new trees and a 'greening' of the frontage. These are to be secured at Reserved Matters stage (Layout, Landscaping) and a condition is recommended.
- 6.28 A condition is recommended to require full landscaping details (including tree pit design), to be submitted at Reserved Matters stage. It is noted that a similar well-treed design was approved for the car parking area under permission 150945. Conditions are also recommended to secure the implementation and future maintenance of landscaping.
- 6.29 Policies CC7, EN12, EN14, EN16, WR30 and guidance contained in the Reading Tree Strategy apply.

vii) Ecology

- 6.30 As referred to in section 4 above, whilst encroachment into the woodland is not desirable in terms of the impact on woodland habitat, it is relevant to note that the existing precinct space is heavily urban in character with few controls over lighting, or vehicle movements and there is a general lack of green infrastructure. It is proposed that any permission should include conditions requiring a further Ecological Survey at

Reserved Matters stage; controlling exterior lighting; and securing ecological enhancements together with a Wildlife Site Management Plan.

- 6.31 Considering the proposed one-for-one tree replacement to the embankment and importantly the considerable amount of new trees within the development itself where none currently exist, it is considered that there would be no net loss in biodiversity and the Wildlife Site Management Plan (recommended Condition 42) would offer opportunities to improve the biodiversity and long term health of the woodland within the site.
- 6.32 It is considered that the Ecological aspects of the proposals are acceptable on this basis, in accordance with Policy EN12 and guidance contained within the Meadway Centre Planning Brief.

viii) Transport

- 6.33 The detailed comments of the Council's Transport section are set out in the Consultations section above. These are considered to be a reasonable assessment of the proposals and it is recommended that the application should be considered on the basis of these comments. Conditions are recommended requiring details of a suitable layout to include pedestrian routes and facilities, and particularly in respect of the north-south link to the ASDA store site. The northern of the two accesses proposed from Honey End Lane has been subject of considerable discussion with the applicant. Officers are now satisfied that the proposed arrangement which includes a high kerb to restrict access for HGVs and would provide safe access for all users. This would be reinforced by obligations within the s106 agreement excluding vehicles greater than 12 metres in length from using that access.
- 6.34 Parking arrangements have been assessed and whilst these would fall under the Layout Reserved Matters, yet to be submitted, the illustrative proposals demonstrate that suitable parking can be provided without harm to highway safety or the visual appearance of the site. Suitable provision for cycle parking is also demonstrated within the submitted Transport Assessment. Conditions requiring the numbers of cycle and vehicle parking spaces to be provided in accordance with a layout to be approved at Reserved Matters Application stage are recommended. Ten percent of the vehicle parking spaces are to include Electric Vehicle charging facilities. For these reasons, it is considered that the proposals comply with Development Plan Policies TR1, TR2, TR3, TR4, TR5, WR30 and the guidance set out in the Council's Revised Parking Standards and Design SPD 2011.

ix) Neighbouring Amenity

Daylight and Sunlight

- 6.35 The Building Research Establishment (BRE) has been commissioned to independently review the maximum parameters of the proposed development and the Applicant's submitted daylight/sunlight report.
- 6.36 The BRE findings are that loss of daylight and sunlight to residential properties at Shilling Close, Chimney Court and Block A Victory Close (nos. 2-64 Victory Close) and Stoneham Close would be negligible and within BRE guidelines.
- 6.37 Loss of light to 13 windows at Block B Victory Close (nos. 1-57 Victory Close) would be outside BRE guidelines although these are mostly only marginally outside the guidelines. Five windows would have greater losses of light from the sky due to the design of Victory Close with overhanging eaves existing above these windows. Without these overhangs, the BRE confirms that these windows would otherwise meet BRE

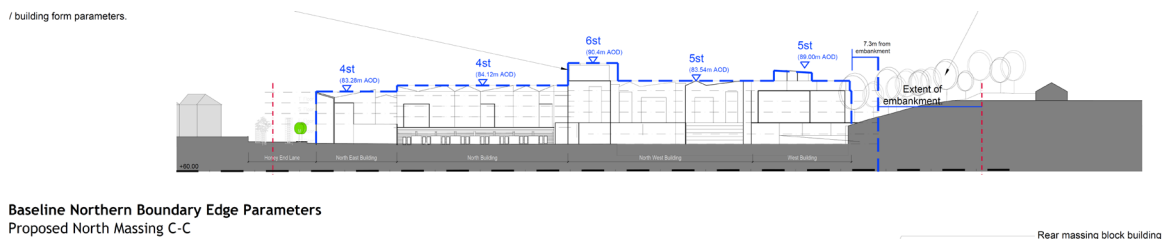
guidelines. It is also noted that all five affected windows serve rooms which are served by another window for which loss of daylight would meet the BRE guidelines.

6.38 Overall the BRE assess the loss of daylight to be ‘moderate to minor adverse’ to the dwellings to the southern side of Victory Close Block B.

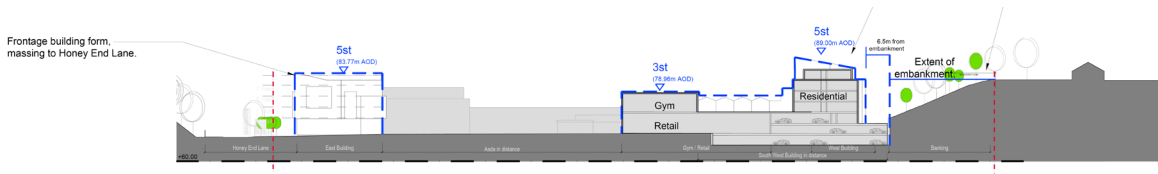
6.39 It is considered, based on BRE advice that the scheme, even were its maximum parameters to be built, would not harm the amenity of neighbouring dwellings to an extent which would suggest that permission should be refused. Some impact on light from redevelopment is to be expected and the design of Block B Victory Close is a key reason for guidelines not being met. Overall, the presence of alternative sources of daylight from less affected windows would maintain a suitable living environment for neighbouring occupiers. A final review at Reserved Matters stage, once the final design is known, is recommended.

Privacy, Outlook and Overbearing Effects

6.40 The site lies within a basin at a lower level than the flats to the north or the houses to the west on Stoneham Close. The maximum scale parameters of the buildings (beyond which Reserved Matters application proposals cannot extend) would represent a significant increase compared with the existing buildings and would extend markedly to the west, replacing the existing surface car park. The tallest parts would be to the western end of the site. The revised proposals show the western façade (maximum extent) set off the rear garden boundary with properties in Stoneham Close by approximately 35 metres. The five storeys proposed above basement parking level towards the western end (89m AOD maximum height above sea level equating to 22.3 metres above ground level at the roundabout junction with Honey End Lane), and 90.4m AOD (24m above ground level) towards the centre of the site, would represent a large building, however the substantial changes in ground level within the brickworks basin would result in the heights being broadly similar to the bungalows in Stoneham Close. The intervening woodland contains tree canopies extending higher than the top of the embankment. It is considered reasonable to assume that this tree screen would remain given the number of trees involved and their protected status (recommended Condition 42 requires a management plan for the Local Wildlife Site which includes these trees). These trees would serve to reduce the extent to which the new development is visible from Stoneham Close. It is considered that the separating distance, the relative ground levels and building heights and the intervening trees would ensure that the proposals would not result in harmful overlooking, overbearing effects, or loss of outlook. Extracts of the parameter plan section drawings are copied below. The blue dashed line indicates the maximum extent of the heights proposed and the recommended conditions would restrict Reserved Matters approvals to within this extent.

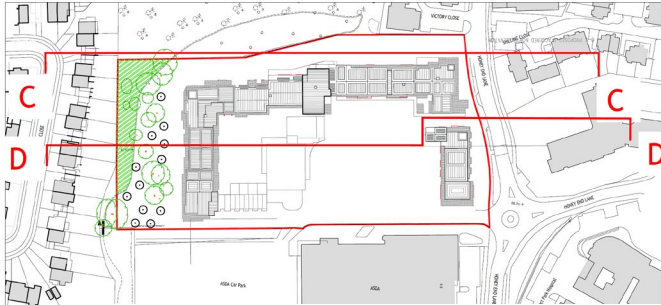


Baseline Northern Boundary Edge Parameters
Proposed North Massing C-C
Section C-C along northern edge of site - east-west (looking south)

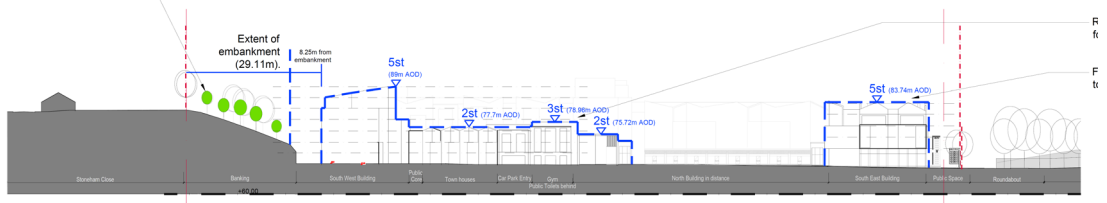


Baseline Southern (Internal Section) Boundary Edge Parameters
Proposed North Massing D-D

Section D-D through centre of site - east-west (looking south)



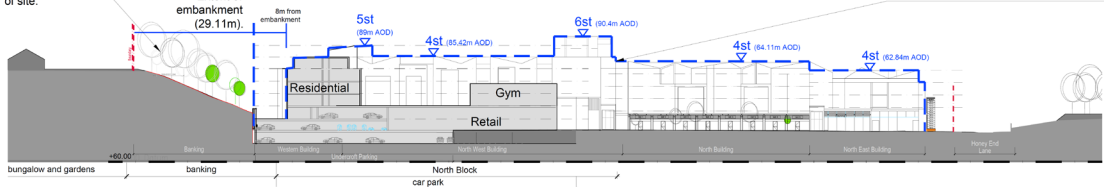
Area of retained bio-diversity embankment - limit to built scheme area to rear of site.



Baseline Southern Boundary Edge Parameters
Proposed South Massing A-A

Section A-A to southern edge of site - east-west (looking north)

embankment - limit to built scheme area to rear of site.



Baseline Northern Boundary Edge Parameters
Proposed South Massing B-B

Section B-B - through centre of site - east west (looking north)



6.41 On this basis it is considered that the proposals would not be harmful in terms of the amenity of neighbouring dwellings and are therefore in accordance with Policies CC8, EN16 and EN17.

x) **Amenity of Future Occupiers**

- 6.42 Layout, including the internal layout of buildings, remains a Reserved Matter and the precise detail will be considered at Reserved Matters Application stage, however it is important to make sure that the parameters set at Outline application stage would allow for a suitable quality of residential amenity at final design stage.

Space standards

- 6.43 The illustrative scheme shows that the nationally-described space standards required under Policy H5 can be provided within a scheme that includes the number of dwellings being applied for and within the proposed maximum parameters. The parameters are therefore considered to be acceptable in this context.

Outlook

- 6.44 The maximum extent of buildings containing dwellings has been reduced during the course of the application and now provides a suitable separation westwards ranging between 8 and 10 metres to the treed embankment to the west of the site. This is considered suitable in terms of outlook. Outlook from the outer facades to the east would be across the street and wider site. Outlook to the north would be across the service road towards Victory Close, this would be the least pleasant of the four sides but would nevertheless be acceptable and it is considered that the careful design at Reserved Matters stage could improve the appearance of the northern edge of the site, for instance through the use of suitable soft landscaping.

Daylight

- 6.45 The BRE advice to the Council is that most of the development would be expected to receive sufficient daylight but there are some potential problem areas where flats face each other between blocks, where the building massing could overshadow small private garden areas, north-facing flats, and at the western end where flats face onto the woodland. It is noted that the position of the flats relative to the woodland has been improved during the course of the application. The BRE recommend that a full daylight review be carried out in respect of the Reserved Matters design, once known and a condition is recommended.

Privacy

- 6.46 It is considered that the proposed layout is capable of providing suitable privacy for future occupiers and that the parameters would not prevent an appropriate design coming forward at Reserved Matters stage. It is noted that the high-density nature of the scheme, consistent with its District Centre location, is likely to result in a different level of privacy than might be expected in lower density suburban locations. The final details of massing, position and function of windows, etc. at Reserved Matters stage will need to be assessed against Policy CC8 (Safeguarding Amenity).

Amenity Space

- 6.47 Policy H10 requires dwellings to be provided with functional private or communal open space including green space wherever possible to include sitting out areas, children's play areas, home food production, composting, storage space and clothes drying space. Although Layout, Scale and Landscaping are Reserved Matters it is considered that the proposed parameters allow sufficient space for this type of amenity space to be provided with a 50mx45m (250sqm) communal private amenity courtyard at first floor level. The public square would also provide some additional benefits for occupiers, including children's play equipment. It is considered that the open space

requirements will not be fully met on site. Policy EN9 requires all new development to make provision for appropriate open space based on the needs of the development through on or off-site provision, contributions toward provision or improvement of existing leisure or recreational facilities. Policy EN10 requires new development to facilitate the creation or linking of safe off-road routes to parks.

- 6.48 The Council's Leisure Service has confirmed that the development will have a direct impact on Prospect Park and that access from the west side of the Park is relatively poor compared with the eastern edge. Access needs to be improved for all users, including those with mobility issues or those with pushchairs, etc.
- 6.49 In order to achieve the necessary improvement, Leisure have identified the need for a perimeter path within the park, running from opposite Cockney Hill southwards to Bath Road before continuing eastwards to meet the existing path that runs north-east from Bath Road to Liebenrod Road and then to the roundabout on Tilehurst Road/The Meadway. This would provide good connectivity as well as providing a circular route for the benefit of park users and those entering the park from its north west edge in particular.
- 6.50 Provision of a suitably-surfaced 2m wide path and associated works would cost in the region of £200,000 and this is therefore sought as a S106 contribution from the developer.

xi) Noise

- 6.51 Existing loading arrangements take place rather informally around the site using the existing accesses and loading to the rear of the various premises. The proposals would introduce new formalised loading bays and service yards to the northern boundary and it will be necessary to ensure that noise and disturbance from this is minimised in accordance with Policy CC8. Vehicle movements and external lighting associated with this have the potential to harm the amenity of neighbours. Full details of layout and design will be known at Reserved Matters stage. Further detail is necessary in terms of the design and orientation of lamps, lighting times and control equipment. A condition is therefore recommended to secure these. It is also considered necessary to prevent late-night deliveries between 10pm and 8am Monday to Saturday and between 6pm and 10am on Sundays and Bank Holidays, given the more intensive use of the service access close to Victory Court.
- 6.52 Plant noise is to be expected in a development of this type and will already exist within the site. A condition ensuring that the background noise levels do not unacceptably increase as a result of new plant being installed is recommended. This will require any new plant to be limited to a noise level 10dB below existing background levels, to avoid background noise levels creeping upwards.
- 6.53 Uses within Classes A3 (restaurant/café - *new Use Class E*), A4 (drinking establishment - *now sui generis*) or A5 (hot food takeaway - *now sui generis*) are proposed. Although A4 and A5 in relatively limited amounts of floorspace (to be restricted by condition). Late night activity associated with these uses could be reasonably expected to cause undue noise or disturbance and as such a condition is proposed preventing use of the premises outside of the hours of 08.00hrs and 23.00hrs at any time.

xii) Environmental Sustainability
Carbon Emissions

- 6.54 Local Plan Policy CC2 (Sustainable Design and Construction) requires that the design of buildings and site layouts to use energy, water, minerals, materials and other

natural resources appropriately, efficiently and with care and take account of the effects of climate change.

- 6.55 All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible. The application indicates this will be achieved. A condition is recommended to secure this.
- 6.56 In respect of the residential element being applied for, Policy CC2 requires major residential developments to achieve 'Zero Carbon' and that in doing so, the preference is to achieve true carbon neutral development on-site. If this is not achievable, it must achieve a minimum of 35% improvement in regulated emissions over the Target Emissions Rate in the 2013 Building Regulations, plus a Section 106 contribution of £1,800 per remaining tonne towards carbon offsetting within the Borough (calculated as £60/tonne over a 30-year period). Contributions are to be ring-fenced for projects which deliver a carbon saving in Reading. The uncertainty over the design at Outline stage makes detailed energy assessment difficult. It is therefore recommended that the zero-carbon standard, or equivalent offset contribution as per the SPD formula should be secured through the S106 legal agreement (the SPD confirms that a S106 planning obligation is the correct method to secure this).
- 6.57 Policy CC2 also requires that all non-residential development or conversions to residential 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. A condition securing this is recommended.
- 6.58 Policy CC4 states that *"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. Any development of more than 20 dwellings and/ or non-residential development of over 1,000 sq m shall consider the inclusion of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision."*
- 6.59 The supporting text to this policy at para 4.1.15 explains that *"air-source or ground-source heat pumps should be considered in the first instance, as these methods are less carbon intensive than [fossil-fuel powered] Combined Heat and Power"*. The Applicant's submitted sustainability statements indicate that decentralised energy would be used within the proposal, although it refers to gas-fired CHP (a combined heat and power plant) which is a somewhat out of date fossil-fuel reliant solution and a condition is recommended to secure a more optimal technology.
- 6.60 The Sustainable Design and Construction SPD 2019 explains in para. 8.5 that *"the preference for air-source and ground-source heat pumps over CHP is set out in the Local Plan, but in general GSHPs should be investigated as a priority over ASHPs. This is because they enable greater seasonal efficiencies."*
- 6.61 A sequential approach to selection of GSHP vs ASHP is set out in para 8.6 of the SPD: *"Evidence should be provided at the detailed planning application stage where GSHP systems are discounted, and ASHP systems selected, with the following technical analyses:*

- *Calculated system seasonal efficiency comparison;*
- *Evidence of any constraints on boreholes related to existing utilities or other sub-surface infrastructure;*
- *Borehole spatial constraints; and*
- *Any other technical reasons why GSHP cannot be progressed and ASHP must be taken forward as the primary heat technology.”*

6.62 As Layout and Scale are Reserved Matters it is considered reasonable to deal with these matters in more detail at Reserved Matters Application stage. It is recommended that a scheme for a Ground Source Heat Pump powered system to serve the development should be submitted at Reserved Matters stage except where feasibility study shows not possible, based on the SPD criteria above, in which case an alternative decentralised system is to be proposed, with the second technology to be considered to be Air Source Heat Pumps. The scheme should also include full details of space heating, water heating and cooling systems, including details of their thermal performance, connection arrangements to all other phases and timetable for their provision. The details should include provision for connection to District Heating (DH) network(s) beyond the site boundary, including capped-off pipework and space in plant rooms, and commitments to make reasonable endeavours to connect when a nearby DH network becomes available. District Centres with multiple land uses at high density are an ideal starting point for a District Heat network at least in principle. This is recommended to be secured through the S106 legal agreement.

6.63 It is considered that at this stage the proposals, (subject to the conditions and obligations described above and full details to be submitted at Reserved Matters stage), would comply with Policy CC4 and the Sustainable Design and Construction SPD.

6.64 It is also considered that this approach would comply with Policy CC2 subject to the recommended conditions and planning obligations in respect of BREEAM zero carbon and water use.

xiii) Drainage

6.65 The site is required under national and local Planning policy to provide a sustainable urban drainage system to deal with surface water and ensure that the rate and amount of surface water discharge is suitably managed, to be no worse than the existing situation.

6.66 The applicant has submitted a Drainage Strategy (within the Flood Risk Assessment (FRA)) to address sustainable drainage requirements. This has been assessed by the Lead Flood Authority who advise that whilst the targets set out are suitable, full design details of a SuDS drainage scheme will be required and are therefore recommended to be secured by condition. The absence of a complete design at this Outline stage justifies a complete and clearly-defined SuDS design to be secured by condition.

6.67 It is recommended that full specifications and adoption arrangements should be secured by condition. On this basis the proposals are considered to comply with national policy, national guidance and Local Plan Policies CC2, CC3, and EN18.

xiv) Land Stability

6.68 Questions regarding land stability were raised during the course of the previous application (150945), both in terms of made up ground within the former brickworks and proposed re-grading of the slope to rear. The applicant addresses this again in the

submitted environmental desk study which includes a section on ground stability which states: *“The slopes surrounding the site would appear to be the edges of the previously excavated clay pit and therefore are likely to be formed in the London Clay formation. There is no evidence of landslip of the slopes, although there is some distortion and cracking to the brick retaining wall which has been formed along the northern boundary. It is intended to re-contour the western bank and introduce a retaining wall to allow the toe of the slope to be cut back. Detailed geotechnical investigations will provide design information for the proposed retaining wall which is likely to be formed as a contiguous piled wall. The design and construction of the wall will ensure the stability of the slope.”*

6.69 The submitted report concluded: *“The proposed development includes the construction of new retail units and the cutting back of the existing slope to the western boundary of the site. A full geotechnical investigation must be carried out to provide foundation and retaining wall design data to ensure the adequacy of the building foundations and the stability of the proposed contiguous piled wall to the western boundary.”*

6.70 As before, it is considered that concerns over land stability can be suitably mitigated by an appropriate technical design solution where the ground remains open (the stability of buildings themselves is dealt with separately from Planning under The Building Regulations). A condition requiring this to be submitted for approval is recommended.

xv) Security

6.71 Policy CC7 requires development to *“Create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion”*.

6.72 On the advice of the Thames Valley Police Designing out Crime Officer, conditions are recommended to secure a security strategy, including full details of access control for the residential elements and additional compartmentation of corridors/lobbies where necessary. A condition requiring proof of Secured by Design accreditation for any new dwellings provided is also recommended to ensure that the Police and LPA can be confident that the buildings offer a robust, holistic, approach to security and safety.

6.73 CCTV is a basic requirement on a development of this nature to ensure appropriate security and surveillance of public areas. It is recommended that a CCTV scheme should be secured by S106 agreement as is normal practice and this would need to connect to existing RBC/Police systems.

6.74 The proposals are considered to comply with safety and security aspects of Policy CC7 on this basis.

xvi) Phasing

6.75 The submitted Design and Access Statement includes an indicative phasing plan which shows existing residents being relocated to the new residential block at the north east corner of the site prior to demolition of the existing flats. Similarly, the DAS suggests that retail tenants displaced from the demolished south block can be relocated to the retained block on the north side of the former precinct. It is considered that this demonstrates that this is possible, however it would not be reasonable for the Planning Permission to dictate which tenants should be given space in the new buildings. This would be a private matter to be resolved between landlord and tenant. However, it is considered essential that a detailed phasing plan is secured at Reserved Matters stage

to ensure that the development proceeds in an orderly and well-planned manner. It is also noted that the development would secure 30% of the dwellings as Affordable Housing and this may assist in re-housing existing tenants, dependent on their individual circumstances.

xvii) S106 Matters

6.76 The proposed section 106 obligations are addressed in turn below:

- £200,000 towards improved accessibility from and within the west side of Prospect Park to include provision of a 2m wide path to the western and southern perimeter linking with existing paths to the east. - Please refer to 'amenity space' section (x) above. This is necessary due to the under-provision of private amenity space in this suburban area and the consequent increased reliance on the Park for recreation by the occupants.
- £100,000 towards pedestrian and cycle improvements to Honey End Lane and the junctions with Tilehurst Road and Bath Road. The development would increase pressure on the Honey End Lane-Bath Road Junction (mini-roundabout). There is limited scope for further vehicle traffic management so therefore the proposed approach is to improve opportunities for alternative modes of transport to reduce reliance on motor vehicles. £100,000 is sought towards cycling infrastructure improvements as an alternative to junction improvements at the Honey End Lane/Bath Road junction and any associated works on Honey End Lane. It is considered that this is a reasonable approach and would provide suitable mitigation for the traffic increases that would occur if suitable sustainable alternatives, such as cycling, were not available.
- 30% of all dwellings as Affordable Housing - Please refer to section (ii) above
- Public Toilets - Scheme for location, design, timetable for provision and opening times to be submitted for approval at Reserved Matters stage. The proposals involve the demolition of the existing public toilets and their re-provision will need to be secured, in accordance with Policy CC9. It is recommended that provision be secured by S106 agreement to allow for the fact that the design is not yet known and to cover matters relating to the future maintenance regime and opening hours which it is envisaged would remain as existing (06.00 to 23.30, 365 days a year) and that the design will include disabled access provision.
- Children's Play Area within public realm - Scheme for location, design, equipment, timetable for provision and maintenance to be submitted for approval at Reserved Matters stage. Paragraph 36 of the Planning Brief states that the precinct should have an enhanced role as a centre for the local community, capable of hosting community events and should encourage public interaction at its core. This paragraph refers to Children's play within the public realm. The application proposal indicates an area for children's play equipment as part of the precinct space, which is likely to contribute to the vitality of the centre making it more attractive for a wider range of users. It is recommended that the precise design of the equipment (to be determined at Reserved Matters application stage), its provision and future maintenance should be controlled by S106 agreement, particularly in terms of its ongoing maintenance and potential need for future replacement equipment. This is consistent with para. 41 of the Brief which refers to maintenance.
- Employment Skills and Training Plan (Construction and End User phases) as per the adopted Employment Skills and Training SPD. The proposal is classified as a Major development. As such the requirements of the Employment Skills and Training SPD (2013) apply. Paragraph 37 of the Brief refers to education skills and training. An Employment and Skills Plan will need to be secured by S106 agreement, in accordance with the Employment, Skills and Training SPD (2013). Whilst an actual plan is encouraged, the SPD does allow for financial contributions to be made in lieu of a plan. The proposed S106 will allow for either eventuality in accordance with the SPD.

The relevant amounts will be determined at Reserved Matters stage once the design and arrangement of uses is known and this is possible within the s106 as the amounts can be linked back to the SPD requirements.

- Zero carbon offset - as per Sustainable Design and Construction SPD. Please refer to section (xii) above
- Decentralised Energy - Scheme for Ground Source Heat Pump powered system to serve the development to be submitted at Reserved Matters stage except where feasibility study shows not possible, in which case alternative decentralised system to be proposed. Please refer to section xii above.
- CCTV to all public areas - connectivity to Council/Police systems as appropriate. Please refer to section xv above.
- Public Realm (provision, 24hr public access etc). Areas to be as per submitted parameter plans and provision as per phasing plans. The S106 would be used to ensure public access is maintained to the public realm areas which would remain in private ownership.
- Public Art and Culture (Scheme to the value of £25,000 [twenty five thousand pounds] to provide physical artwork within the site to be submitted for approval within 6 months of commencement. Index linked. Contribution payable in the event that the scheme is not agreed within 12 months. This is considered to be an appropriate contribution commensurate with the scale of the scheme and its function.
- No HGV vehicles/and or vehicles greater than 12 metres in length to be permitted to use the new access adjacent to the northern site boundary. Please refer to paragraph 4.2 above.
- Highway works - to enter into a s.278 agreement for works on the public highway. Please refer to section 4.2 above
- S106 Agreement Monitoring Fee £1,000 [one thousand pounds]

6.77 For the reasons set out within this report, it is considered that these obligations would meet the statutory tests within the CIL Regulations in that they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

xviii) Equality

6.78 In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, or sexual orientation. It is considered that there is no indication or evidence (including from consultation on the current application) that the protected groups would have different needs, experiences, issues and priorities in relation to this particular planning application. The Meadway Centre Planning Brief refers to the need to ensure disabled access throughout the site. Much will depend on the detailed design and as such it is recommended that a condition be imposed to secure details of aspects of the scheme which could affect accessibility including kerb design, surfacing, shop doorway design, signage, and seating.

7. CONCLUSION

7.1 The existing precinct is in a poor condition, partially due to underinvestment over an extended period, but also due to the layout and arrangement of buildings and uses which no longer meet current commercial needs. The proposals offer a comprehensive redevelopment of the existing Precinct and offer a substantial improvement on the current situation that would better support the future vitality and viability of the

District Centre. It is considered that the proposals comply with the principles of the Planning Brief and relevant development plan policies and should be granted outline planning permission on this basis.

Case Officer: Steve Vigar

APPENDICES:

1. Drawings List (proposed)

1364A-OA1100 dated January 2019 Site Location Plan & Site Block Plan/Topography

1364A-OA1201 dated January 2019 Proposed (Base) Site Plan Upper Parts

1364A-OA3110 dated January 2019 Site Plan Demolition

1364A-OA1220 dated January 2019 Proposed Car Parking L.Ground Floor, Ground Floor & Mez. Floor

W01810-SWH-XX-XX-DR-C-0500-P10 '12m rigid vehicle tracking on proposed northern access road', received 2 August 2021

1364A-OA-BL1212 Rev. B dated 17 July 2021 Amalgamated Mezzanine Floor Plan

1364A-OA-BL1210 Rev. D dated 15 July 2021 Outline Baseline Parameters Plan Lower Ground Floor Plan

1364A-OA-BL1211 Rev. D dated 15 July 2021 Outline Baseline Parameters Plan Ground Floor Plan

1364A-OA-BL1213 Rev. D dated 15 July 2021 Outline Baseline Parameters Plan First Floor Plan

1364A-OA-BL1214 Rev.D dated 15 July 2021 Outline Baseline Parameters Plan Second Floor Plan

1364A-OA-BL1215 Rev.D dated 15 July 2021 Outline Baseline Parameters Plan Third Floor Plan

1364A-OA-BL1216 Rev. D dated 15 July 2021 Outline Baseline Parameters Plan Fourth Floor Plan

1364A-OA-BL1217A Rev. D dated 15 July 2021 Outline Baseline Parameters Plan Fifth Floor Plan

1364A-OA-BL1218 Rev. D dated 15 July 2021 Outline Baseline Parameters Plan Site Plan

1364A-OA-BL1310 Rev. D dated 15 July 2021 Outline Baseline Parameters Elevation Proposed South Massing AA & BB

1364A-OA-BL1311 Rev.D dated 15 July 2021 Outline Baseline Parameters Elevation Proposed
North Massing CC & DD

1364A-OA-BL1312 Rev.D dated 16 July 2021 Outline Baseline Parameters Elevation Proposed
East Massing EE & FF

1364A-OA-BL1313 Rev.D dated 16 July 2021 Outline Baseline Parameters Elevation Proposed
West Massing GG & HH

2. Supporting Documents

Air Quality Assessment 19-1841.01 Issue 1 dated 17 December 2019

Arboricultural Impact Assessment, dated 16 October 2020

Daylight & Sunlight Report, 19-1841.04 dated 17 January 2020

Design and Access Statement 1364A, dated January 2019 (including Design Codes)

Drainage Scheme L01441-SWH-ZZ-CC-DR-D-0200 P01, dated 5 June 2019

Environmental Noise Assessment 1818299 dated 27 August 2019

Environmental Phase 1 Desktop Study L01441 Revision 03, dated May 2019

Flood Risk Assessment L01441 Revision 03 dated June 2019

Open Space Statement, dated 24 December 2019

Planning Policy Statement Revision A, dated December 2019

Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment Survey Issue 1.4
dated 26 April 2019

Statement of Community Involvement, dated August 2019

Superfast Broadband Strategy Statement, dated 24 December 2019

Sustainability Statement 19-1841.03 Issue 1, dated 17 January 2020

Transport Assessment W01810 Revision B, dated 1 August 2019

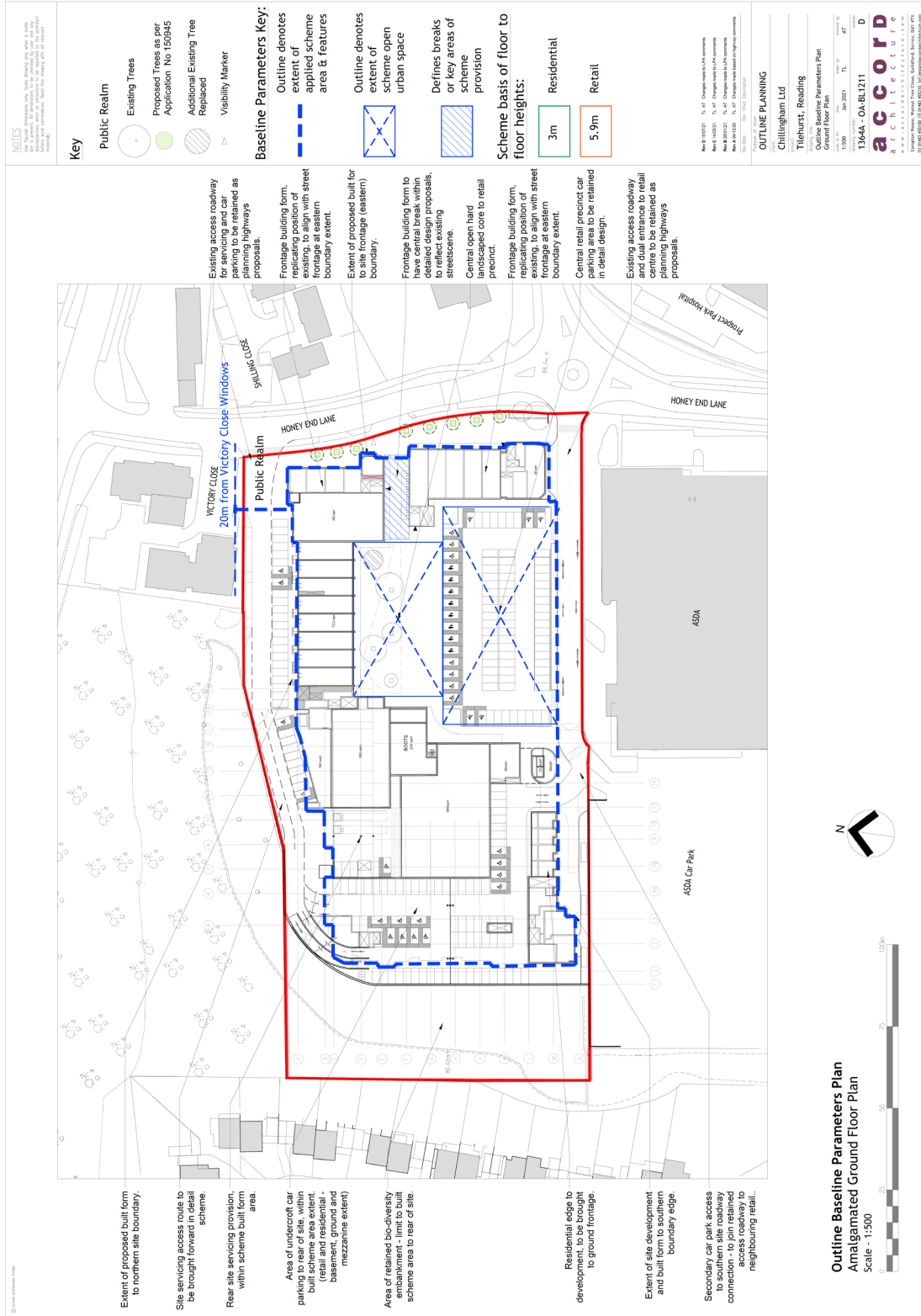
Tree Survey, dated 1 May 2019

Typical Drainage Details L01441-SWH-ZZ-CC-DR-D-0201 P01, dated 5 June 2019

3. DRAWINGS

(Limited selection - please refer to online Planning Registers for full details
http://planning.reading.gov.uk/fastweb_PL/welcome.asp)

Proposed Site Plan



Ground Floor Parameter Plan

NOTES

Use of symbols and icons does not constitute any liability on the part of the author. The author shall not be held responsible for any errors or omissions in the drawings. The drawings are for information only and do not constitute a contract. The drawings are the property of the author.

Key

- Public Realm
- Existing Trees
- Proposed Trees as per Application No 150845
- Additional Existing Tree Replaced
- Visibility Marker
- Residential Amenity Area

Baseline Parameters Key:

- Outline denotes extent of applied scheme area & features
- Outline denotes extent of scheme open urban space
- Defines breaks or key areas of scheme provision

Scheme basis of floor to floor heights:

- 3m Residential
- 5.9m Retail

Rev B 04/02/21 TL, AT Changes made to LPA comments
 Rev C 14/02/21 TL, AT Changes made to LPA comments
 Rev D 20/02/21 TL, AT Changes made to LPA comments
 Rev E 04/03/21 TL, AT Changes made based on original comments

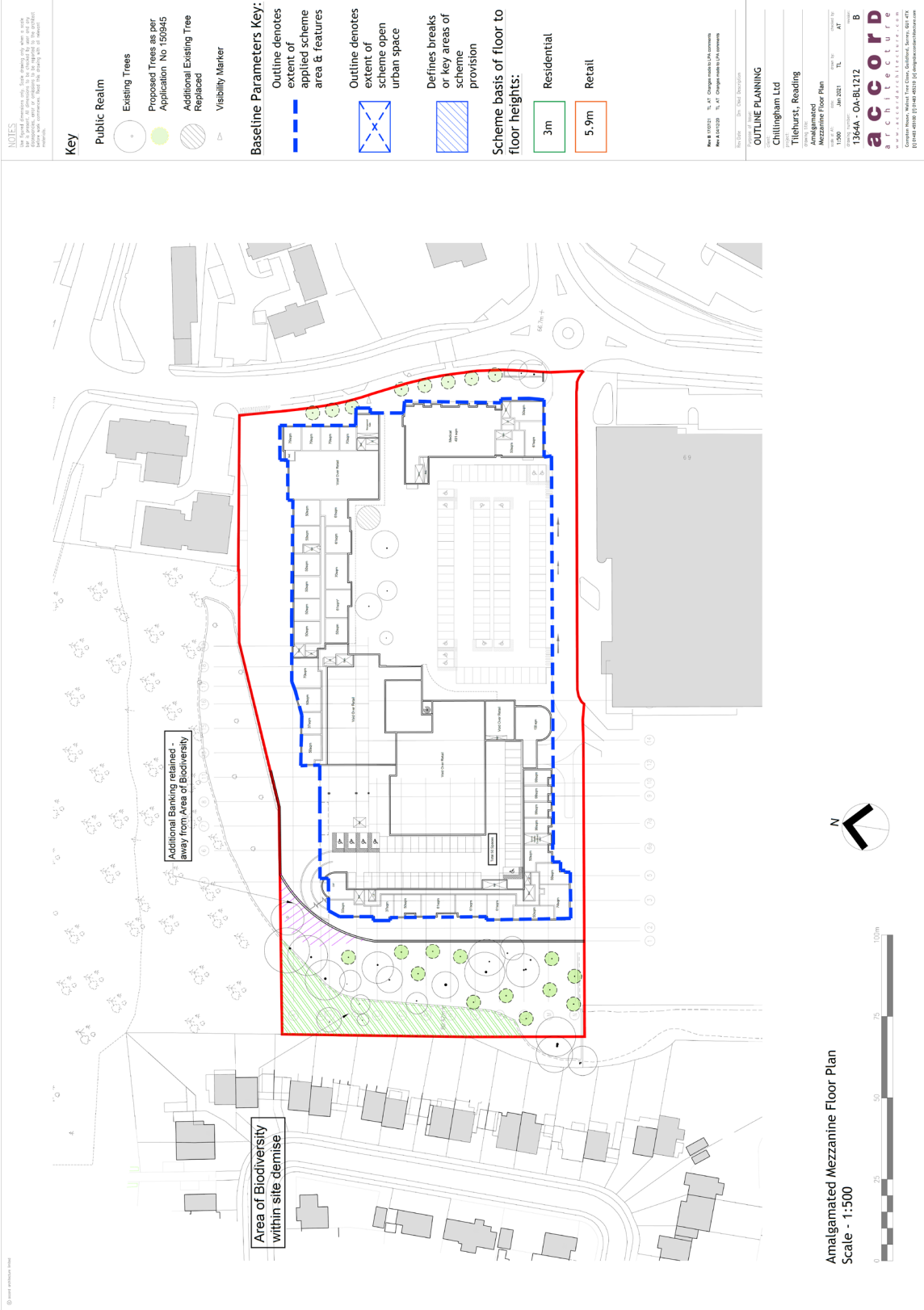
OUTLINE PLANNING

Chillingham Ltd
 Titchhurst, Reading
 Outline Baseline Parameters Plan
 Lower Ground Floor Plan
 1:500
 Date: 2021
 1364A - OA-BL1210
accord
 ARCHITECTURE
 Complete House, Walnut Tree Close, Godalming, Surrey, GU8 4TZ
 (0) 1753 408186 (0) 01483 402315 (0) 44mp@accordarchitecture.com



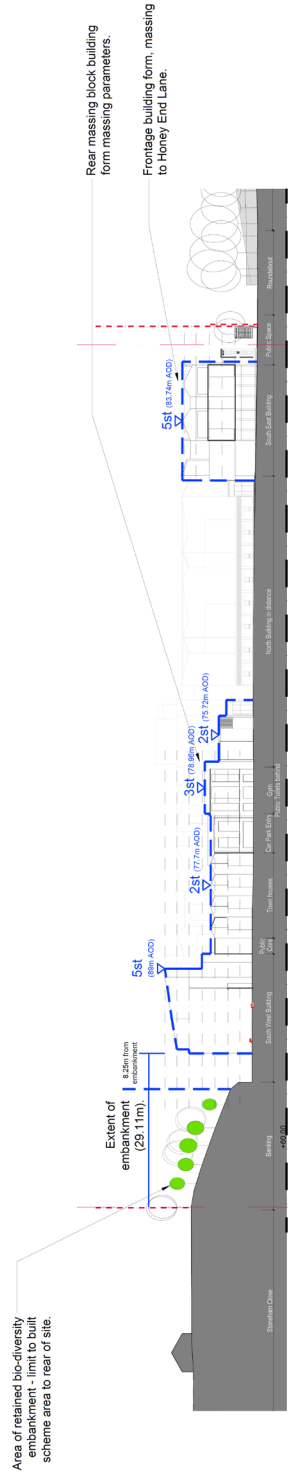
Area of retained bio-diversity embankment - limit to built scheme area to rear of site.

Proposed Lower Ground Floor Parameter Plan

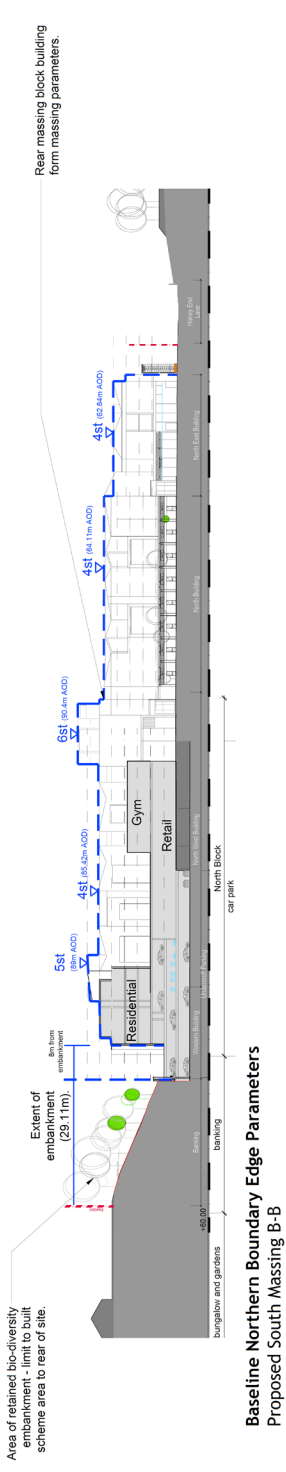


Proposed Mezzanine Floor Parameter Plan

NOTES
 1. All proposed parameters are based on the information provided in the planning application. The client is responsible for ensuring that the information provided is accurate and up-to-date.
 2. The client is responsible for ensuring that the information provided is accurate and up-to-date.
 3. The client is responsible for ensuring that the information provided is accurate and up-to-date.



Baseline Southern Boundary Edge Parameters
 Proposed South Massing A-A
 Scale - 1:500

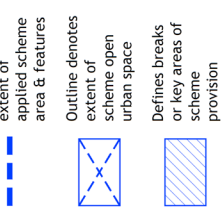


Baseline Northern Boundary Edge Parameters
 Proposed South Massing B-B
 Scale - 1:500

Scheme basis of floor to floor heights:



Baseline Parameters Key:



Outline Baseline Parameters Elevations
 Proposed South Massing AA & BB
 Scale - 1:500 @ A1



OUTLINE PLANNING
 Chillingham Ltd
 Tilehurst, Reading
 Outline Baseline Parameters Elevation
 Proposed South Massing AA & BB
 1:500
 April 2021
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Proposed East - West Section Parameter Plan (A-A and B-B)



Illustrative only: South Elevation facing ASDA site



Illustrative only: East Elevation fronting Honey End Lane



Site Visit Photograph - Roundabout junction with Honey End Lane looking west towards site with wooded embankment in background



Site visit photograph - Looking west from Honey End Lane towards precinct



Site visit photograph - existing access at northern site boundary - Victory Close flats to right of image.



Site visit photograph - view southwards along Honey End Lane site frontage from Victory Close access.



Site visit photograph - looking north from ASDA superstore site towards existing precinct



Existing rear car park and wooded embankment - looking west (above) and north-west (below)

