

COMMITTEE REPORT

BY THE EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30th March 2022

Ward: Abbey

Application No.: 182252/OUT

Address: 80 Caversham Road, Reading, RG1 8JG

Proposal: Outline application considering access, landscaping, layout and scale for redevelopment proposal involving the demolition of all existing buildings and structures (Classes B1a & B2) and erection of new buildings ranging between basement and 2 - 24 storeys in height, providing 620 (72 x studio, 196x1, 320x2 & 32x3-bed) residential units (Class C3), office accommodation (Class B1a), flexible ground floor shop (Class A1), financial and professional services (Class A2) or restaurant/café (Class A3) uses, a community centre (Class D1), health centre uses (Class D1) and various works including car parking (94 spaces (70 at basement level)), servicing, public and private open space, landscaping, highways, pedestrian and vehicular access and associated works. This application is accompanied by an Environmental Statement (amended description).

Applicant: Hermes Property Unit Trust

Date Valid: 03/04/2019

Application target decision date: Originally 24/07/19, but extensions of time have been agreed until 27/04/2022

26 week date: 02/10/2019

RECOMMENDATION

Delegate to the Assistant Director for Planning, Transport and Regulatory Services (AD PTRS) to (i) GRANT outline planning permission subject to the satisfactory completion of a S106 legal agreement or (ii) to REFUSE outline permission should the legal agreement not be completed by 27th April 2022 (unless officers on behalf of the AD PTRS agree to a later date for completion of the legal agreement).

The S106 legal agreement to include a minimum of the following:

- Arrangements concerning the interaction between the application site and the Aviva site in terms of access and seeking to ensure the delivery of a single vehicular route, as specified in more detail within the Transport observations at section 4 1) of this report.
- Secure a S278/38 Agreement to upgrade the signalized pedestrian crossing located on Caversham Road adjacent to the site south of Northfield Road to a toucan crossing (to allow cyclists as well as pedestrians).
- £5,000 towards a Traffic Regulation Order for alterations to the parking restrictions along the Caversham Road frontage of the site.
- £200,000 towards upgrading / improving the underpass beneath Reading Station so that it is suitable for cyclists.
- To provide and fund the 2 car club spaces identified on the submitted plans.
- Baseline guaranteed on-site provision of 98 affordable housing units (equating to

15.81%), comprising:

- Reading Affordable Rented (53 units) in Building G - 11 no. 1 bedroom & 42 no. 2 bedroom residential units
- Shared Ownership (45 units) in Building H - 22 no. 1 bedroom and 23 no. 2 bedroom residential units
- Deferred Affordable Housing Contribution Mechanism:
 - 1st stage review (Option 1) To give opportunity for uplift in value to be captured as additional units on-site
 - Open book review of updated inputs (costs and values as prevailing at market rates)
 - Fixed land price £14.8m
 - Tigger point for review to be on submission of Reserved Matters application.
 - At that point, any agreed profits in excess of 20% developer return on GDV (Gross Development Value) be subject to a profit share 50/50 with the Council.
 - 1st stage review (Option 2) To give opportunity for uplift in value to be captured as additional units
 - Open book review of updated inputs (costs and values as prevailing at market rates)
 - Benchmark Land Value agreed between applicant and Council of £14.8m
 - Tigger point for review to be 24 months from date of the grant of this outline permission, if not implemented
 - At that point, any agreed profits in excess of 20% developer return on GDV (Gross Development Value) be subject to a profit share 50/50 with the Council.
 - 2nd stage review - To give opportunity for uplift in value to be captured as additional units
 - Open book review of updated inputs (based on actual costs and values or at prevailing market rates in default)
 - Benchmark Land Value agreed between applicant and Council of £14.8m
 - Tigger point upon occupation pf 80% of units
 - Trigger share in excess of 20% Developer return on GDV
 - Profit share 50/50
- Total Affordable Housing cap: Maximum potential affordable housing contribution is the equivalent of 30%. This is as a combination of the guaranteed baseline onsite provision and additional units or commuted sum equivalent generated by deferred contribution mechanism 1st Stage review (option 1) and commuted sum equivalent generated by deferred contribution mechanism 2nd stage review.
- Should any Affordable Housing Units have not been disposed of to a Housing

Association (HA) or Registered Provider (RP) within certain times and under certain circumstances, the applicant shall give notice to the Council to seek a Housing Association or RP, or for the Council to purchase the affordable housing units. Within certain times and under certain circumstances, should the Council not exercise this option the affordable housing contribution transfers to a financial contribution towards affordable housing elsewhere in the Borough (as per the policy requirements and methodology) and the on-site units are no longer required to be provided as on-site affordable units.

- Build to Rent (BTR) - The Council reserves the right to include any unit or block disposal for BTR as part of the GDV calculations for the Deferred Affordable Housing Contribution Mechanism (i.e. if units are sold for BTR and is more valuable than a sales value then the Council can use it as part of the value element of the appraisal).
- Delegate to the Head of Planning Development and Regulatory Services in consultation with the Council's Valuer to agree further detailed terms/adjustments to the affordable housing obligations, as may be required.
- Public realm / space - To provide and deliver all areas of public realm / public space and allow unrestricted public pedestrian and cycle access to all areas of public realm / space (subject to reasonable restrictions relating to short-term maintenance works). Subsequently, the owner/developer to maintain the public realm areas to at least the standards reasonably required by the Council.
- Provision of public art / public art strategy within the proposed on-site public open space
- Public open space financial contribution of £620,000.
- Employment, Skills and Training - The production, implementation and monitoring of an Employment and Skills Plan (ESP) for the Construction and End User phases of the development, or in the event that the developer chooses not to provide the ESP themselves then a financial contribution commuted sum, calculated using the SPD formula in relation to both the construction and end user phases, will be secured in lieu of an ESP.
- CCTV - No Building within with relevant phase (phase 4 / phase 6) to be occupied until a CCTV Scheme for that Building and adjacent Public Realm has been submitted and approved by the Council and the apparatus referred to in the Approved CCTV Scheme for that Building and Public Realm has been installed and is operational.
 - o The CCTV scheme to accord with Council and Thames Valley Police requirements for such a system, be compatible with the Council's/Police CCTV system; be linked into the CCTV system operating in the central area of Reading; and provide for connection to and control by the Council's town centre CCTV system.
 - o To be retained and maintained in accordance with the Scheme at all times thereafter.
- Securing the commercial unit in Building H as a Community Centre or other related community use in perpetuity
- Securing the commercial unit in Building G as a Health Centre or other related use for the benefit of the community in perpetuity
- Zero Carbon Offset as per SPD 2019 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).

- Contribution towards monitoring costs plus a separate commitment to pay the Council's reasonable legal costs in connection with the proposed S106 Agreement will be payable whether or not the Agreement is completed.
- Any unexpended contributions to be repaid within ten years beginning with the start of the Financial Year after the final (including phased contributions) obligation payment for each obligation is received. In accordance with Policy CC9.
- Indexation - All financial contributions to be index-linked from date of permission unless expressly stated otherwise.

And the following conditions to include:

- Submission of all Reserved Matters applications within 3 years
- Development to commence no later than either a) 3 years or b) expiration of 2 years from the approval of the last Reserved Matters
- Pre-commencement approval of Reserved Matters - a) Appearance b) Internal layout and use
- Approved plans (existing plans; demolition plans; development plot and height plan; proposed floorplans submitted; proposed sections submitted; phasing plan; CIL plan detailing the location of on-site affordable housing (N.B. the proposed elevation plans submitted are NOT approved, with Appearance instead being a Reserved Matter)
- Outline principles for future reserved matters application to accord with principles of development plot and heights, sections and phasing plan
- Phasing to be carried out in accordance with the phasing plan
- Building heights restrictions as per Development plot and height plan
- Maximum floorspace amounts for each proposed use
- Daylight and sunlight assessment and mitigation to be submitted concurrently with Reserved Matters. Implementation in accordance.
- Wind tunnel testing assessment and mitigation to be submitted concurrently with Reserved Matters. Implementation in accordance.
- Pre-commencement (barring demolition) material details
- Pre-commencement (barring demolition) building maintenance and cleaning systems details
- Pre-occupation details of hours of use of non-residential / office uses
- No conversion of non-residential uses to residential without separate permission
- No change of C3 use to Class C4 without separate permission
- Pre-occupation accessible and adaptable and 5% wheelchair user dwelling details
- Dwelling mix restricted to 72 x studio, 196 x 1-bedroom, 320 x 2-bedroom and 32 x 3-bedroom units
- Pre-commencement (barring demolition) SAP assessment (energy) - design stage
- Pre-occupation of the relevant residential building SAP assessment (energy) - as built
- Pre-commencement (barring demolition) interim BREEAM Excellent certification in relation to all non-residential uses
- Within 6 months of first occupation final BREEAM Excellent certification in relation to all non-residential uses
- Pre-commencement (barring demolition) PV (solar photovoltaic array) details
- Pre-commencement (barring demolition) sustainable drainage details
- Flood mitigation and protection measures implemented prior to first occupation of

- relevant building within relevant phase.
- Permitted development rights (Class A, B, D & E) removed for proposed townhouses
- Commercial extensions / alterations restricted
- Maintaining active window displays at ground floor level
- On site play space facility details
- Management of miscellaneous items (lights, meter boxes, flues, vents or pipes, and no window cleaning or telecommunications equipment, building maintenance unit, alarm boxes, television aerials or satellite dishes)
- Pre first use of a) Building C & b) Building J office roof terraces, measures to protect neighbouring amenity strategy/details
- Flat roof areas not to be used as roof terraces unless where specified on the approved plans
- Pre-commencement (barring demolition) fire statement / strategy

Transport

- Pre-commencement demolition and construction method statement*
- Pre-occupation of dwelling/building in relevant phase door opening details
- Gradient of pedestrian and cycle ramps (compliance condition)
- Pre-occupation (of relevant unit) cycle parking for retail/health/community uses
- Pre-occupation of any residential unit short stay visitor cycle parking details
- Vehicle Parking provision (compliance condition)
- Pre-occupation of phase 4 details of parking allocation between different uses
- Cycle parking as specified for residential and office uses
- Pre-occupation of relevant phase refuse and recycling details to be approved
- Access closure with reinstatement (compliance)
- Travel Plan (within 5 months of first occupation of Buildings A & C)
- Annual review of travel plan
- No parking permits - details submitted prior to first occupation of relevant phase
- Delivery and servicing plan for retail/community/health unit prior to occupation of relevant unit**
- Pre-commencement of any residential unit within phase 4 details of EV Charging Points

* Noise and dust measures required by Environmental Protection

** Condition separately requested by Environmental Protection as well

Environmental Protection

- Pre-commencement (barring demolition) sound insulation from external noise assessment
- No mechanical plant installed until noise assessment details
- No kitchen extraction system installed until odour assessment and detailed odour management plan
- 4 stage contaminated land condition:
 1. Pre-commencement site characterisation
 2. Pre-commencement remediation scheme***
 3. Pre-construction implementation of approved remediation scheme***
 4. Reporting of any unexpected contamination
- Hours of working -demolition and construction phases
- No burning of materials on site during demolition and construction phases
- Pre-occupation (within relevant phase) details of measures to prevent pests and vermin accessing bin stores
- Hours of deliveries and waste collection 0800 to 2000 Mondays to Saturdays and 1000 to 1800 on Sundays/bank holidays
- Pre-commencement (barring demolition) Air Quality Assessment and mitigation strategy

*** Conditions also separately recommended by the Environment Agency as well

Natural Environment

- Pre-commencement (barring demolition) hard and soft landscaping scheme details
- Pre-occupation (within relevant phase) details of all boundary treatments
- Pre-commencement (barring demolition) landscape management plan
- Pre-commencement arboricultural method statement and tree protection plan

Ecology

- Pre-commencement (habitat enhancement scheme)
- Pre-occupation (within relevant phase) external lighting strategy and details

Thames Water

- Pre-occupation (within relevant phase) wastewater network upgrades or housing and infrastructure phasing plan;
- Pre-occupation (within relevant phase) water network upgrades or housing and infrastructure phasing plan;
- No piling until a piling method statement is approved
- Pre-construction strategy for preventing damage to subsurface potable water infrastructure

Berkshire Archaeology

- Pre-commencement (barring demolition to ground level) archaeological field evaluation and mitigation strategy

Crime Prevention Design Advisor

- Pre-commencement, above slab level, security strategy, (including a vehicle dynamics assessment and how the development will achieve Secured by Design)

Network Rail

- Glint and glare study to be submitted concurrently with Reserved Matters. Implementation in accordance.
- Pre-commencement (barring demolition to ground level), details of a) excavations and earthworks b) vibro-compaction/displacement piling, including a method statement c) drainage proposals.

Environment Agency

- Piling using penetrative methods details
- Drainage systems details where they infiltrate surface water to the ground.

And the following informatives to include:

1. Positive and Proactive Statement
2. Damage to the highway (Transport)
3. High density residential development and car parking
4. Works affecting highways
5. Sound insulation between residential properties (Environmental Protection)
6. Section 106 Legal Agreement
7. Ongoing information conditions (Natural Environment)
8. Crane operations in accordance with Civil Aviation Authority guidance (Civil Aviation Authority)
9. Working near to Thames Water underground assets (Thames Water)
10. A series of Network Rail recommended informatives
11. EA to be consulted on EA recommended conditions
12. Separate Advertisement Consent will be required

13. Flexible A1/2/3 units clarification

1. INTRODUCTION

- 1.1 The application site comprises land immediately north of Reading Railway Station in Central Reading. It is broadly triangular in shape and level in terms of topography. The site totals 2.2 hectares in area and is part of an allocation site within the Reading Borough Local Plan 2019 (Site CR11e - North of the Station), allocated for redevelopment comprising retail, leisure, residential and office uses. The exact site location is detailed below in figure 1:

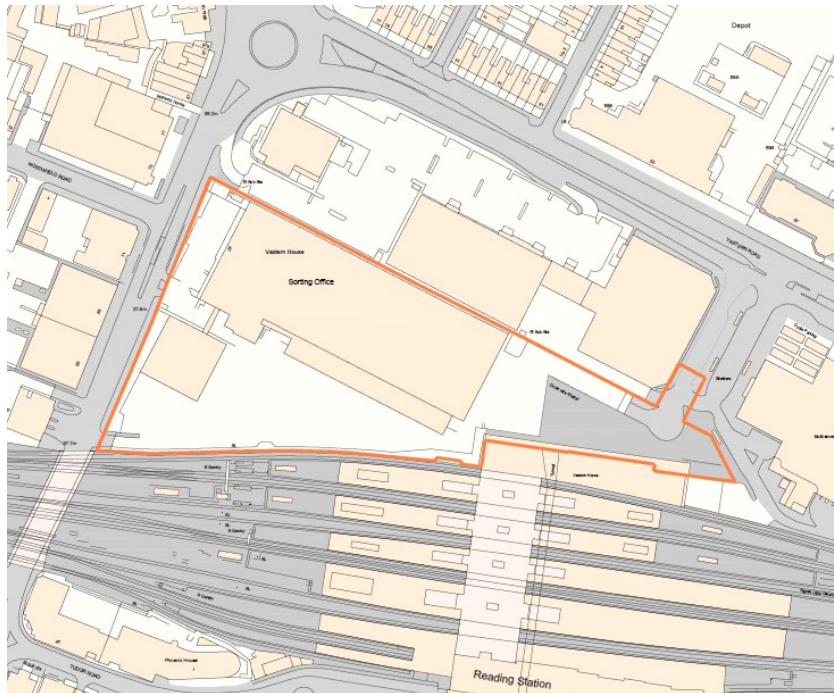


Figure 1: Extract of A11113 C 2002 Rev P2 - Existing Site Location Plan with Application Boundary, as received 08/02/2019

- 1.2 As existing, the site contains the former Royal Mail sorting office and distribution centre, together with three storey offices adjacent to the western boundary of Caversham Road. Previously the site had been a goods yard with sidings for the adjacent railway line and station since the 19th century. The existing site buildings date from the 1980s, but Royal Mail ceased use of the site after transferring its sorting office function to the Swindon Mail Centre in 2009, with a delivery office provided in Gillette Way, South Reading. The buildings were last used by Network Rail as part of upgrade works associated with Reading Railway Station, with the completed CIL form confirming the building was last occupied on 01/02/2018. There are also significant areas of hardstanding for car parking and loading space associated with the former Royal Mail use, with the site known to have on-site service shops for vehicles and sub-surface fuel storage tanks. In the north-west corner of the site is an existing sub-station. The application site boundary also includes the north station entrance area and part of Trooper Potts Way. Network Rail, Reading Borough Council Highways, Thames Water and Aviva Investors were all served notice of the application under certificate B, as per the application form submitted. The applicant has provided the plan below in figure 2 to explain different ownerships at the site:

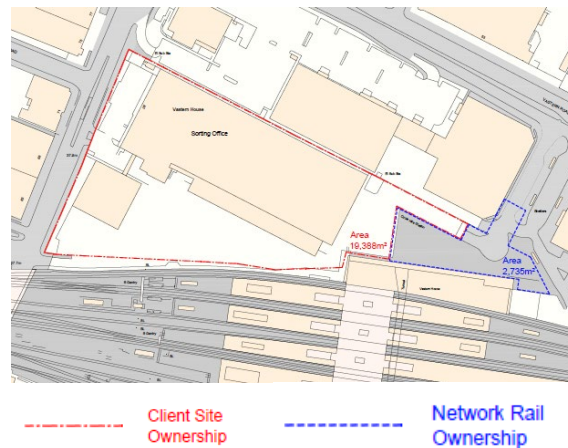


Figure 2: Extract of Existing Site Location Plan with Ownership Boundary A11113 C 2001 P1

- 1.3 The surrounding area comprises a broad mix of uses. To the north is the Vastern Court Retail Park (see below in Figure 3), comprising occupied retail units of 2-3 storeys in height and a separate restaurant unit close to the major roundabout junction of Vastern Road and Caversham Road. There are 280 surface level car parking spaces and servicing areas associated with the retail park too. Both roads form part of the town's Inner Distribution Road (IDR) with 2/3 lane traffic each way incorporated. Beyond Vastern Road (A329) are terraced residential properties and side streets (the predominantly residential De Montfort Road and Lynmouth Road) which lead to the River Thames and Christchurch Meadows / Caversham beyond. Also fronting onto Vastern Road is the former Scottish and Southern Electricity Networks (SSE) offices at 55 Vastern Road and electricity transfer station serving the town. To the east, beyond Trooper Potts Way where the Station North Interchange Bus Stops are located, is the GWR multi-storey car park serving the station.



Figure 3: Aerial view looking north

- 1.4 To the south is the North Station entrance building and offices, beyond which is Reading Railway Station with links to London and the south-west, Wales, the Midlands and beyond. A pedestrian walkway provides a tunnel link to the south of the station for access to the town centre at this point. A high retaining wall also borders the application site to the south, with there a considerable level change between the site and the railway lines above. To the west is the already referenced Caversham Road, which is a busy and main route to the north-west of the town centre, and also includes wide footpaths. The west side of Caversham Road

comprises a variety of largely 2-3 storey buildings and are largely commercial in nature, with residential predominant further west within the terraced streets of Northfield Road, Swansea Road and beyond.



Figure 4: View of the application site from Caversham Road looking south-east

1.5 There are also a number of other site constraints / designations / nearby designations, including:

- Within the Reading Central Area
- Within the Office Core
- Within the Central Core
- Within the Primary Shopping Area (a designated primary frontage run diagonally from the Station entrance towards the Vastern Road / Caversham Road roundabout. A separate line runs north towards Vastern Road from the station entrance, adjacent to Trooper Potts Way.
- Within the Tall buildings cluster (Station Area Cluster)
- Within Flood Zone 2
- Within an air quality management area (AQMA)
- Within a smoke control zone
- Includes contaminated land
- Trooper Potts Way is a cycle route (part of a local cycle route in the Local Cycling and Walking Infrastructure Plan (LCWIP) between the Thames and Station tunnel)
- There are mature trees on the Caversham Road frontage, within the application site
- Within the North of the Station cluster identified in the Sustainable Design and Construction SPD as being potentially suitable for connection to (a) heat network scheme(s).
- Caversham Road and Vastern Road are part of the Classified Highway Network (also an orbital cycle route in the LCWIP)
- Nearby Northfield Road (to the west) and De Montfort Road (to the north) are cycle routes. Northfield Road is part of a local cycle route in the LCWIP)
- Adjacent to areas safeguarded for Crossrail (to the east and south)
- Nearby residential streets to the north and west of the site are within residential controlled parking zones
- The closest Conservation Area is Market Place/London Street Conservation Area, which at its closest point is 225m to the south-east of the site.
- There are no designated heritage assets on site. The closest listed buildings are the main building of Reading Station and the Three Guineas public house, the statue of Edward VII on the Station Approach roundabout and Great Western House on Station Road (Malmaison hotel/restaurant).

- 71-73 Caversham Road (the former Drew's site) (LL15) and the entrance building to 55 Vastern Road (LL8) are locally listed buildings (therefore non-designated heritage assets). 55 Vastern Road is also subject to a current application for statutory listing, with this presently being considered by Historic England.
 - Near to the site, Tree Preservation Order 3/06 protects 7 individual trees on the south side of Vastern Road (4 adjacent to the roundabout) by the retail park.
- 1.6 As referenced at the outset, the site is part of the Policy CR11e sub-area allocation. The site is therefore also within the designated wider CR11 Station/River Major Opportunity Area (MOA). There are three separate MOAs within Central Reading, which is the focus for intensive mixed-use development. Within Central Reading it is important to be mindful of framing any proposal within the following context, as detailed at paragraph 5.2.2 of the Local Plan:

“The challenge will be to provide an appropriate scale and mix of uses that make a major contribution to meeting Reading’s needs, are viable, well connected to the core, particularly the station and the transport interchange, and that help to achieve a modern 21st century town centre while protecting and enhancing the historic interest and other special qualities of Reading”.

- 1.7 The overarching element of the CR11 policy specifies a vision which applies to each of the nine separate sub-areas (specified as A through to I) within the MOA, as follows:

Station/River Major Opportunity Area

VISION: The station/river area will be a flagship scheme, extending the centre and providing a mixed use destination in itself and centred on the new station and public transport interchange. It will integrate the transport links and areas northwards towards the River Thames and into the heart of the centre.

Figure 5: Extract from Reading Local Plan 2019

- 1.8 As well as the vision, there are also a number of policy requirements which apply to each of the nine sub-areas too. Policy CR11 states:

“Development in the Station/River Major Opportunity Area will:

- i) Contribute towards providing a high-density mix of uses to create a destination in itself and capitalise on its role as one of the most accessible locations in the south east. Development for education will be an acceptable part of the mix;*
- ii) Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station, including across the IDR, are of particular importance;*
- iii) Provide developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces;*
- iv) Safeguard land which is needed for mass rapid transit routes and stops;*
- v) Provide additional areas of open space where possible, with green infrastructure, including a direct landscaped link between the station and the River Thames;*
- vi) Give careful consideration to the areas of transition to low and medium density residential and conserve and, where possible, enhance listed buildings, conservation areas and historic gardens and their settings;*

- vii) Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment which should inform the development;
- viii) Demonstrate that it is part of a comprehensive approach to its sub-area, which does not prevent neighbouring sites from fulfilling the aspirations of this policy, and which contributes towards the provision of policy requirements that benefit the whole area, such as open space; and
- ix) Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.

1.9 The sub-area the application site is located within is referenced as ‘North of Station’, with the specific sub-area policy stating:

CR11e, NORTH OF STATION:
There will be retail and leisure development on the ground floor activating the streets and spaces including the new northern station square, with other uses including residential and offices on upper floors. Retail will have good pedestrian links to, and will not have a detrimental impact on, the rest of the retail core of the centre. Public car parking will be provided. A high quality route incorporating a green link should be provided through to the Thames. Development should take account of mitigation required as a result of a Flood Risk Assessment, and should consider opportunities to open up the culverted Vastern Ditch and enhance it as an ecological feature.

Site size: 6.71 ha Indicative potential: 640-960 dwellings, 50,000-80,000 sq m net gain of offices, 3,000-6,000 sq m net gain of retail and leisure, hotel.

Figure 6: Extract from Reading Local Plan 2019

1.10 The application site forms the south-western part of this sub-area, with land to the north and east under separate ownership, as illustrated below:

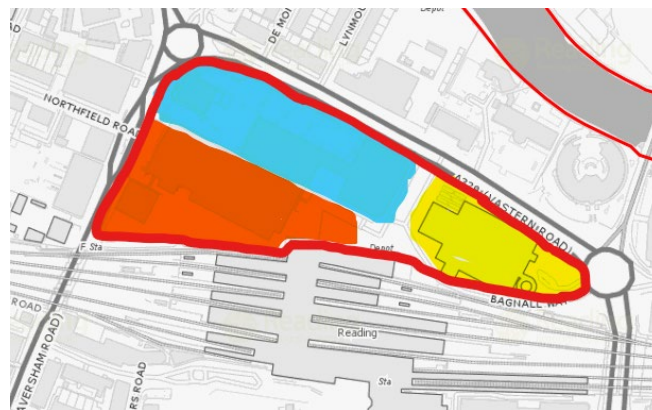


Figure 7: Visualisation of different land ownerships in CR11e

- 1.11 The Aviva owned Vastern Court Reail Park (highlighted blue) is presently subject to a planning appeal (see relevant history below). The multi-storey car park (highlighted in yellow) has not been subject to any current or recent planning application.
- 1.12 A visual overview of the Station/River MOA Strategy as a whole is as specified at figure 5.3 of the Local Plan, as detailed below in figure 8. The application site was the subject of an outline planning approval granted in 2012 (see relevant history below), but this has since lapsed.



Figure 5.3: Station/River Major Opportunity Area Strategy

Figure 8: Extract from Reading Local Plan 2019

2. PROPOSALS

2.1 The proposals have been subject to numerous changes since the original application submission. The current proposals seek Outline Planning Permission, providing details on all matters except Appearance, which is the sole Reserved Matter. Accordingly, the outline application does consider matters of Access, Landscaping, Layout and Scale, with such details submitted and assessed accordingly.

2.2 In terms of Appearance (clarified as including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture) this is 'reserved' for later determination, despite the applicant submitting 'indicative' elevation plans and associated visual material within the Design and Access Statement. Accordingly, to clarify, Appearance matters have not been assessed and will only be considered at Reserved Matters stage should Outline Permission be granted.

2.3 The 2021 amended description of development is as follows:

Outline application considering access, landscaping, layout and scale for redevelopment proposal involving the demolition of all existing buildings and structures (Classes B1a & B2) and erection of new buildings ranging between basement and 2 - 24 storeys in height, providing 620 (72 x studio, 196x1, 320x2 & 32x3-bed) residential units (Class C3), office accommodation (Class B1a), flexible ground floor shop (Class A1), financial and professional services (Class A2) or restaurant/café (Class A3) uses, a

community centre (Class D1), health centre uses (Class D1) and various works including car parking (94 spaces (70 at basement level)), servicing, public and private open space, landscaping, highways, pedestrian and vehicular access and associated works. This application is accompanied by an Environmental Statement (amended description).

2.4 In short, the proposals involve the comprehensive redevelopment of the site, barring the retention of an existing sub-station in the very north-west corner of the site. Following the demolition of all existing buildings the proposals comprise the erection of a series of buildings, broadly set out in the pattern of two large urban ‘perimeter blocks’ of development, as shown below. The proposals are for a mix of uses, although they are predominantly residential and office led.

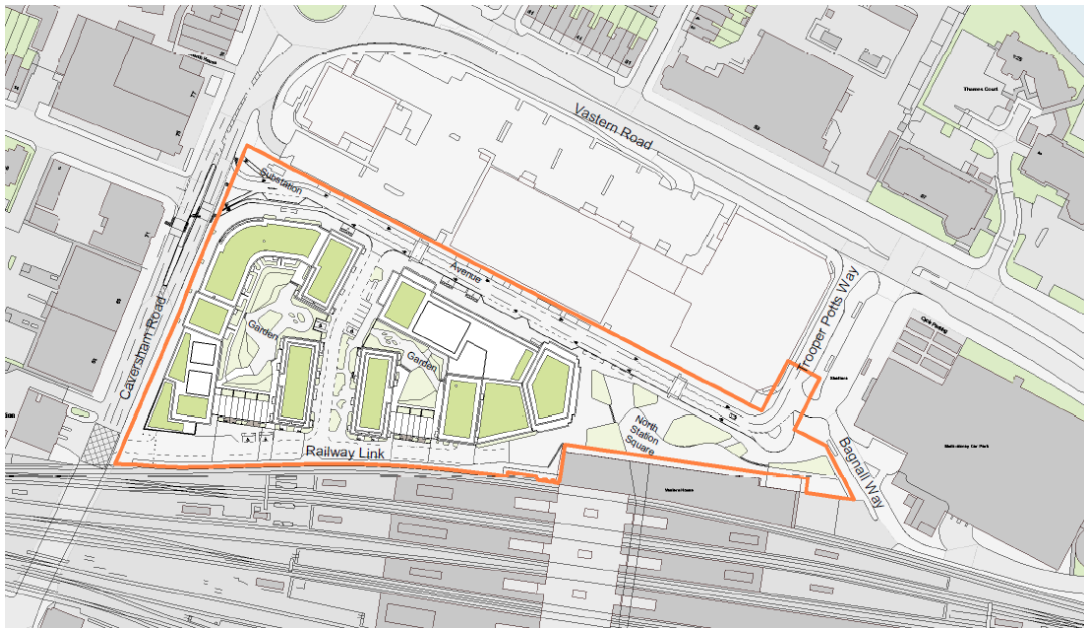


Figure 9: Extract of Proposed Site Location Plan with Application Boundary A11113 C 2 003 Rev P4, as received 22/02/2022

2.5 Each building has been individually titled A - H, J and TH1 - TH2, as shown below in figure 10:

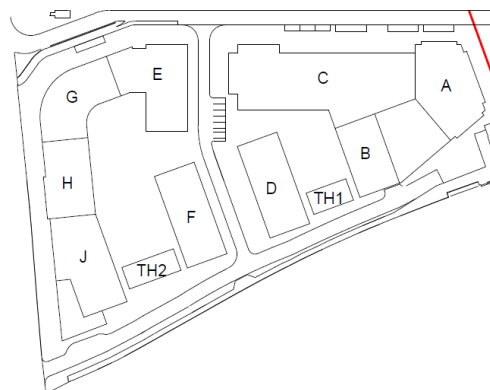


Figure 10: Titles of each building

2.6 Details of each proposed building in terms of the proposed number of storeys, maximum height and proposed uses is detailed below in Table 1. In summary, the height of the buildings are greatest on the east side of the site, with Building A being basement and 24 storeys in height. On the southern side of the site this scale reduces from east to west to 16 (Building B), 12 (Building D), 11 (Building F) and

8/7 (Buildings H/J) storeys. There are also two-storey townhouses between Buildings B&D and F&J on the southern side of the site. To the west of Building A on the northern side of the site the scale varies from 8 storeys (Building C) to 11 (Building E) storeys and returning to 8 (Buildings G& H) as the plot curves onto the Caversham Road frontage.

Table 1: Building by building - storeys, maximum height, uses and phase details

Building & Phase of development	Number of storeys	Maximum height	Use
A (phase 4)	Basement and 24 storeys (ground to 23 rd floor)	+114.18m AOD	Basement: car park / plant / bins / cycles Ground floor: Office/Retail/residential entrance. Upper floors: Residential
Area between A & B (phase 4)	Basement and ground floor (1 storey)	+46.63m AOD	Basement: energy centre Ground floor level: Retail and entrance to basement car park
B (phase 4)	Basement and 16 storeys (ground to 15 th floor)	+90.18m AOD	Basement: energy centre and plant Ground floor: residential entrance and associated facilities Upper floors: Residential
C (phase 4)	Basement and 8 storeys (ground to 7 th floor of office)	+73.18m AOD	Basement: car park, office refuse, cycles and shower/changing Ground floor: Office / 'Health club' / retail Upper floors: Office
D (phase 4)	12 (ground to 11 th floor)	+77.18m AOD	Residential
E (phase 6)	Basement and 11 storeys (ground to 10 th floor)	+74.18m AOD	Basement plant and storage Ground floor: Retail and residential Upper floors: Residential
F (phase 6)	11 storeys (ground to 10 th floor)	+74.18m AOD	Residential
G (phase 6)	8 (ground to 7 th floor)	+66.18m AOD	Ground floor: 'Health centre' and residential Upper floors: Residential
H (phase 6)	8 (ground to 7 th floor)	+68.18m AOD	Ground floor: 'Community centre' and residential Upper floors: Residential
J (phase 6)	Basement and part 5, part 7 storeys (ground to 6 th floor of offices)	+66.68m AOD;	Basement: office refuse, cycles and shower/changing. Ground floor and above: Office
TH1 (phase 4)	2 (ground and first floors)	+48.64 AOD;	Residential townhouses
TH2 (phase 6)	2 (ground and first floors)	+48.64 AOD	Residential townhouses

2.7 Buildings C and J are proposed for Class B1 office use, totalling 19,729sqm (GEA) in total (as seen in table 2 below). Flexible retail retail uses (Class A1/2/3) are proposed at ground floor level at Buildings A, C and E on the eastern and northern frontages of the site, totalling 1,752sqm floorspace in total. A health centre (Class

D1) use is proposed at ground floor level at Building G (the north-west corner of the site, visible from Caversham Road), a community centre use (Class D1) is proposed at Building H fronting onto Caversham Road and a health club (Class D1) use is proposed at ground floor level of Building C.

Table 2: Floorspace of non-residential units (sq m GEA figures)

Building	Class B1 Office	Flexible Class A1/A2/A3	Class D1 community centre	Class D1 health use
A	13,220*	897		
C		650		268
E		205		
G				311
H			198	
J	6,509			
Totals	19,729	1,752	198	579

*The ground floor entrance is within Building A, but merges into Building C

- 2.8 The remainder of the development is proposed for residential uses, amounting to a floorspace of 55,705sqm (GEA) with 620 residential units proposed in total. 98 of these will be affordable housing units, within Buildings G (53 Reading Affordable Rented units) and H (45 Shared Ownership units). This equates to a 15.81% provision of on-site affordable housing.
- 2.9 The proposed mix of unit sizes seeks 43.23% (268 in numbers) studio or 1-bedroom units, 51.61% (320) 2-bedroom units and 5.16% (32) 3-bedroom units. The building by building breakdown is provided below in Table 3. The overwhelming majority of the units proposed are single-floor flats, although two duplex units are proposed at ground/first floor level of both Buildings D and F. Furthermore, two sets of 3-bedroom townhouses are proposed between the larger flatted blocks on the southern side of the site, providing 7 family sized single dwellinghouses.

Table 3 - Residential mix - building by building

Building & tenure	Studio	1-bedroom	2-bedroom	3-bedroom	Total
A (Private)	12	74	87	10	183
B (Private)	30	15	45	-	90
D (Private)	14	13	46	7	80
E (Private)	3	49	35	2	89
F (Private)	13	12	42	6	73
G (Reading Affordable Rented)	-	11	42	-	53
H (Shared Ownership)	-	22	23	-	45
TH1 (Private)	-	-	-	3	3
TH2 (Private)	-	-	-	4	4
Total	72	196	320	32	620
Total %	11.61%	31.61%	51.61%	5.16%	15.81% affordable / 84.19% private market housing

2.10 A main new access point off Caversham Road (in the north-west corner of the site) creates a new highway connection route. This is referenced in the submission as 'The Avenue' and runs west-to-east to connect to the station entrance and Trooper Potts Way. Caversham Road will act as a left-in only route for vehicles, with entry and exit possible via Trooper Potts Way (as per the 2012 outline permission arrangement). The Avenue is the primary pedestrian and vehicular route within the site, with two secondary routes also provided. Within the site, a single north-south vehicular route (referenced as 'Middle Road') leads around to a secondary vehicular route (referenced as 'Railway Link', which leads to the basement car park beneath Buildings A-C. Access back onto Caversham Road from Railway Link is precluded through the use of lockable bollards, which will enable Network Rail and emergency access when required. Whilst secondary in the urban hierarchy, Railway Link does also provide a further pedestrian link to Caversham Road. 70 basement parking spaces are provided, with 24 at surface level, equating to a total of 94 parking spaces across the site.

2.11 The routes through the site will be landscaped, with the Avenue being a particular focus of public realm works, as detailed in figure 11 below. The Avenue is tree lined and leads into a reconfigured Station Square, which seeks to provide an enhanced public space at the entrance to the station and the site. In addition to these two primary spaces, private shared courtyard spaces are provided within the middle spaces of the two main residential blocks, each including play spaces and space for relaxing. There are also small individual rear amenity spaces for each of the seven townhouses proposed.

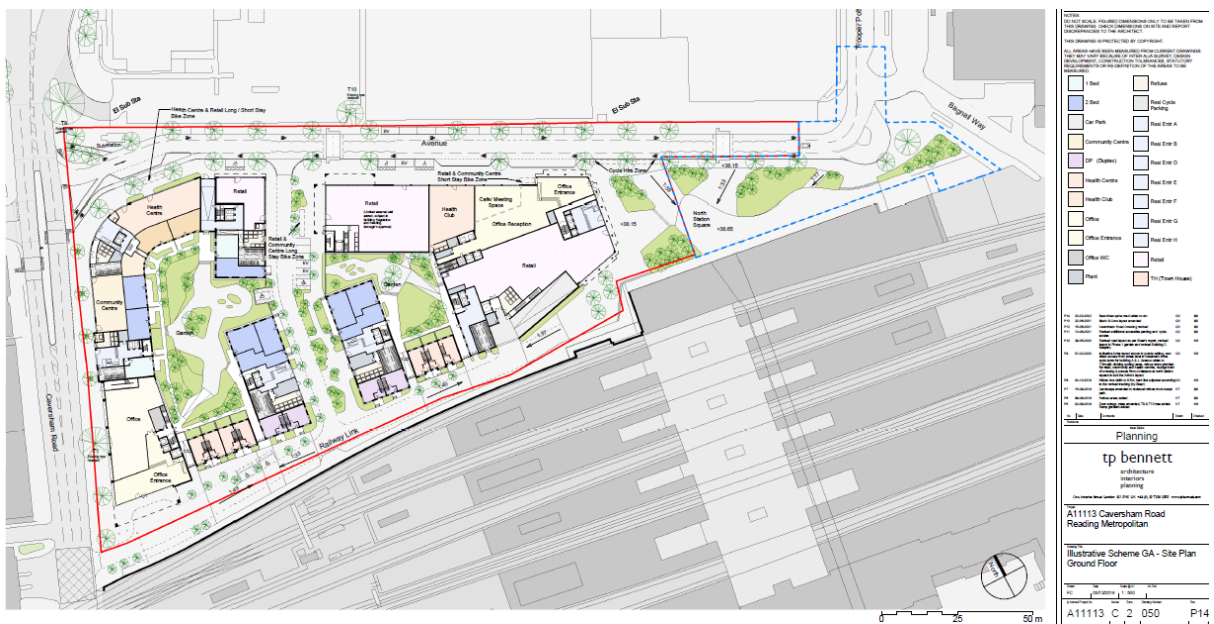


Figure 11: A11113 C 2 050 Rev P14 - Illustrative Scheme GA - Site Plan Ground Floor, as received 22/02/2022

2.12 The applicant has provided details of the proposed phasing of the proposed development (see figure 12 below), with phase 1 comprising demolition of all existing buildings and structures. Phase 2 comprises the superstructure works for future phase 4. Phase 3 comprises the construction of the west-east Avenue vehicular route, together with the landscaping and public realm works outside Reading Station. Phase 4 comprises Buildings A-D & TH1, together with the north-south access, landscaping and public realm around these buildings. Phase 5&6 comprise the superstructure and full construction of Buildings E-H, J & TH2,

together with the landscaping and public realm around these buildings in the western part of the site.

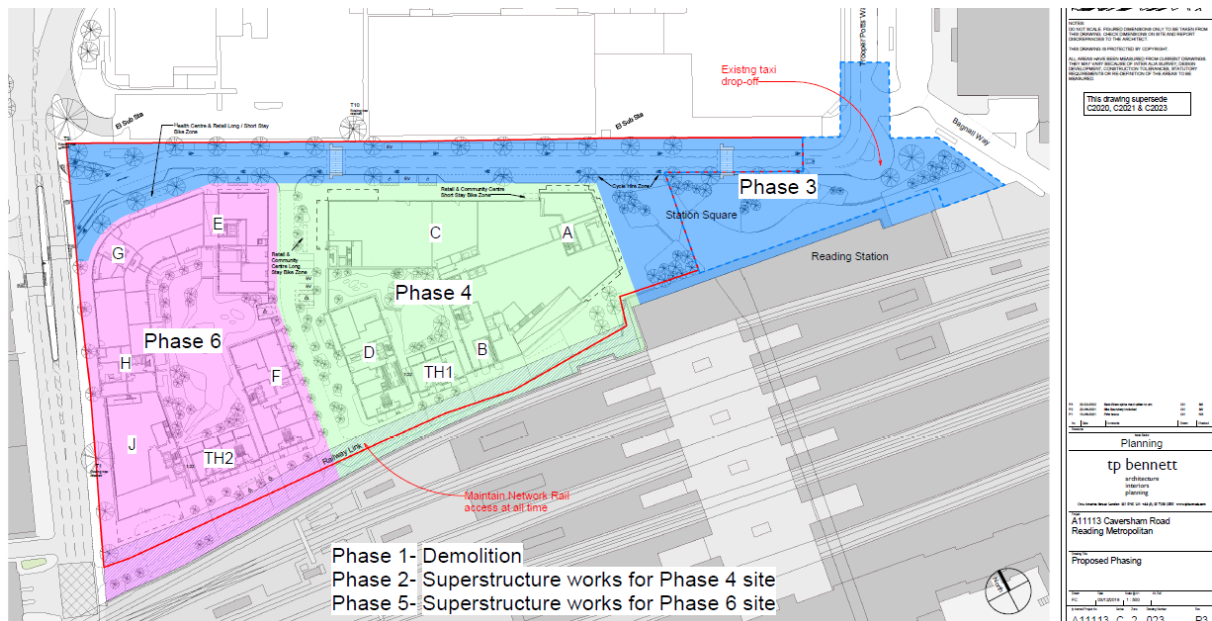


Figure 12: Phasing Plan A11113 C 2 023 Rev P3, as received 22/02/2022 - the applicant defines superstructure as “All work to the buildings in creating the structure and finishes above ground floor slab level”

- 2.13 There have been a number of changes made during the lifetime of the application, since it was originally validated in April 2019. These are summarised at Appendix 1 of this report.
- 2.14 To clarify, 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.
- 2.15 In terms of the Community Infrastructure Levy (CIL), the applicant duly completed a CIL liability form as part of the submission of this application. This has been updated during the course of the application to reflect the various changes made to the scheme. The applicant has indicated that the existing buildings were last occupied on 01/02/2018, meaning it does not qualify for the existing floorspace to be deducted from the future CIL liability. The Council’s Infrastructure Monitoring Officer provided comments on the anticipated liability in July 2021, which based on the officer’s floorspace figures equalled £9,592,410.20 without any social housing relief being applied (which would occur later in the process). If the social housing relief was applied, again based on the officer’s figures, the liability would reduce to £8,228,185.40. Based on the applicant’s figures provided in June 2021 the liability with no relief would be £9,258,838.35, reducing to £7,943,571.32 with relief calculated. As such, there are differences in the figures depending on the exact calculation and methodology of the proposed floorspace, which for a scheme of this size and nature is a complex matter with numerous variables. Furthermore, all of these figures were based on the 2021 CIL rates, which have been recalculated for 2022. Both the residential and office charges are slightly lower in 2022 than they were in 2021 (due to the yearly indexation figures changing). As such, in due course the exact figures will be calculated with a hopefully agreed methodology

with the applicant, but as a broad guide the CIL liability with social housing relief applied is anticipated to be around £8,000,000 (eight million pounds).

3. PLANNING HISTORY

Application site

- 3.1 The site has a long planning history with numerous applications associated with the Royal Mail use. The following are considered to be of most relevance:
- 3.2 84/TP/340 - General industrial buildings for the Post Office mechanised letter sorting operation together with workshops, ancillary administration offices, car parking, parking for large vehicles and servicing areas with associated access to Caversham Road and Vastern Road. Outline permission granted 25/05/1984 (decision notice is also dated 01/06/1984).
- 3.3 84/TP/512 - General industrial buildings for the Post Office mechanised letter sorting operation together with workshops, ancillary administration offices, car parking, parking for large vehicles and servicing areas with associated access to Caversham Road and Vastern Road. Reserved matters approved 22/06/1984 (decision notice is also dated 10/07/1984).
- 3.4 091218 (alternative reference 09/00773/FUL) - Construction of temporary access onto Caversham Road. Application for Prior Approval under Part II of the Town and Country Planning (General Permitted Development) order 1995. Prior Approval Granted 01/07/2009.
- 3.5 100912 - Request for a Screening Opinion in respect of the redevelopment of the Former Royal Mail Distribution Centre for a mix of uses. Screening Opinion issued 24/05/2010.
- 3.6 101066 - Request for a Scoping Opinion for the redevelopment of the former Royal Mail Distribution Centre for a mix of uses. Scoping Opinion issued 24/05/2010.
- 3.7 110024 (alternative reference 11/00276/OUT) - Outline planning application with all matters reserved with the exception of means of access, for the demolition of existing buildings; site preparation; and redevelopment of the application site for a mix of uses from amongst employment and business uses (use class B1) and residential accommodation (C3); Hotel (C1), retail floor space (A1), food and drink uses (A3, A4 and A5), leisure uses (D2), car parking, public and private open space, landscaping works, highways, access and associated works. Outline permission granted following completion of s106 legal agreement 26/03/2012.
- 3.8 121483 (alternative reference 12/01101/CLP) - Class B8 with ancillary offices and car parking. Certificate of Lawfulness issued following completion of s106 legal agreement 05/10/2012.
- 3.9 180146 - Request for a Scoping Opinion. Scoping Opinion issued 29/03/2018.

Nearby applications also of relevance

- 3.10 Vastern Court, Caversham Road (referenced elsewhere as the Aviva site or Vastern Road/Court Retail Park)

200328 - Outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. A demolition phase and phased redevelopment (each phase being an independent act of development) comprising a flexible mix of the following uses, Residential(Class C3 and including PRS), Offices (Use Class B1(a), development in Use Classes A1, A2, A3(retail), A4(public house), A5 (take away), D1 and D2(community and leisure), car parking, provision of new plant and renewable energy equipment, creation of servicing areas and provision of associated services, including waste, refuse, cycle storage, and lighting, and for the laying out of the buildings, routes and open spaces within the development, and all associated works and operations including but not limited to demolition, earthworks, provision of attenuation infrastructure, engineering operations. Appeal (Ref APP/E0345/W/21/3289748) under non-determination lodged 23/12/2021. Application reported to Planning Applications Committee on 15/02/2022, whereby members resolved that had they been able to determine the planning application they would have refused outline planning permission. Appeal scheduled to be heard via Public Inquiry commencing in April 2022.

3.11 55 Vastern Road (referenced elsewhere as the former SSE / Berkeley Homes site)

200188 - Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road. Refused 09/04/2021/ Appeal (Ref APP/E0345/W/21/3276463) against refusal lodged and Public Inquiry took place October-November 2021. Appeal allowed 17/03/2022.

3.12 Station Hill

Plot F and North site

192032/HYB - Hybrid application comprising (i) application for Full Planning Permission for Phase 2 (Plot G and public realm) including demolition of existing structures, erection of an eighteen storey building containing office use (Class B1) and flexible retail, non-residential institution and assembly and leisure uses (Class A1, A2, A3, A4, A5, D1 and D2). Provision of podium deck, vehicular access and parking. New public open space and landscaping. Bridge link over Garrard St and (ii) Application for Outline Planning Permission for Phase 3 (all Matters reserved) for four building plots (A, B, C and D). Demolition of existing buildings and structures. Mixed-use redevelopment comprising residential dwellings (Class C3), hotel (Class C1), residential institutions (Class C2), office use (Class B1). Flexible Retail, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways, non-residential institutions and assembly and leisure (Class A1, A2, A3, A4, A5, D1 and D2). Provision of podium deck and basement storey running beneath Phase 2 and 3. Formation of pedestrian and vehicular access. Means of access and circulation and car parking within the site. Provision of new public open space and landscaping. Granted following completion of s106 legal agreement 22/07/2021.

201536/VAR - Outline application (pursuant to Section 73 of the Town & Country Planning Act 1990) for mixed use redevelopment of the site through the demolition and alteration of existing buildings and erection of new buildings & structures to provide Offices (Use Class E (g)(i) and (g) (ii)), a range of town centre uses including retail and related uses (Use Class E (a),(b) and (c); Drinking establishments (sui generis) and Hot food takeaways (sui generis)), leisure and community (Use Class E (d), (e), and (f); Class F.1; Class F.2; and Theatres;

Cinemas; Concert Halls; Bingo Halls; Dance Halls (sui generis)), and residential units (Use Class C3), associated infrastructure, public realm works and ancillary development (all matters reserved) as permitted by planning permission 190441 granted on 6 December 2019 (as amended). Granted following completion of s106 legal agreement 22/07/2021.

201533/REM - Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details (Conditions 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, and 52) for Plot F within the development site known as Station Hill, submitted pursuant to the Outline Planning Application ref. 201536/VAR. The proposals comprise the construction of a ground plus 12 storey building comprising 184 Build to Rent residential units, 762 sqm (GEA) of flexible retail, leisure and business floorspace (Use Class E, Sui Generis, F.1 and F.2), cycle storage, car parking, servicing, plant areas, landscaping, new public realm and other associated works. Granted following completion of s106 legal agreement 23/07/2021.

Plot E

201532/VAR - Outline application under s.73 of the Town & Country Planning Act 1990 with all matters reserved for mixed use redevelopment of Plot E of the Station Hill site and neighbouring Telecom House site (48 to 51 Friar Street & 4 to 20 Garrard Street) to comprise the demolition of existing buildings and erection of new buildings/ structures to provide residential units (Use Class C3), a range of town centre uses, including retail and related uses (Use Class E (a),(b) and (c); Drinking establishments (sui generis) and Hot food takeaways (sui generis)), and leisure uses (Use Class E (d), (e), and (f); Class F.1; Class F.2; and Theatres; Cinemas; Concert Halls; Bingo Halls; Dance Halls (sui generis)), associated infrastructure, public realm works and ancillary development as permitted by planning permission 190442 granted on 6 December 2019 (as amended). Granted following completion of s106 legal agreement 22/07/2021.

201537/REM - Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details (Conditions 12, 13, 15, 16, 17, 18, 30, 34 and 62(i)) for Plot E within development site known as Station Hill, submitted pursuant to the Outline Planning Application ref. 201532/VAR. The proposals comprise the construction of a 12 storey building, plus basement storey, comprising 415 Build to Rent residential units, 722 sqm (GEA) of flexible commercial and leisure (Use Class E (a),(b) (c),(d),(e), (f), (g)(i), and (g)(ii), Use Class F.1 and Use Class F.2); the following sui generis uses: Drinking establishments; Hot food takeaways; Theatres; Cinemas; Bingo Halls and Dance Halls; cycle storage, car parking, servicing, plant areas, landscaping, new public realm and other associated works. Granted following completion of s106 legal agreement 23/07/2021.

3.13 Thames Quarter - Kings Meadow Road

162166 - Erection of a part 12 storey, part 23 storey building comprising 315 apartments in a mix of studio, one-bedroom, two-bedroom and 3-bedroom units; residents' lounges, tech-hub, dining room, and cinema room, various rooftop outdoor amenity spaces, concierge/reception with coffee meeting area, residents' storage facilities, postroom, ancillary back-of-house facilities, 315 secure cycle parking spaces, 49 car parking spaces, landscaping, and associated works. Demolition of existing multi-storey car park. Granted following completion of s106 legal agreement 23/11/2017.

3.14 71-73 Caversham Road (former Drews The Ironmonger site)

191792 - Demolition of former retail warehouse and erection of a mixed-use building comprising 44 residential units consisting of x5 affordable units, 194sqm of retail floorspace (Use Class A1) at ground floor and associated car parking, cycle parking and landscaping. Refused 16/10/2020. Appeal (Ref APP/E0345/W/20/3263270) against refusal lodged and dismissed at appeal 14/05/2021.

3.15 29-35 Station Road

181930 - Demolition of the existing vacant 6-storey retail and office building and erection of a replacement basement and part 4, part 22 (with rooftop plant above) storey building to provide flexible retail (Class A1, A2 or A3) use at part ground floor level, a 135-bedroom hotel (Class C1) at 1st to 16th floors and offices (Class B1a) at 17th to 21st floors, associated servicing from Garrard Street and other associated works (amended description). Granted following completion of s106 legal agreement 29/10/2019.

4. CONSULTATIONS

1) RBC Transport Development Control

4.1.1 The Transport Development Control section has provided a series of comments throughout the lifetime of the application, with the final comments from February 2022 being included in full as Appendix 2 to this report. In summary, the scheme has been amended to take into account various transport-based comments during the application. Following revisions there are no transport objections to the proposal subject to conditions and s106 legal agreement requirements, as detailed within the overall officer recommendation above and Appendix 2 below.

2) RBC Environmental Protection

4.2.1 Original consultation in 2019: In summary, Environmental Protection officers are satisfied with the proposals, subject to a range of planning conditions being applied.

4.2.2 More specifically in terms of the noise impact on development, it is confirmed that suitable glazing performance has been proposed. However, a planning condition is recommended for this to be assessed in more detail, to ensure the standards will be met (e.g. to ensure rail noise from higher levels of accommodation and the frequency of noise are fully considered).

4.2.3 With regards to noise and disturbance from the proposed development, no details of any proposed plant have yet been submitted, so details will be secured via condition. Delivery and servicing plans will also be required for non-residential units, with hours of collections separately controlled via condition. Noise, dust and disturbance during demolition/construction will be managed through the demolition and construction method statement condition. Standard working hours and the prevention of burning waste on site are also recommended. In addition to noise concerns, odours will similarly be managed through planning conditions.

4.2.4 In terms of contaminated land, the phase 2 site investigation undertaken in 2012 identified some hotspots of contamination. The risk assessment and remediation

strategy will need to be updated to take into account the new layout of the site. Accordingly, the standard 4-stage contaminated land condition is recommended, to ensure that future occupants are not put at undue risk from contamination.

- 4.2.5 With regards to air quality, mechanical ventilation has been recommended to protect certain new occupants where the NO₂ objective levels are predicted to be exceeded. A planning condition will be required to ensure the further details of this mechanical ventilation system are submitted for approval. In terms of potential increased emissions as a result of the development, the assessment concludes that there will not be a significant NO₂ impact on local sensitive receptors. The conclusion is that NO₂ levels will not be above the NO₂ objective level at any of the receptors. However, questions have been raised by officers as to whether modelling has been verified against monitored levels. This was not clarified by the applicant and it is therefore entirely necessary for a pre-commencement (barring demolition) condition to secure a complete air quality assessment, and if appropriate, a mitigation strategy too.
- 4.2.6 In the event permission is recommended, a series of conditions should therefore be secured from an Environmental Protection perspective, as identified above and within the overall officer recommendation at the outset of this report.
- 4.2.7 Re-consultation in 2020: No further response required over and above previous comments.

3) RBC Housing

- 4.3.1 Original consultation in 2019: Broad support for the provision of 97 on-site affordable housing units, whilst noting that this is below the 30% on-site requirement and the need for discussions concerning the tenure breakdown, size and exact location of the proposed units.
- 4.3.2 Re-consultation in 2020: Significant disappointment that the affordable housing offer has been removed, given the clear policy requirement and need within Reading.
- 4.3.3 Further response in 2021 (following the re-introduction of on-site affordable housing within the scheme): The proposed offer of 98 on site affordable housing units (11x1-bed and 42x2-bed Reading Affordable Rent units within Block G and 22x1-bed and 23x2-bed shared ownership units within Block H) is fully supported and welcomed in principle. Although the tenure breakdown is not in full compliance with the Affordable Housing SPD, the inclusion of 'Reading Affordable Rent' is particularly welcomed. Any future S106 legal agreement should include a cascade mechanism, so should there be difficulties with a registered provider taking on the units, this would need to be evidenced in full and offered to the Council too to take on.

4) RBC Valuations / BPS Chartered Surveyors (in conjunction with RBC Valuations)

- 4.4.1 The proposals have been subject to extensive discussions and negotiations with the applicant since the original submission in 2019. This has included BPS Chartered Surveyors being instructed on behalf of RBC Valuations to provide reviews of the affordable housing viability information submitted by the applicant. In short, whilst acknowledging some viability-based difficulties associated with the site, officers strongly challenged the original affordable housing offer (98 units within a 658 unit

scheme = 14.89% - with no deferred contribution mechanism), and the subsequent revised offer (in June 2020) which reduced to a nil on-site affordable housing.

- 4.4.2 In response to officer concerns the applicant further revised the affordable housing offer in 2021 to the on-site provision of 98 units / 15.81% (11x1-bed and 42x2-bed Reading Affordable Rent units within Block G and 22x1-bed and 23x2-bed shared ownership units within Block H), together with a deferred contribution mechanism, which itself is in two stages. This has been agreed through considerable discussions between the parties, with the subsequent draft Heads of Terms for a s106 legal agreement being agreed as per the recommendation at the outset of this report.
- 4.4.3 In particular, the baseline position of providing 98 on-site affordable housing units is welcomed, demonstrating a minimum commitment to 15.81% on-site provision. Moreover, the nature and structure of the staged deferred mechanism in this case is strongly supported, with it particularly noted that the second stage will be upon occupation of 80% of the open-market residential units. This taking place at such a (relatively) late stage in the process will increase the likelihood of the Council being able to share in any subsequent uplift in actual value at the site.
- 4.4.4 In the context of a challenging viability climate, the negotiated provision of both a considerable amount of on-site affordable housing, supported by a two-stage deferred contribution mechanism to capture any future betterment in profitability, represents a significant improvement over either the original or initial revised offers by the applicant. The proposal provides as close to the Policy H3 30% on-site Affordable Housing policy target amount as possible. In the context of an acknowledged challenging viability position, as agreed by both RBC Valuations and BPS Chartered Surveyors, the proposed offer is considered to be robust and is strongly supported.

5) RBC Planning Natural Environment

- 4.5.1 Original consultation in 2019: As means of background, the proposal offers the opportunity to improve this primary site adjacent to the station and in terms of open space/landscaping, it would appear that the provision is appropriate. The development should, in accordance with the Reading Station Area Framework (RSAF) provide the visual and physical north-south link from the Station to the river. It was advised during pre-application discussions in 2016 that the site is within a 10% or less canopy cover area and as such proposals must result in a net increase in tree cover and should aim to retain good quality, established trees. As a town centre location, close to the IDR/Caversham Road, the site is likely to suffer from high pollution levels therefore tree provision on the Caversham Road frontage will be important to help filter the pollution.
- 4.5.2 Initial concerns were raised in relation to the lack of a full condition survey of existing trees along Caversham Road (within the application site), with the original proposals appearing to indicate the removal of all trees. Concerns were also raised in respect of ambiguity in terms of replacement planting along Caversham Road. Concerns were also raised in respect of the low levels of sunlight entering the courtyard gardens on the spring equinox.
- 4.5.3 In terms of the soft landscape areas, these are broken down into zones with the west-east Avenue consisting of lines of Liquidambar, the Station Square with Liquidambar and Birch, Middle Street & Railway Walk with ornamental Pear and the roof terraces with multi-stem Amelanchier - all incorporating shrub planting in addition to trees. Substantial green roofs are also included, as required by the

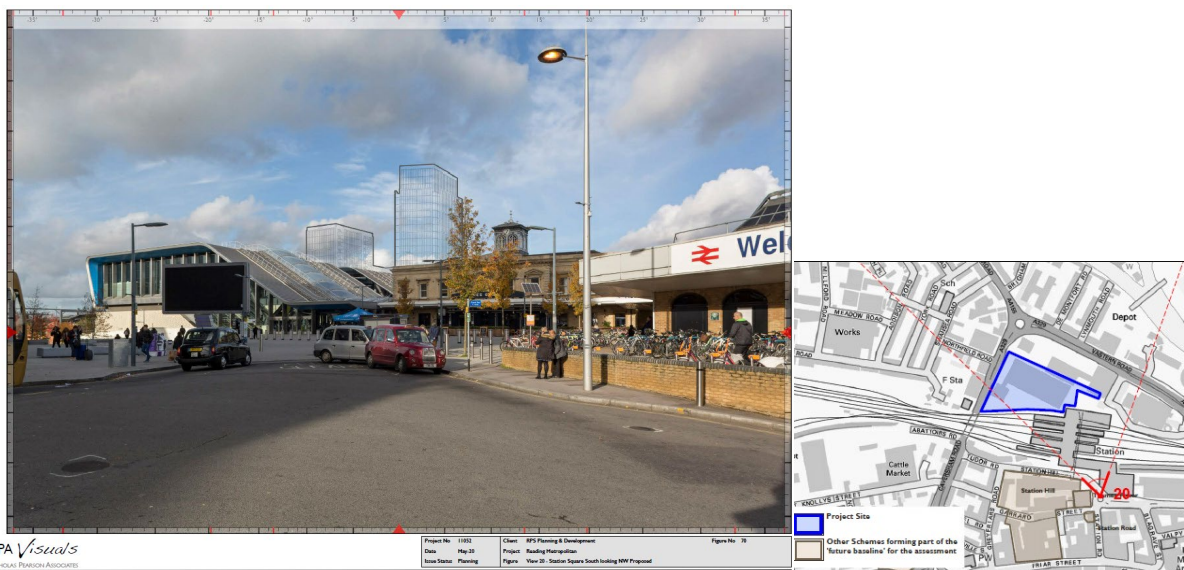
RSAF. The tree species are consistent with that proposed in the Station Hill (Plots E & F) proposals. However, it was suggested that further species are introduced to either Middle Street or Railway Walk to add diversity.

- 4.5.4 The North-south line (the 'spine', as it's referred to in the RSAF) is stated in that document to be a green link to the river - the proposals potentially allow this (within their site boundary), although further details will be secured via condition to ensure this aligns with any permissions which may be in place at that time in respect of the neighbouring sites to the north.
- 4.5.5 On the basis of the initial comments from the Natural Environment officer, the applicant submitted an Arboricultural Assessment and Method Statement in July 2019, confirming the proposed removal of one category 'B' tree (normally expected to be retained), 3 category 'C' trees and one group of category 'C' trees along Caversham Road. Following further discussions with officers, the category 'B' Norway Maple tree has been subsequently proposed to be retained, which is considered positive, albeit it appears future pruning will be required to allow for development and thereafter maintain a sustainable relationship between the building and tree. Three further trees were already to be retained along the Caversham Road frontage (1 category 'B' and 2 category 'C'). The newly proposed trees along the Caversham Road frontage will be planted in planters owing to the relocated culvert at this point. In overall terms, whilst improvements have been made since the original submission, the loss of existing trees is disappointing and appears to be justified by the applicant due to the location of the proposed building plots, rather than the development coming forward taking into account all existing trees.
- 4.5.6 Re-consultation in 2020: No further comments to those raised in 2019, which facilitated the submission of more information and revised proposals (incorporating the retention of a greater number of existing trees than was originally proposed along the Caversham Road frontage).
- 4.5.7 Further comments in 2021: In the event that permission is recommended to be granted, a series of conditions will be required. Given the length of time since submissions, the Arboricultural Method Statement (AMS) is now out of date and an updated AMS will be secured via condition. The landscaping, although explored in some depth at the outset, is now out of date in view of the RBC newly adopted Tree Strategy and Biodiversity Action Plans (both adopted March 2021), so instead of securing the details submitted, conditions to secure details will be required. This will also ensure that the development's hard and soft landscaping in the Station Square aligns with any permissions which may be granted on sites to the north prior to the submission of such details. Long-term maintenance will also need to be secured. Accordingly, recommended conditions are referenced in the recommendation at the outset of the report.

6) RBC Historic Buildings Consultant

- 4.6.1 Original consultation in 2019: There are no designated heritage assets within the site. The Environmental Statement identifies the settings of a number designated heritage assets may be affected by the proposed development, including the follow:
- Grade II Listed Main Building at Reading General Station, c. 125 m to the south east of the site (A);
 - Grade II Listed Statue of King Edward VII, c. 200 m to the south (B);

- Grade II Listed Great Western House, c. 240 m to the south (C);
- Grade II Listed Regent Place, c. 160 m to the south-west (D);
- Market Place/London Street Conservation Area, located c. 250 m to the south-east



NPA Visuals
NICHOLAS PARKIN ASSOCIATES

Project No: 11052
Client: RPS Planning & Development
Date: May 20
Project: Reading Regeneration
Issue Status: Planning
Figure: View 20: Station Square South looking NW Proposed

Figure No: 10

Figure 13 - View 20 of Townscape & Visual Resources Assessment (TVRA) showing the proposed view from the Station Square South looking north-west

- 4.6.2 Concerns are raised that a view of the station from Station Road (see figure 13 above) will be significantly altered and in part dominated, in terms of its aesthetic, communal and historic value, due to the proposed height and mass of the proposed development. Whilst the effect on the Listed Reading Station building is considered to be less than substantial, the no change / no harm assessment by the applicant is not agreed.
- 4.6.3 Concerns are also raised in terms of the impact on the Market Place/London Street Conservation Area, with the proposals clearly visible from Town Hall Square, and hence the Grade II* Listed Town Hall building and the Grade I Church of St Laurence and potentially harming views out of the conservation area
- 4.6.4 In summary the proposed development is not considered to achieve the requirement to preserve the settings of the Listed Buildings and would harm the setting of the Conservation Area, contrary to the statutory requirements of Sections 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the requirements of Reading Local Plan policies and guidance in the NPPF and PPG as well as the requirements of the Reading Station Area Framework and Reading Tall Buildings Strategy.
- 4.6.5 Re-consultation in 2020: No further comments beyond those above.

7) RBC Licensing

4.7.1 Original consultation in 2019: Summary of matters raised:

- The site falls outside of the Council's 'Town Centre Cumulative Impact Area' - an area under stress from too many licensed premises.
- Concerns about ambiguity as to whether Class A4/A5 uses are proposed and potential impact (Officer note: subsequently confirmed as not being proposed)

- Recommendation that any Class A3 licensed premises should restrict opening hours to 2300hrs due to the residential nature of the site and the issues around potential public nuisance and crime and disorder.
- 4.7.2 A later response in 2019 raised queries in terms of the interaction between the station square area and street traders in this location.
- 4.7.3 Re-consultation in 2020: Queries raised in relation to taxi facilities adjacent to the station and the inclusion of street trading pitches outside the station entrance.
- 8) RBC Emergency Planning**
- 4.8.1 Original consultation in 2019: Given this application is within Flood Zone 2, the main potential concern regarding this development is reference to a basement. The following is therefore suggested:
- 1) No below ground habitation
 - 2) A form of dry access from the development to the raised pavement under the bridge should be explored to ensure dry access can be provided.
 - 3) No displacement of floodwater should occur
- 4.8.2 Re-consultation in 2020: No response.
- 9) RBC Ecology Consultant (GS Ecology)**
- 4.9.1 Original consultation in 2019: The Preliminary Ecological Appraisal (Applied Ecology Ltd, December 2018) submitted with this application, has been undertaken to an appropriate standard.
- 4.9.2 In terms of existing habitats on site, none are not “Priority Habitats” (as defined by the NPPF) and the report concludes that the habitats are of limited ecological value. There are no bat related constraints as the existing buildings have been assessed as having “negligible” potential for use by roosting bats. In relation to other wildlife, the proposals will not affect other protected or priority species.
- 4.9.3 Turning to the proposed landscaping, two landscaping documents show the general layout of the proposals and appear to be satisfactory in principle; however further details would need to be provided either prior to determination or via a planning condition.
- 4.9.4 With regard to ecological enhancements, as per the recommendations given in the report and in accordance with paragraph 175 of the NPPF, which states that “opportunities to incorporate biodiversity in and around developments should be encouraged” a condition should be set to ensure that enhancements for wildlife are provided within the new development.
- 4.9.5 In relation to lighting, it is considered necessary for a condition to secure details of the proposed external lighting scheme, in order to ensure wildlife is not adversely impacted by the proposed development.
- 4.9.6 In summary, subject to the conditions referenced above, there are no objections to this application on ecological grounds.
- 4.9.7 Re-consultation in 2020: The original consultation response still stands unchanged.

10) RBC Sustainability / Element Energy on behalf of RBC Energy

4.10.1 Consultation in 2020: Element Energy were engaged to provide sustainability/energy advice to the local planning authority. Element Energy's initial advice in September 2020 confirmed the then proposed strategy was not compliant with RBC Policy. The applicant subsequently revised the proposed strategy. In its further review in December 2020 Element Energy summarised the proposed strategy as follows:

- "Fabric first" approach to reducing space conditioning demands through high-performance building fabric specifications;
- Residential development is served for space heating and hot water by a communal air source heat pump (ASHP) system from centralised heat pump units;
- Air-to-air heat pump technology shall supply space heating and hot water to the office non-residential development, utilising a variable refrigerant flow (VRF) or variable refrigerant volume (VRV) system;
- Mechanical ventilation with heat recovery (MVHR) for reducing space conditioning fuel consumption, in both residential and non-residential development (natural ventilation is used in retail spaces only);
- 117kWp of rooftop solar PV panels are proposed to be installed, which is maximised considering space available that is not shaded or used for rooftop mechanical plant/services.

4.10.2 Element Energy confirmed that the key difference for the revised strategy was the employment of electrified heat supply via communal heat pumps, versus the previously proposed gas-fired combined heat and power approach. In addition, renewable on-site energy generation in the form of solar PV was introduced to the strategy.

4.10.3 However, further information was still required to demonstrate compliance with RBC policy. This resulted in the submission of a further updated strategy by the applicant in December 2020. Element Energy confirmed in January 2021 an overarching conclusion that the energy statement provided by the Applicant complies with RBC's energy and carbon policies. Compliance is achieved in the following ways:

- The residential part of the development likely achieves a 35% reduction in carbon emissions over Part L of the Building Regulations (2013) - some discrepancies were subsequently incorporated, with Element Energy reaffirming in February 2021 that the submission is a compliant statement;
- A "decentralised" communal heat pump system is employed for heat provision to residential units;
- The site deploys on-site renewable generation as far as is practicable via rooftop solar PV installations;
- The non-residential development is proposed to achieve BREEAM 'Excellent':

11) RBC Leisure & Recreation

4.11.1 Original consultation in 2019: The proposed mixed use development of this brownfield site is welcomed, particularly the underground basement car parking which increases potential for open space at ground level. The development should

provide an exciting opportunity to maximise the overall amount of high quality public amenity space. The uplift in floor area has enabled an increase in the overall level of amenity space, which is positive.



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







	Overall Site Total Area: 22,475 m ²		Station Square (Pedestrian Area Only) Total Area: 3157.5 m ²		Semi Private Courtyards (Including Play Areas and Private Gardens) Total Area: 2914.2 m ²
	Overall Public Realm Total Area: 12,020.7 m ²		Middle Street Amenity Area Total Area: 595.5 m ²		Courtyard Play Areas Total Area: 436 m ²
			The Avenue Amenity Area Total Area: 1681.3 m ²		Balconies (1935.5 m ²) and Amenity Roof Terraces (1093 m ²) Total Area: 3028.5 m ²

Figure 14 Extracts of Proposed Open Space - HED.1354.SK004 Rev C, received 27/02/2019

4.11.2 The eight “character areas” referenced (some shown in Figure 14) comprise: Station Square; The Avenue; Square on The Avenue; Middle Street; Railway Walk; Caversham Road; Communal Gardens; and, Roof Terraces. Whilst in some respects it is unclear how each of these areas plays a central role in the public realm strategy (e.g. opportunities for improvements along Caversham Road are limited), in overall terms the delivery of high quality open space, including on site tree planting, will provide value to the public realm for both residents and visitors alike.

4.11.3 The new Station Square has been described as representing a significant new public space for Reading and one of the key gateway spaces for the town. As such it lends itself to having a large scale feature providing a focal point and sense of place. Consideration should be given to a water feature, statue or other forms of public art. The provision of public art should be secured via s106, in addition to the delivery and maintenance of all the public realm / space proposed. The exact form of the new Station Square will be secured via the proposed landscaping strategy.

4.11.4 Given the constraints (size and density) of the proposed development, it is accepted that there is limited opportunity for the provision of a local play space (LEAP, NEAP or MUGA). The inclusion of courtyard play areas is welcomed in principle, with details to be secured via condition. Furthermore, the applicant’s inclusion of private amenity areas for residents will go a small way to providing some green space within the development, but these areas appear likely to be constrained by shading.

4.11.5 As with all major developments (in the central area), there is a need to emphasise the fact that there is a shortfall of public open space in and around the town centre and that this development fails to meet recommended benchmark guidelines for the provision of equipped/designated play space and other outdoor recreational activities which should be provided on site. This will also increase the burden on sports and indoor recreation facilities. It will therefore be necessary to seek an off-site financial contribution towards leisure infrastructure improvements to make this application acceptable in planning terms.

4.11.6 Re-consultation in 2020: No further comments received.

12) Lead Local Flood Authority (Via RBC Transport, in conjunction with RBC Streetcare Services Manager - Highways)

4.12.1 Response received in February 2022: The proposed drainage strategy includes a significant reduction in run off rates from the existing and therefore the principle of the drainage strategy is deemed acceptable. However, given the uncertainty over the exact access arrangements for the site and that the drainage strategy also identifies areas to be developed during the detailed design stage it is necessary that this is dealt with by way of pre-commencement (barring demolition) condition. This will secure details of the exact Sustainable Drainage Strategy and also the associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods. The subsequently approved strategy will then be completed prior to first occupation and managed / maintained in line with the approved strategy. With this condition secured the proposals are satisfactory.

13) RBC CCTV / Community Safety

4.13.1 Original Consultation in 2019: CCTV replied stating no objection.

4.13.2 Re-consultation in 2020: CCTV replied stating no objection.

14) RBC Access Officer; RBC Education; RBC Waste Services

4.14.1 No response received to either the original consultation in 2019 or re-consultation in 2020.

15) Berkshire Archaeology

4.15.1 Original consultation in 2019: The desk-based assessment is a fair and reasonable assessment of the archaeological potential of this site at 80 Caversham Road and Berkshire Archaeology is in agreement with the conclusions of the report; namely that the archaeological potential of this site is limited but that there are sufficient grounds to undertake some exploratory archaeological investigation. A pre-commencement (barring demolition to ground level) condition is therefore recommended for a programme of archaeological field evaluation in accordance with a written scheme of investigation, followed by a mitigation strategy if required.

4.15.2 Re-consultation in 2020: Berkshire Archaeology's advice remains unchanged.

16) Berkshire Fire and Rescue

4.16.1 Original consultation in 2019: No response.

4.16.2 Re-consultation in 2020: Series of comments received, summarised as:

- Full comment will be made when consulted under Building Regulations.
- The premises will be subject to the requirements of the Regulatory Reform (Fire Safety) Order 2005.
- Strongly recommended that the applicant takes appropriate measures to reduce the likelihood of arson.

17) BRE Daylight and Sunlight

4.17.1 Original consultation in 2019: BRE were instructed by the local planning authority to independently review the daylight and sunlight assessment submitted in support of the application. BRE's initial review in May 2019 provided a number of findings, which the applicant responded to in June 2019. BRE provided a follow up response in June 2019 confirming agreement with most of points raised by the applicant.

4.17.2 Re-consultation in 2020: A revised Daylight and Sunlight Assessment was submitted as part of the revised proposals in June 2020. A further iteration was then submitted in July 2020 following initial discussions between BRE (for the LPA) and Point 2 (for the applicant). This submission had the benefit of further information concerning the neighbouring Vastern Court Retail Park (VCRP) site. A summary of BRE's main findings from August 2020 are detailed below, together with an officer note comparing it with the BRE 2019 review conclusions (where relevant):

- The assessment has been carried out using the guidelines in the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice' (Officer note: consistent with 2019 review).
- Loss of daylight and sunlight to existing residential properties is predicted to be negligible or minor, with nearly all relevant windows meeting the BRE guidelines. There may be minor impacts on daylight distribution to four rooms with dormer windows in 37-43 Vastern Road, with loss of light only just outside the guidelines (Officer note: this is more specific than the 2019 conclusion).
- With the hypothetical massing of the VCRP scheme in place (see figure 15 below), the proposed development would cause little extra loss of daylight and sunlight to existing nearby dwellings (Officer note: this is a new conclusion, based on the 2020 review).



Figure 2. Drawing by Point 2 showing the proposed development in green/blue and the proposed Vastern Road Retail Park development behind it (in violet). In the foreground to the left in light blue is the outline massing for Station Hill, another proposed development. To the right in magenta is another smaller development at 53-55 Vastern Road.

Figure 15 - Aerial view of proposal and surrounding proposals

- The proposed development is likely to block significant daylight and sunlight to the VCRP site. Overall it can be concluded that although this proposed application scheme would reduce the daylight available to the VCRP site, the applicant's light consultant indicates (and BRE agrees) that it should still be possible, with careful daylight design, to have a scheme there with adequate daylight to the rooms on the

southern side facing the application site (Officer note: this is a more informed conclusion to the 2019 review, as more information about VCRP is known).

- Although Point 2 have not assessed the effect on sunlight to rooms in the VCRP scheme, it is likely that it should still be possible for it to receive adequate sunlight in most locations, except perhaps on the lowest floors and where there are balconies or overhangs that block the sun (Officer note: same conclusion as the 2019 review).
- Point 2's report assesses daylight provision for sample rooms within the scheme itself and also from a cumulative perspective with the hypothetical VCRP scheme in place. Of the 160 rooms analysed, 152 would meet the average daylight factor (ADF) guidelines. There are some concerns with the methodology. As this is an outline scheme one potential way forward would be to impose a condition requiring all, or a certain (large) proportion of the rooms to meet the recommendations in BS8206 Part 2 or, depending on the timing of the full scheme, BS EN 17037 (Officer note: assessment has altered between 2019-2020, but some concerns remain and the suggested condition is again recommended as before).
- Point 2 have not given sunlight data for rooms in the proposed development. The basic layout means some sunlight should be able to penetrate to most of the windows. The VCRP scheme would have little impact on sunlight as it lies to the north (Officer note: same conclusion as the 2019 review).
- There are no existing gardens for which sunlight could be affected by the proposed development (Officer note: same conclusion as the 2019 review).
- Sunlight provision in open spaces (see figure 16 below) in the proposed scheme itself is relatively poor, because of the density of the scheme with high, closely spaced blocks (Officer note: same conclusion as the 2019 review)
- In a future VCRP scheme sunlight provision is better, with two of the three main open spaces meeting the relevant guidance with both schemes in place. The deficiency in the third space is partly because of overshadowing from the application site and partly because of the nature of this space in a gap between two tall blocks within the retail park site. (Officer note: more informed conclusions reached in comparison with 2019 review, as more information is available).

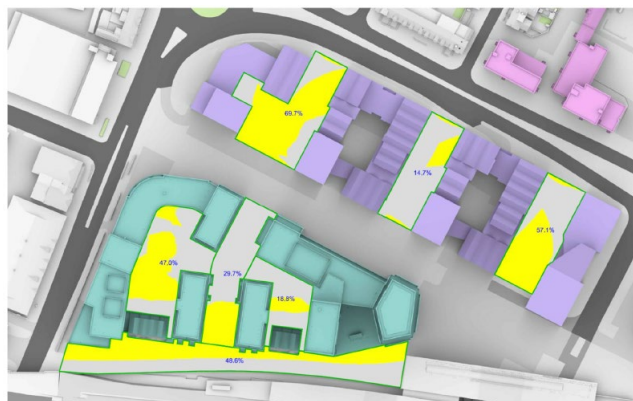


Figure 4. Sunlight in open spaces. Yellow areas could receive two hours sunlight on March 21. The percentages give the proportion of each space with more than two hours sun on that date.

Figure 16 - Sunlight in open spaces on March 21 (Spring equinox)

4.17.3 Following BRE's review, Point 2 produced a further updated report in September 2020, solely updating the sunlight in open spaces information. Based on this, BRE confirmed that the applicant had now demonstrated that the Station Square would be well sunlit, with over 80% of the space receiving 2+ hours sunlight at the spring equinox, but the same conclusions remained in terms of the two internal courtyards not meeting the standard, although the western courtyard is only marginally below the 50% requirement, at 47%.

18) BRE Wind and Microclimate

4.18.1 Original consultation in 2019: BRE were instructed by the local planning authority to independently review the wind microclimate assessment (By RWDI) submitted in support of the application. BRE's initial review in September 2019 detailed a series of concerns and limitations. A revised assessment submitted in October 2019 was further reviewed by BRE, with three points outstanding matters remaining in January 2020. A further response resulted in an updated BRE report being provided in February 2020, summarised as follows:

- The RWI report is clear and consistent.
- With the exception of a single matter of minor disagreement relating to the assessment of the pedestrian safety conditions, the RWDI updated report addresses completely all of the other concerns and matters raised by BRE.
- The BRE believes that pedestrian safety should be assessed for each month, as well as for the year as a whole (RWDI believes solely a yearly assessment is adequate). BRE advises that this is a relatively minor difference of professional opinion; there is no right or wrong answer.
- The BRE agrees with the conclusions reached by RWDI.

4.18.2 Re-consultation in 2020: When the scheme was revised in June/July 2020 RWDI submitted an addendum report, which included an updated review of the revised proposal and further analysis of the impact of cumulative schemes in the area (Vastern Court Retail Park; 55 Vastern Road; 71-73 Caversham Road (Former Drew's); Station Hill North - officer note - see relevant history section above for application details). BRE's subsequent review, provided in September 2020, included findings summarised below:

- BRE confirmed the level and nature (including the methodology) of technical addendum information submitted to be sufficient and proportionate
- BRE agrees with almost all of the RWDI opinions. The most significant point of agreement is that BRE believe that the proposed wind amelioration measures (as previously considered as part of the 2019 review) do not need to be amended in light of the changes to the scheme.
- In the context of Policy CC3, BRE confirms that RWDI has used an appropriate wind tunnel testing approach, coupled with the usage of the Lawson wind comfort and wind safety criteria. These are commercial best-practice approaches in the UK.
- With regards to ensuring that a new development does not reduce the quality of the environment for others (in the context of Policy CC8), amenity space wind comfort conditions have been developed by RWDI, and these criteria are used to assess whether test locations are suitable for this category of pedestrian usage. This approach is currently commercial best-practice in the UK.
- In the context of Policy CR10, the original scheme showed that the judicious use of architectural devices such as screens, terraces and awnings as well as façade setbacks enabled suitable ground level wind conditions to be produced around the base of the scheme buildings. The technical addendum report states that these same devices will be adopted for the updated scheme.
- Accordingly, BRE conclude that *"the analysis and conclusions reached by the technical addendum report are set within the adopted local policy context"*, which comprises Policies CC3, CC8 and CR10.
- BRE does however consider there to be 3 outstanding matters. BRE advise in the context of the overall scheme, these matters are relatively minor, or will be addressed by future testing. These relate to: Issue 1) Vastern Court Retail Park scheme potentially worsening wind conditions along the adjacent 80 Caversham Road site perimeter; Issue 2) there being a small localised region of "unsafe" wind

conditions next to Block E; Issue 3) wind impact of 71-73 Caversham Road cumulative scheme should be assessed by wind tunnel testing (Officer note: the scheme at this site was subsequently dismissed at appeal - see relevant history at section 3 above).

- 4.18.3 Responding to the final point RWDI provided further commentary in September 2020, in summary concluding that the three issues identified “*will be quantified and investigated in the detailed design stages of the project through further wind tunnel tests*”. Responding to this, BRE reaffirmed in September 2020 that these were relatively minor issues and:

“Having explained the interactive behaviours between the cumulative schemes in more detail (essentially RWDI agree with BRE’s remarks), RWDI and BRE are in agreement about this matter. Fundamentally, we both agree that further testing is required, and that this should be undertaken by means of wind tunnel testing investigations”.

19) Civil Aviation Authority (CAA)

- 4.19.1 Original consultation in 2019: Due to the distances from the nearest aerodromes, there are not believed to be any safeguarding issues. However, the viewpoints of the National Police Air Service (NPAS) and Air Ambulance Unit (AAU) were suggested to be sought owing to the heights involved.
- 4.19.2 Both were subsequently contacted, with Thames Valley AAU confirming while this is a substantial build, it is nearly 1800m away from Reading Royal Berkshire Hospital and does not have an impact on operations to that site.
- 4.19.3 Re-consultation in 2020: The CAA did not have any comments to make on the proposed application. However they make the following observations:
- In respect of any aerodrome-specific safeguarding issue, it is the aerodrome license holder or operator that holds associated safeguarding responsibility
 - Given the potential for unusual landing operations, it is advisable to consult NPAS and local AAU.
 - Crane operations associated with planned developments, including lighting and notification, should be in accordance with the Civil Aviation Authority guidance.

20) Crime Prevention Design Advisor at Thames Valley Police (TVP)

- 4.20.1 Original consultation in 2019: Many of the observations and recommendations made through the pre-application stage have been incorporated. Pleased to note the inclusion of single cores and a design where compartmentalisation can be achieved. However, secure ground floor lobbies have not yet been included. Ask that these be included within the future reserved matters application. This relates to the apartment blocks, as access control within very large developments will be critical in creating a safe and secure community, safeguarding the building and its residents.
- 4.20.2 Re-consultation in 2020: Commend the applicant for a design and layout that provides clear lines of sight through the development and a good level of active surveillance between public and private realm has been proposed. However some concerns are raised, summarised as follows:

- Station Square - need to ensure the hostile vehicle mitigation bollard protection the station entrance should not be compromised; unclear what effect the proposal will have. Suggestion that a vehicle dynamics assessment identifies any vulnerabilities from each approach (Trooper Potts Way, Bagnall Way and The Avenue) to ensure accidental or deliberate intrusion is prevented.
- Reiterate 2019 comments that secure ground floor lobbies be provided.
- Inclusion of postal services details for each block needed within future details.
- TVP request Secured By Design principles and standards be made a condition of any future planning approval.

21) Crossrail

4.21.1 Original consultation in 2019: The application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and Crossrail Limited do not wish to make any comments on this application as submitted.

4.21.2 Re-consultation in 2020: Identical response to the original consultation.

22) Design South East

4.22.1 The proposals were considered by Design South East in June 2018 and November 2018, when the proposals were at pre-application stage. The summary of the November 2018 advice was:

4.22.2 *“Updates since the previous review have addressed some of our concerns and greater engagement with landscape and public realm issues has benefitted the scheme. The creation of an accessible public route along Railway Walk and increased variation in the heights of the blocks is positive. The way proposals for the Avenue and Station Square are developing also shows a lot of promise. However, the updated layout presents a cause for significant concern, with the 22m wide north-south Street running through the centre of the scheme giving too great an emphasis on a route of limited use* (*Officer note: the application has reduced the width to 16-18m). The decision to kink the route away from Caversham Road means that the proposal does not support pedestrian desire lines to the wider area, and this creates a very challenging condition, with little reason for non-residents to use this route. This central portion of the site remains problematic and needs re-evaluation.*

4.22.3 *It should be demonstrated that the scheme can be resolved in a way that provides adequate daylight to all homes. Some corner units in the current proposal are a particular cause for concern, and the way north facing single aspect units can be designed out should be described.*

4.22.4 *As the proposal steps outside the grain and scale of the immediate surrounding context it places greater emphasis on design quality, and the tower in particular must be of a very high standard. However, as this is an outline application it presents a challenge in how architectural and material quality can be secured as the scheme is developed with a clear strategy needing to be agreed with the local planning authority as to how it is resolved.*

4.22.5 *The team need to demonstrate that adequate daylight and sunlight is available to all amenity spaces and surrounding public realm.”*

23) Environment Agency

4.23.1 Original consultation in 2019: In terms of contaminated land, it is recommended that an additional Phase 2 Environmental Site Investigation is undertaken to provide an assessment of the current status of soil and groundwater beneath the site and potential impacts to identified receptors. The proposed development will be acceptable if a) a remediation strategy and b) a verification report are secured via condition. Further conditions are recommended relating to securing details of any piling using penetrative methods and details of any drainage systems for the infiltration of surface water to the ground. Without these conditions the EA would object to the proposal on potential contaminated land / water pollution grounds.

4.23.2 Re-consultation in 2020: No objections subject to the previous conditions requested. Also advised the LPA to take into account FRA standing advice.

24) Historic England

4.24.1 Original consultation in 2019: Historic England (HE) provided responses in April and June 2019 seeking more information from the applicant to be able to fully assess the proposals. A subsequent response in August 2019 confirmed HE's position, summarised as:

- The nearby and recently consented schemes, such as Station Hill, would likely obscure the bulk of this development in views looking up from the St Mary's Butts/ Castle Street Conservation Area.

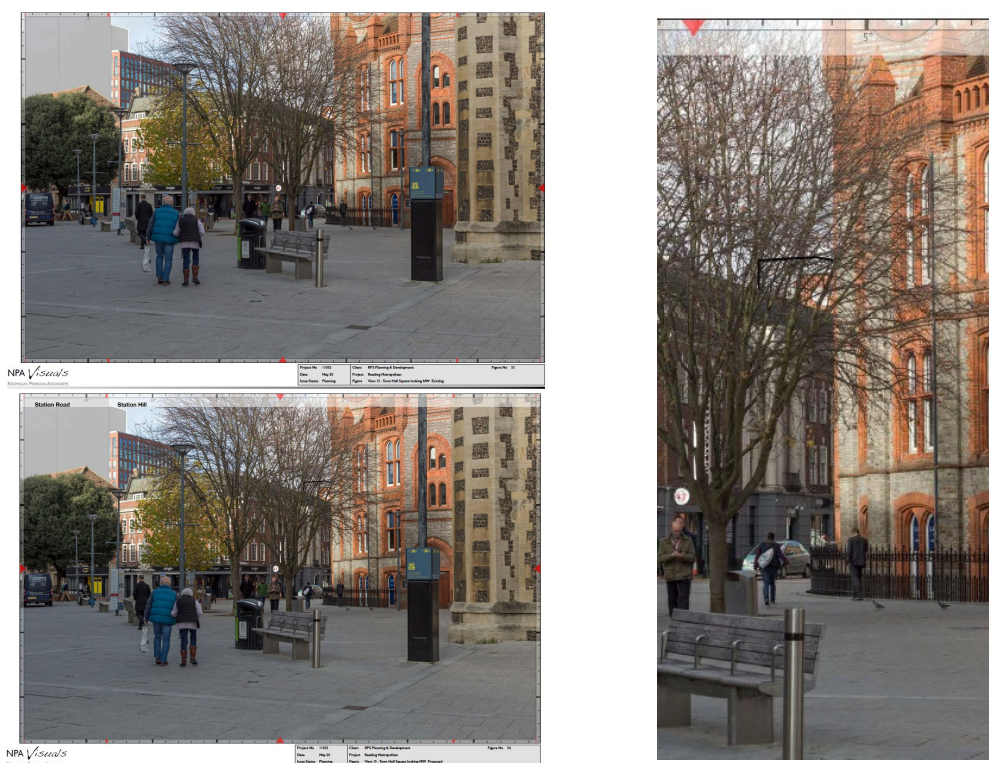


Figure 17 - View 15 of Townscape & Visual Resources Assessment (TVRA) from the Town Hall Square looking north-west - (top left) existing; (bottom left) proposed; (right) zoomed in extract of proposed showing the black line extent of the application site massing

- The highest element of the development would be visible within the Market Place/London Street Conservation Area (View 15 - see figure 17 above), from views within the Town Hall Square above the small scale and fine grained townscape, in the backdrop to the Grade II* Council Chamber and Clock Tower and Grade I St

Laurence Church. The effect would introduce a vertical form that bears no relationship to the existing distinctive sense of place. The presence of existing trees within the Market Place would appear to obscure the development in some views, particularly in summer months, which does reduce the development's impact on the setting of these heritage assets somewhat, but does not, in our view, altogether remove it.

- The main visual impact the development would have on the St Peters Conservation Area would be on the descent from St Peter's Hill onto Church Road. From the elevated position on the hill the development would be visible as part of the wider Reading skyline, with the tallest element falling away behind the rooftops and tree line as the viewer descends, and would not be visible in the key conservation area views from the Grade II listed main entrance to the registered Caversham Court Gardens looking east along Church Road (View 22 - see figure 18 below). There is the potential this element will still be perceptible in glimpsed views in-between buildings. This would cause some harm, as it would signal the encroachment of intensely urban and metropolitan characteristics and the visible hardening of the conservation area's setting.

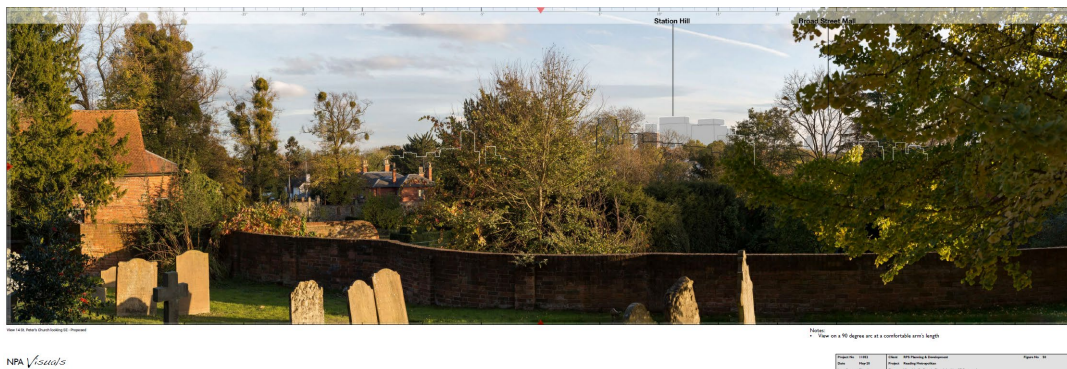


Figure 18 - View 22 - Church Road by entrance to Caversham Court Gardens and View 14 from St Peter's Church - both looking south east and showing other approved schemes.

- HE conclude that the proposals would cause harm to the setting of the Market Place/London Street Conservation Area and St Peter's Conservation Area and setting of the Grade II* Council Chamber. Whilst this harm is not substantial, it is material and needs to be clearly and convincingly justified and weighed against the public benefits associated with the scheme, in accordance with paragraphs 194 and 196 of the NPPF.

4.24.2 Re-consultation in 2020: HE advised that they did not wish to offer any comments. HE suggested that the LPA seek the views of your specialist conservation and archaeological advisers, as relevant.

25) Natural England

- 4.25.1 Original consultation in 2019: Natural England has no objection, specifying that based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.
- 4.25.2 Re-consultation in 2020: Natural England specified that the advice provided in the previous response applies equally to this amendment, although they made no objection to the original proposal. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

26) Network Rail (NR)

- 4.26.1 Original consultation in 2019: Network Rail (NR) initially objected (response dated 20th May 2019) on the basis of the application site including a small pocket of land in Network Rail's ownership. After correspondence with the applicant, NR provided a further response on 6th June 2019, stating that land that runs along the retaining wall is subject to negotiation and agreement for use by the applicant, and that this has yet to be finalised. However, NR also confirmed:

Network Rail formally withdraws its objection providing agreement is reached to use the land, should agreement not be reached, it should be noted that this proposal will not be able to use Network Rail's land.

- 4.26.2 Notwithstanding, NR also made a series of comments and requirements for the safe operation of the railway and the protection of NR's adjoining land, secured via planning conditions if not addressed at application stage. Below is a summary of the main points raised:

- Maintain access to the retaining wall;
- Any construction requiring piling will need NR approval
- Discussions with NR prior to demolition/construction works
- Disable glare risks onto NR property/signals from facades/windows
- Need to retain the Station Hostile Vehicle Measures
- Control of Waste and recycling storage to reduce food sources for rodents.
- Suitable trespass-proof roof adjacent to NR's boundary and future maintenance
- No Soakaways / attenuation ponds / septic tanks within 5 metres of NR's boundary
- Drainage plans to be agreed in consultation with NR Asset Protection Engineer.
- No encroachment onto NR land or over-sailing onto air-space.
- Maintain access and keep open all NR roads, paths or ways.
- All buildings at least 2m from NR's boundary
- Any vibro-compaction/displacement piling plant agreed in consultation with NR
- Foundation works / ground displacement penetrating NR's support zone require NR approval
- NR's ground disturbance regulations applies.
- No interference with or obscure of signals.
- Any noise/ vibration impacts to accord with NPPF & LPA to condition as necessary.
- Future residents informed of railway noise/vibration and potential future increases.
- No trees closer than 1.5 times their mature height to NR land. Adhere to NR's tree/plant species guide. Tree felling works may require railway supervision.
- No scaffold poles, plant or cranes to over-sail or fall onto the railway or NR land.

- No lighting (including location/colours) to interfere with signalling apparatus and/or train driver's vision.

4.26.3 Re-consultation in 2020:

4.26.4 In addition to points raised by Network Rail in 2019, a summary of the further comments raised are:

- General concerns regarding the close proximity to the station building, especially plant rooms, and fire exit route leading to Caversham Road. Applicant must take into account NR's need to access heavy equipment to the north side of the station.
- Applicant suggested to provide soundproof windows, to ensure that any station noise (PA systems, fire alarms and trains) can't be heard.
- All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

27) Primary Care Manager (Berkshire West Clinical Commissioning Group - CCG)

4.27.1 Original consultation in 2019: The CCG advise that although the proposal is a significant development, and will eventually provide accommodation for in excess 1,500 new residents, it will not on its own provide sufficient new patients to sustain a newly commissioned, modern general practice. In addition, the CCG are not aware of any local need for an existing practice to seek relocation to newly built premises, or who are looking to set up a new branch premises.

4.27.2 Although engagement with local GPs regarding CCGs estates strategy is ongoing, as things currently stand the CCG Primary Care team would take the view that whilst the development will lead to significant additional pressure on local primary and secondary care services, it does not on its own justify the provision of newly built 'health centre uses (Class D1)' for general practice.

4.27.3 Re-consultation in 2020: No response received.

28) Reading UK CIC

4.28.1 No response received to either the original consultation in 2019 or re-consultation in 2020.

29) Sport England

4.29.1 Original consultation in 2019: Sport England (in providing a non-statutory consultation response - LPA's are "advised to consult" Sport England where more than 300 residential units are proposed) would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct CIL monies to deliver new and improved facilities for sport. The proposed leisure development at Palmer Park should be considered for CIL contributions from this application.

4.29.2 The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

4.29.3 Re-consultation in 2020: Sport England has reviewed the revision and have no comments to make beyond the initial response.

30) Thames Water (TW)

- 4.30.1 Original consultation in 2019: In terms of both waste and water matters, TW has identified an inability of the existing foul water / water network infrastructure to accommodate the needs of the development. A position for foul water / water networks has not been agreed, so TW recommends pre-occupation condition to secure details on both matters.
- 4.30.2 The application indicates that surface waters will not be discharged to the public network and as such TW has no objection, however approval should be sought from the Lead Local Flood Authority. TW to be contacted should the applicant subsequently seek a connection to discharge surface water into the public network.
- 4.30.3 Given the proximity of the development to a strategic water main, TW recommends a pre-piling details-based condition to protect the local underground water utility infrastructure. TW also request a condition preventing construction taking place within 5m of the water main, with information securing alternatives submitted for submission/approval in conjunction with TW.
- 4.30.4 Re-consultation in 2020: The same conditions were recommended as in the original consultation. An additional informative was requested given the location of the site within 15m of TW underground assets.

31) Public consultation

- 4.31.1 The application has been subject to two rounds of public consultation. For ease of reference, each is detailed separately below.
- 4.31.2 Original consultation in 2019: First, at the outset of the application in April 2019, notification letters were sent to nearby occupiers on 09/04/2019. A series of site notices were erected on 10/04/2019. A press notice was published on 18/04/2019.
- 4.31.3 As part of this original consultation in 2019, a total of 13 objections and 1 observational comment (not specifying support or objection to the proposals) was received. The objections were received from the following addresses: 4 from separate Addison Road RG1 addresses; 1 each from addresses at De Montfort Road RG1, Fairfax Close RG4, Highmoor Road RG4, Ivydene Road RG30, Reading Station Retail Park RG1 (2 separate submissions on behalf of the same landowner), Rose Kiln Lane RG1, Swansea Road RG1, Woodford Close RG4, York Road RG1.
- 4.31.4 The observation comments were from a Hamilton Road, RG1 address.
- 4.31.5 An initial objection sent on behalf of **Aviva Investors**, owner of Reading Station Shopping Park / VCRP (to the north of the application site), was received on 16/05/19, summarised as follows:
- Concern for the ability of Aviva to bring forward redevelopment on their site in accordance with the existing/emerging Core Strategy/Local Plan policy, RCAAP and RSAF
 - Proposed development is based on unreasonable assumptions (e.g. substantial set back of Aviva scheme from the boundary with this site), rendering assessments and justifications being suggested as acceptable, as unfounded;

- 2012 permission cannot reasonably form the base position against which to establish the net additional impacts of the development, such as the highway impact
- Daylight and sunlight assessment does not establish what VSC (vertical sky component) levels are being achieved; disputes regarding the ADF (average daylight factor) façade analysis methodology;
- Potential conflict with the ability for Aviva to service its existing shopping park;
- Potential inability for the proposed scheme to be implemented because of the potential requirement for third party land and conflict with other user rights;
- Lack of Road Safety Audit for proposed new access from Caversham Road
- Impact and compatibility of proposals on the public realm approach for north of the station
- Only reserved matter is appearance, but most plans are labelled illustrative, so unclear which details the planning permission is sought for, and which are indeed illustrative only.

4.31.6 A further objection response was received on behalf of **Aviva Investors** on 20/02/2020, summarised as follows:

- Aviva have significant concerns regarding the overshadowing impact of the proposals on the Aviva site.
- More specifically, Aviva's modelling shows the proposed tower would significantly reduce sunlight within the Aviva site (Plot C), such that residential use could not be delivered in this location. Suggested that the proposed tower would need to be substantially reduced to achieve sunlight penetration into the Aviva site. The applicant should consider alternative options for locating height within their scheme, which would better align with the aspirations set out in the RSAF. Without changes Aviva will have no option but to continue to object to this fundamental point.
- Suggestion that major improvements to the masterplan of the area and avoidance of negative impacts on the Aviva site could be achieved either through reducing the height of the proposed Tower or by relocating this closer to the railway tracks.
- Suggestion for timed use for servicing from Trooper Potts Way to minimise vehicular use across Station Square North is generally supported, but Aviva would resist any proposal to restrict the servicing arrangements for the existing retail park (also serviced via Trooper Potts Way).

4.31.7 A summary of the other 12 objections received as part of the original public consultation are as follows:

- Layout / uses - Low-rise houses should be built on Caversham Road and a gateway building be built where they are currently proposed, including community facilities.
- Scale, density and massing/height exceeds Local Plan concepts (including tall building strategy benchmark heights), would be excessive, out of character with terraced housing nearby and cause visual harm, dominating the skyline.
- Suggestions regarding alternative massing, from consistent with existing to, no greater than 16 storeys reducing to 4 storeys towards Vastern and Caversham Roads.
- Greatly increased traffic along the already heavily used A33 and Caversham Road.
- Increased traffic is dangerous if the fire service are unable to access Caversham Road quickly.
- Increase in traffic will increase pollution and noise.
- Proposed parking facilities are insufficient / woefully inadequate.

- Amenity impacts on nearby occupiers - overshadowing, loss of openness and detracting of character to historic low rise terraces to the west, owing to the proposed density and height.
- Reduce natural light to residents living along Swansea Road, Cardiff Road and York Road.
- Proposed height/density could cause increased anti-social behaviour for future occupiers
- Insufficient infrastructure - parking, traffic, hospitals, nursery and school places (particularly primary), outside playing spaces for children and medical facilities. Suggestion for finance and land to be provided for such uses.
- Insufficient facilities/infrastructure when other developments are taken into account (Thames Quarter, Weldale Street, Station Hill, former SSE site)
- Suggestion that provision for the neighbourhood is included in the proposals
- Other matters - The Council has not provided enough online documentation to enable a positive view to be formed
- "This project is ridiculous! You're planning on taking away affordable shopping* for families like mine and add more housing that the average person cannot even afford to buy! This MUST NOT go ahead" * Officer note: there are no existing shopping facilities at the site; it is assumed the respondent has confused the site with the separate site to the north.

4.31.8 A summary of the matters raised in the observation / comment received are as follows:

- Concerns about potential lack of separation between cyclists and pedestrians and need to ensure conflicts between vulnerable pedestrians and aggressive adult pavement cyclists is minimised. Suggestion that cyclists and pedestrians are separated and where crossings occur, pedestrians have priority and design features incorporated.

4.31.9 Responses from local groups as part of the initial 2019 consultation:

4.31.10 Both **Reading CAAC** (the Conservation Area Advisory Committee) and **Reading Civic Society** were separately formally consulted. No response was received from either local group.

4.31.11 **Caversham and District Residents' Association (CADRA)** commented on the proposals, summarised as follows:

- Future development of this important site and its return to beneficial use is welcome.
- Layout - positive features include the north-south orientation of the blocks, the possible future connection on the line of De Montfort Road and the positioning of the tallest building adjacent the station entrance.
- Concerned about the sheer quantity of residential accommodation proposed. Heights/widths between blocks means the proposed amenity spaces will largely be in shadow and the green space proposed seems inadequate for successful urban living.
- Concerned residential blocks directly adjacent to the railway with openable windows would expose residents to noise, air pollution and a poor living environment.
- Massing and height - The 25/26 storey tower proposed cannot be properly assessed. It should be set out and compared visually with other tall permitted / under construction buildings around the station, to assess the cluster as a whole and the impact on Reading and Caversham.

- The 7/ 8 storey buildings proposed fronting Caversham Road do not relate to the scale of buildings on the west side of Caversham Road and the predominantly 2 storey residential community beyond. Heights should be reduced to allow a more gradual stepping up in scale and avoid an unpleasant trafficked canyon effect.
- The town houses proposed seem an afterthought and reduce the green amenity space.
- Conclusion - CADRA believe on the basis of the above points that these proposals represent over development of the site.

4.31.12 Bell Tower Community Association objects, summarised as follows:

- Reservations about the tower blocks, particularly the 25-storey one and office blocks on Caversham Road overlooking and overshadowing Bell Tower and Vastern Road areas. Suggestion of reduction to 16 storeys and more stepping of heights to reduce the overshadowing of Caversham Road and beyond.
- Fear the recreational areas as well as the proposed town houses on the site would be in perpetual gloom due to proposed heights and layout.
- Suggestion that small start-up office accommodation be provided as a low-rise alternative to the shaded town houses.
- Lack of open recreation spaces and parking spaces will not make the accommodation family-friendly. Central Reading should include a broad social mix, not just single people and couples without children.
- The scale and outward appearance* of the blocks means they will not blend in with the surrounding 2/3 storey Edwardian/Victorian streets.
* Officer note: Appearance is not a matter applied for as part of this outline application and is only shown indicatively on the plans submitted; it will instead be proposed at the Reserved Matters stage.
- The proposed medical centre and community building are very welcome in theory. Concerns regarding backing from NHS / whether local groups would be able to access the community centre (e.g. times / costs).
- The plan represents an over-development of the site.

4.31.13 Re-consultation in July 2020: After the submission of revised/additional information and proposals by the applicant, a period of public re-consultation commenced in July 2020. Re-notification letters were sent on 09/07/2020 to nearby occupiers and those who had commented as part of the original consultation. A series of site notices were erected on 24/07/2020. A press notice was published on 16/07/2020.

4.31.14 As part of this formal re-consultation in 2020, a total of 26 objections were received. The objections were received from the following addresses: 4 from 3 separate De Montfort Road RG1 addresses, 2 from separate Addison Road RG1 addresses, 2 from separate Cardiff Road RG1 addresses, 2 from a single Chiltern Road RG4 address (separately named respondents), 2 from a single Westfield Road RG4 address (separately named respondents) and 1 each from addresses at Briar Close RG4, Ellesmere Close RG4, Hemdean Road RG4, Heroes Walk RG2, Kings Road RG1, Mayfield Drive RG4, Morecambe Avenue RG4, Newport Rd RG1, Reading Station Retail Park RG1 (2 separate submissions on behalf of the same landowner), St Peters Avenue RG4, Sheridan Avenue RG4, Valentine Crescent RG4, Yew Lane RG1 and York Rd RG1.

4.31.15 **Aviva Life & Pensions UK Limited**, owners of Vastern Court Retail Park (to the north of the application site and on separate correspondence referenced as Reading Station Retail Park), made two separate objections (submitted on their behalf by

separate consultants) on 21/07/2020 and 13/09/2021, with the first response summarised as follows:

- Concerns it will have on the ability to comprehensively develop the Aviva site in line with the adopted Local Plan, and the Reading Station Area Framework. Both the Hermes application and the Aviva application need to be considered together (albeit not as one application) to ensure the comprehensive redevelopment of this area in accordance with the Council's adopted policies.
- While some amendments have been made, these do not address the daylight and sunlight issues previously raised.
- References to planning policy and guidance recognising the need for a comprehensive approach to the area's future development, one that takes into account adjacent sites and seeks to ensure development would not affect another development site within the sub-area. Specific reference is made to policies CR2 (specific reference to CR2f), CR10 and CR11 (specific reference to CR11viii), as well as the following sections of the Reading Station Area Framework: paragraphs 1.1-1.8 (specific reference to 1.4), chapter 6 and paragraph 13.1. The objector states that the Hermes application does adversely affect bringing forward the Aviva site in a manner that is consistent with these relevant policies and guidance. In addition, there are concerns that the Hermes application is being considered in a manner that is inconsistent with the development plan policies.
- Aviva ask that the Hermes application and the Aviva application are considered together to ensure that neither will prevent the other coming forward as envisaged by the policies and guidance. Aviva seek a daylight/sunlight meeting between the parties and Council, the Council to provide Aviva with any third party studies undertaken and not grant permission for the application where that will have a negative effect on the ability to deliver a policy compliant scheme on the Aviva site.

4.31.16 The later response received from on behalf of **Aviva** in September 2021 is summarised as follows:

- Note that the affordable housing offer is now being proposed to be changed from 0% to 16% and that the rationale for the revised affordable housing offer is unclear.
- Comments that planning permission should not be approved on the basis that 16% affordable housing is likely to be forthcoming if the planning permission is implemented. It is clearly more likely based on the current viability assessment submitted in support of the application that any permission granted on this basis will either never be implemented or material changes to the permission reducing the affordable housing level will need to be agreed post its approval.
- In the absence of any new evidence to establish the viability of the scheme with a requirement for 16% affordable housing, the fact that the scheme is unlikely to be delivered in that form is an important material consideration which needs to be taken into account in the determination of the application and the weight that can be attached to the revised offer for the purposes of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).
- Note that the Council's appeal statement of case for the Berkeley Homes 200188 application (55 Vastern Road) accepts a 0% affordable housing base, subject to a financial viability review mechanism.

4.31.17 A summary of the other 25 objections received as part of the public re-consultation is as follows:

- Proposed land uses - the amount/increase of office floorspace is excessive and should be residential. Concern office floorspace could become low-grade residential through permitted development in the future.
- Concern flats and offices will sit empty due to lack of demand
- Public spaces, community centre and health centre should be in the first, not final, phase (doubts they will be built)
- Scale, density and massing at 24 storeys described as excessive, too high, out of character, overbearing, cramped, uninspired and ruining of the atmosphere of the town, causing a blot on the skyline. A number of responses refer to this in comparison with the nearby Victorian terraces.
- Caversham Road frontage excessively tall and overbearing to buildings opposite.
- Suggestions that site heights should be limited to 3 or 4 storeys throughout.
- Lack of affordable housing deplorable.
- Removal of affordable housing at the time of a housing crisis is unacceptable / an insult.
- Mix of residential units' concerns - not enough units for families (3-bed rooms).
- Combined with the Aviva site next door, this represents gross overdevelopment of an already densely populated area with limited scope for new infrastructure.
- Transport - Not enough car parking spaces for residents included. Cars will be parked in Caversham instead.
- Suggestion that there should be no parking facilities in the proposed development.
- The current road infrastructure cannot accommodate building works nor sustain additional traffic (Caversham and Vastern Roads, Thames bridges already clogged).
- No cycle parking details - suggestion to require one secure cycle parking facility per flat to encourage sustainable journeys around town.
- If residential take-up is low, the site could become forbidding, especially at night.
- The height and proximity of blocks to each other offers poor quality accommodation with inadequate communal space.
- Lack of outside space; a necessity to mental health, shown through the pandemic.
- Infrastructure (doctors, dentists, parking, school/nursery spaces) needs further development before 620 additional apartments can be added; detrimental effect on services and infrastructure will be intolerable.
- Impact on Christchurch Meadows - an important green space will feel hugely overlooked by grey giant buildings.
- Adverse impact on views: glass wall at station looking towards Caversham; Fox and Hounds Public House on Gosbrook Road from Westfield Road; from Balmore Walk/Park.
- Concerned about the negative impact this proposed development will have on the local area with limited benefits.
- Proposals will only bring profit to Hermes, rather than benefit existing / potential Reading residents.
- Aldi and the Range* should not be lost. * Officer note: these units are not within this application site.
- Local residents have not been consulted with many missed off* the distribution list for plans. * Officer note: The local planning authority has met its statutory consultation requirements for this application.

4.31.18 Responses from local groups as part of the 2020 re-consultation:

4.31.19 Both **Reading CAAC** and **Reading Civic Society** were separately formally re-consulted. No response was received from either local group.

4.31.20 **Caversham and District Residents' Association (CADRA)** responded with further comments, summarised as follows:

- Welcome the 9m / 1 storey tower height reduction.

- Other previously raised matters remain substantially unaddressed and in some respects are worse than originally.
- Despite a modest reduction (658 to 620), the total number (when including the Aviva site too) grossly exceeds the Local Plan allocation.
- The proposals represent over development of the site, e.g. a mean 22m distance between blocks B (14 storeys) and D (12 storeys) and 18m between blocks D and F (11 storeys). Unsatisfactory living conditions for the occupants. Grossly inadequate useable green space and amenity space worsened by the revised encroachment of Block C.
- Continued concern with proposed height on Caversham Road.
- New concern of reduction in residential / increase in office floor space increasing the built volume, due to the greater floor to floor heights of office space.
- Unclear on removal of affordable housing, but given Reading's housing need and the site size/value CADRA expect / support a sizeable social housing commitment.

4.31.21 **Bell Tower Community Association (BTCA)** objects, specifying that the amended application goes nowhere near far enough to address the objection on the grounds of scale and the development's failure to blend in with the surrounding Victorian and Edwardian streets. In addition (in summary):

- The massive blocks and high density of the proposals conflict with the harmony of the historic character of the area. Lack community space and extending building C means even less open space.
- The small increase in three-bedroom units does go a tiny way to addressing the issue of family friendliness. However, the removal of all affordable housing will be extremely detrimental to the social mix of the development.
- The economic argument for increasing the amount of office space is not agreed with home working as a result of the pandemic. Risk that office space is commercially unviable and could be converted to residential without permission or s106 payments.
- Home-working trend may also render the whole operational argument for a complex on this scale invalid. How many people will want to live in a development like this?
- BTCA welcome signs of coordination between this development and the Reading Station Retail Park development shown in the alignment of the tiger crossing.

5. LEGAL AND PLANNING POLICY CONTEXT

- 5.1 Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.
- 5.2 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority in the exercise of its functions to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 5.3 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', which means 'approving development proposals that accord with an up-to-date development plan without delay' (NPPF paragraph 11).

5.4 The application proposals are subject to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and are supported by an Environmental Statement issued pursuant to these Regulations.

5.5 The development plan for this Local Planning Authority is now in one document, the Reading Borough Local Plan (November 2019). It fully replaces the Core Strategy, the Sites and Detailed Policies Document and the Reading Central Area Action Plan (which were in force at the time of the original submission of the application). The relevant national and local policies / guidance are:

5.6 **National**

National Planning Policy Framework (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
- 15. Conserving and enhancing the historic environment
- 16. Conserving and enhancing the historic environment

National Planning Policy Guidance (2014 onwards)

5.7 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

EN3: Enhancement of Conservation Areas

EN4: Locally Important Heritage Assets

EN5: Protection of Significant Views with Heritage Interest

EN6: New Development in a Historic Context

EN7: Local Green Space and Public Open Space

EN9: Provision of Open Space

EN10: Access to Open Space

EN11: Waterspaces

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

EM1: Provision of Employment Development
EM2: Location of New Employment Development
EM3: Loss of Employment Land
H1: Provision of Housing
H2: Density and Mix
H3: Affordable Housing
H5: Standards for New Housing
H10: Private and Communal Outdoor Space
TR1: Achieving the Transport Strategy
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
OU1: New and Existing Community Facilities
OU5: Shopfronts and Cash Machines
CR1: Definition of Central Reading
CR2: Design in Central Reading
CR3: Public Realm in Central Reading
CR4: Leisure, Culture and Tourism in Central Reading
CR6: Living in Central Reading
CR9: Terraced Housing in Central Reading
CR10: Tall Buildings
CR11: Station/River Major Opportunity Area

5.8 Relevant Supplementary Planning Documents (SPD) are:
Topics

Affordable Housing (March 2021)
Employment, Skills and Training (2013)
Revised Parking Standards and Design (2011)
Planning Obligations under Section 106 (2015)
Sustainable Design and Construction (2019)
Design Guide to Shopfronts (2022)

Sites

Reading Station Area Framework (2010)

5.9 Other relevant documents include:

Reading Borough Council Tree Strategy (March 2021)
Reading Biodiversity Action Plan (March 2021)
Reading Local Cycling and Walking Infrastructure Plan (LCWIP) (November 2019)
Local Transport Note 1/20 - Cycle Infrastructure Design (July 2020)
BRE Site Layout Planning for Daylight and Sunlight - A guide to good practice, 2nd edition (2011)
The National Design Guide (2019)
The National Model Design Code (July 2021)
DCLG Technical housing standards - nationally described space standard (2015)
Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking (Historic England, 2015)
Historic Environment Good Practice Advice in Planning: 3 (2nd Edition) The Setting of Heritage Assets (Historic England, 2017)
Historic England: Advice Note 4: Tall Buildings (Historic England 2015)
Tall Buildings Strategy 2008
Tall Buildings Strategy Update Note 2018
Reading Open Space Strategy (2007)

Reading Open Space Update Note (2018)
Strategic Housing Market Assessment (2016)
Market Place / London Street Conservation Area Appraisal (2007)
St Mary's Butts / Castle Street Conservation Area Appraisal (2008)
St Peters Conservation Area Appraisal (2018)

6. APPRAISAL

6.1 The main issues are considered to be:

- 1) Principle of development and associated land use considerations, including density, residential mix and provision of affordable housing
- 2) Design related matters - including demolition, proposed layout, scale, townscape and effect on heritage assets
- 3) Quality of accommodation for future occupiers
- 4) Amenity for nearby occupiers
- 5) Transport and Highways (including access)
- 6) Trees, landscaping and ecology
- 7) Sustainability and energy
- 8) Flooding and SuDS
- 9) Other Environmental Statement matters
- 10) Other matters - Archaeology, Fire, S106 matters & Equality
- 11) Overall Planning Balance

1. Principle of development and associated land use considerations, including density, residential mix and provision of affordable housing

6.1.1 As a starting point it is relevant to note that the application site forms part of a wider site allocation (Policy CR11e - North of Station) within the Station/River Major Opportunity Area. This is explained in detail within section 1 of this report. With this context in mind, the principle of development and related issues are first discussed.

Loss of existing uses

6.1.2 The loss of Royal Mail sorting office and distribution centre use (see figure 19 below) was envisaged as part of the site allocation within the Local Plan (2019) and previous adopted local plans for the borough. Furthermore, the loss of the existing uses at the site has previously been accepted in the previous outline permission granted at the site in 2012 (see relevant history at section 3 of this report). It is also noted that Royal Mail vacated the site in 2009, although Network Rail used the site up to early 2018, meaning the buildings have been vacant for over four years. In short, there are no land use principle concerns with the loss of the existing uses at the site, with this not according with the long held future vision for the site and wider area.



Figure 19 - External and internal views of the existing former sorting office (09/05/2019)

Principle of proposed uses

- 6.1.3 Each of the proposed uses are identified below. In short, it is demonstrated that the proposed uses align with the objectives for the wider CR11e allocation and broader policy requirements too. Accordingly, the principle of the proposed uses are established, as detailed below.

Residential use

- 6.1.4 The proposals include 620 residential units and in floorspace terms this represents the predominant use sought at the site (55,705sqm of the total 80,266sqm GEA floorspace). As such, the development can be considered as a mixed-use residential-led scheme. The principle of providing residential accommodation at the site is supported within the wider CR11e allocation, where residential accommodation on the upper floors is specifically referenced. Furthermore, it contributes to the overall vision for mixed use development of the Station/River MOA. Moreover, there is a pressing need for residential accommodation in the Borough, as detailed by Policy H1. There is need for on average 689 homes per annum across the plan period, so the proposed development of 620 dwellings equates to almost a whole year of future supply. This does however also need to be considered within the healthy 6.95 years' supply of housing land in the Borough (as per the December 2021 Annual Monitoring Report), which comfortably fulfils the NPPF requirement for a minimum of 5 years supply.
- 6.1.5 It is also relevant to consider the contribution the proposal makes to the wider Policy CR11e (North of Station) allocation, where there is an indicative potential for 640-960 dwellings. This proposal for 620 dwellings would in itself almost equate to the lower end of the indicative potential for the wider site. When considered within the context of the Vastern Court Retail Park application, currently subject to an appeal, where between 600 and 1,000 dwellings are proposed, both sites combined would exceed the indicative range considerably, even prior to any proposal coming forward on the existing car park site within the allocation. However, it is important to recognise that paragraph 5.4.5 of the supporting text to Policy CR11 states:

“It should be noted that, to an even greater extent than other areas, development capacity can vary significantly on high density town centre sites, and these figures are therefore an indication only. Of greatest importance will be the creation of a high-quality, well-designed mixed-use destination, and there is potential for development figures to vary in order to achieve this aim.”

- 6.1.6 With the above in mind, it is considered that other sections of this appraisal demonstrate that the scheme does achieve these aims in order to justify the proposed number of dwellings, without preventing neighbouring sites from fulfilling aspirations of the wider policy either.

Office use

- 6.1.7 The proposals include two separate office buildings, one in each proposed phase of development. More specifically Building C, fronting onto the proposed Avenue proposes 13,220sqm (GEA) office floorspace and Building J, in the south-west corner fronting Caversham Road, proposes a further 6,509sqm (GEA). Combined, this equates to a proposed 19,729sqm of office floorspace across the site, which contributes sufficiently to the 50,000-80,000sqm indicative net gain of offices across the wider CR11e allocation. The proposed office use also aligns with the CR11 vision of assisting in providing a mixed use destination. Furthermore, the site is within the designated 'office core' and the proposed office floorspace would contribute to the Borough wide Policy EM1 net increase of 53,000-112,000sqm of office space within Reading across the plan period. The proposed use and amount of floorspace is therefore policy compliant in principle and will be secured as such via condition. It is noted that the Vastern Court Retail Park proposal (at the current appeal) proposes a maximum of 24,500sqm and no minimum of office floorspace. In contrast, the proposal (in the same way as a full planning application would) offers no range of possible office floorspace and has instead been clear in the uses/floorspaces proposed, providing certainty of the mix of uses, as required by policy.

Flexible Class A1/A2/A3 uses

- 6.1.8 At ground floor level within parts of Buildings A and C, and also at Building E, flexible Class A1/2/3 uses are proposed. As per table 2 within section 2 of this report, this totals 1,752sqm (GEA) of retail floorspace. These proposed uses will activate the streets and spaces including the new northern station square, as explicitly required by Policy CR11e. The amount of floorspace proposed is also considered to strike an appropriate balance between provision to serve the development and wider area, whilst not being of such a level to be likely to have a detrimental impact on the rest of the retail core of the centre, as also required by Policy CR11e. Furthermore, the location of the proposed retail units (two along the northern boundary and the other on the eastern boundary adjacent the station square and underpass through to the south) are such that good pedestrian links to the rest of the retail core of the centre will be provided. This is another requirement of Policy CR11e.
- 6.1.9 Within the RSAF figure 9.3 shows (see figure 20 below) how active frontages will be applied to individual plots. The RSAF warns that without active frontages a successful public realm is unlikely to be created, and that the key message is that key routes and areas of public realm must be fronted by active uses. The provision of the flexible A1/2/3 uses would assist in achieving this. Furthermore, these uses provide further evidence of the proposed development being genuinely mixed-use. In addition, the provision of A1/2/3 floorspace aligns with the general retail plan Policies RL1 and RL2. It is noted that Class A1/2/3 now falls into new Class E. However, it is the old use classes which are being used for this application under the regulations. The new use classes would allow for a similar mix of town centre uses. Accordingly, the principle of the A1/2/3 uses is established and supported.

Figure 9.3 Active frontages



Figure 20 - Left: Extract of Figure 9.3 of RSAF, showing active frontages along the north and east elevations of the site. Right: Extract of A11113 C 2 050 Rev P14 - Illustrative Scheme GA - Site Plan Ground Floor, as received 22/02/2022

Class D1 Community Centre and Health uses

6.1.10 In addition to the flexible retail floorspace proposed at ground floor level, a health club is proposed within part of the Building C frontage (268sqm GEA), a health centre (311sqm GEA) is proposed at Building G and a community centre (198sqm GEA) is proposed at Building H. The health centre and community centre would be considered new community facilities, which align with the objectives of Policy OU1 and paragraph 93 of the NPPF. All are within the Class D1 use and therefore also represent active frontage uses along the northern frontage (and Caversham Road in terms of the Community Centre). Similar to the conclusion reached above in relation to retail uses, these are welcomed in principle in activating the streets and spaces and provide community uses as an essential part of the mix for a mixed-use redevelopment scheme. Accordingly, in total, the vast majority of the eastern and northern frontages will be active in use, with the exceptions being office/residential entrances (an inherent requirement) and a small stretch of office reception area / meeting space. This broadly accords with Policy CR11 and the RSAF requirements, as already referenced. Therefore, the community and health uses are welcomed in principle.

Density of development

6.1.11 The proposed development would deliver 281.82 dwellings per hectare, which meets the minimum 'above 100' density indicatively specified at figure 4.5 of Policy H2 of the Local Plan. Throughout various policies and guidance documents it is clear that high density development is envisaged at the site. Policy CR11i) specifies in the context of the Station/River MOA as a whole that development will contribute towards providing a high-density mix of uses to create a destination in itself and capitalise on its role as one of the most accessible locations in the south east. The proposal will assist in this regard. Within the RSAF at figure 6.6 (see figure 21 below) it is illustratively shown that the eastern half of the site is earmarked for high density (Plot N8) and the western half (Plot N7) for medium density development. The proposals broadly follow this approach, with the highest density on the eastern side.

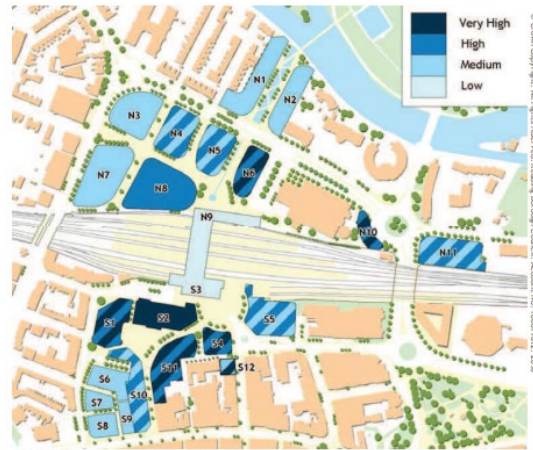


Figure 21 - Figure 6.6 of RSAF (Application site is Policies N7 & N8)

6.1.12 Policy CC6 is also clear in detailing that the scale and density of development relates to its accessibility level, by walking, cycling and public transport to a range of services and facilities. This supports the approach that the densest and largest scale development should take place in the most accessible locations. This is also recognised by Policy H2, amongst other factors. The proposed location, within the centre of Reading and adjacent to both the railway station and inner distribution road, when also considered within the context of the need to maximise the efficient use of land and the characteristics of the area (other factors referenced by Policy H2) means the proposed density is considered appropriate in principle.

Residential mix

6.1.13 The proposed dwelling mix has been improved during the course of the application. It was originally proposed for only 2.58% 3-bed units to be provided, significantly below the minimum 5% guidance figure referenced in Policy CR6. This has been altered following officer feedback, with the proposals now including 32 family-sized 3-bedroom dwellings, equating to 5.16% of the overall mix and is therefore policy compliant. This is welcomed and considered to be a planning benefit of the proposed development.

6.1.14 In terms of smaller units, Policy CR6 guards against an over-provision of studio / 1-bedroom properties in the town centre, with a maximum guidance figure of 40%. In this instance the percentage has decreased from the originally proposed 46.5% to the now proposed 43.23%. Whilst this continues to be marginally contrary to the guidance percentage, in this sustainable town centre location and given the presence of the larger units, this shortfall is accepted in this specific instance. In overall terms a broad range of unit sizes are proposed, which largely accord with the policy objectives. The proposed mix of dwellings will be secured via condition.

Affordable housing

6.1.15 As detailed within the consultee responses at sections 4.3 (RBC Housing) and 4.4 (RBC Valuations) of this report, the affordable housing proposals have been subject to significant change during the course of the application. In short, the current proposal represents clear benefits over the two previous offers earlier in the application. Moreover, it is considered in itself to represent an advantageous offer from the perspective of the local planning authority when considered within the context of a challenging viability situation for the developer/applicant, acknowledged by RBC Valuations.

6.1.16 The proposed offer amounts to an on-site provision of 98 units within Buildings G (53 Reading Affordable Rent units, comprising 11x1-bed and 42x2-bed units) and H (45 Shared Ownership units, comprising 22x1-bed and 23x2-bed units), as shown in figure 22 below. This provision would make a significant contribution to the assessed need of 406 affordable homes per year in Reading (as per the SHMA, referenced in Chapter 3 of the Affordable Housing SPD 2021).

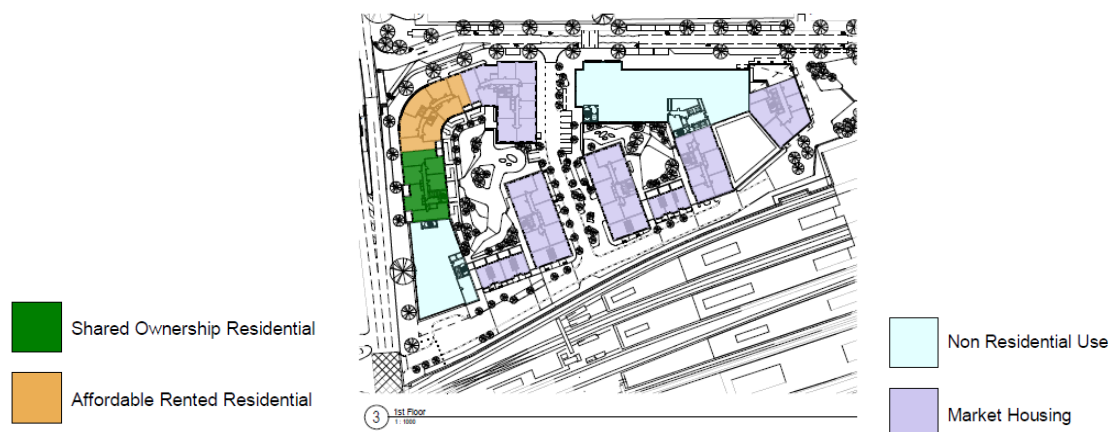


Figure 22 - Location of proposed affordable housing

6.1.17 In particular, the provision of the affordable rent element specifically being ‘Reading Affordable Rent’ is especially welcomed by the RBC Housing Team. It shall be at a level which is considered affordable to those in housing need in Reading, thereby equating to the local need. Whilst the tenure breakdown of Reading Affordable Rent, at 54.1%, is below the 62% minimum detailed at paragraph 4.2 of the March 2021 adopted Affordable Housing SPD, the Council’s Housing Team acknowledges that this is partly as a consequence of the layout of the buildings and this percentage results in the greatest possible amount of this tenure being provided within the same block, which aids management by the Registered Provider. The shared ownership units, within Building H, also comprise the entirety of this block of development and is strongly supported too.

6.1.18 It is acknowledged that the proposed affordable units solely comprise 1 and 2-bed units. It is disappointing that no 3-bed units are provided, with paragraph 4.30 of the Affordable Housing SPD 2021 stating that the greatest need is for larger homes with three or more bedrooms. However, Policy H3 of the Local Plan 2019 also specifies that priority needs are currently for housing with two or more bedrooms that can house families. In addition, paragraph 4.29 of the SPD details that site circumstances will be taken into account, with a town centre flatted scheme needing to have a differing mix to suburban development. Accordingly, set within the context of the town centre location, the preference by Registered Providers for units being within the same block and the fact Policy H3 states 2-bed units can house families (with the affordable housing in this instance predominantly being 2-bed), it is considered that the non-provision of 3-bed units can be accepted in this specific instance, as supported by the RBC Housing Team.

6.1.19 It is also fully recognised that the provision of 98 units equates to a 15.81% provision of on-site affordable housing, below the Policy H3 30% requirement. However, through the applicant’s viability submissions, it has been demonstrated that there are some viability challenges in bringing this site forward and the proposed offer is robust in that context. Moreover, the provision of a deferred affordable housing contribution provides further scope for the amount of on-site

affordable housing to increase within the scheme in the future. With this secured within the s106 legal agreement, the proposal is considered to be in full accordance with Policy.

6.1.20 Accordingly, in overall terms, the overall affordable housing offer is considered to be a key tangible planning benefit of the proposed development, which should be afforded significant weight in the overall planning balance.

2. Design related matters - including demolition, proposed layout, scale, townscape and effect on heritage assets

Principle of demolition

6.2.1 In relation to the demolition of the existing buildings at the site, they are considered to be of no particular special architectural or historic merit to warrant retention. Demolition is therefore considered appropriate subject to the proposed replacement buildings being suitable.

Layout

6.2.2 Building on the policy context detailed at section 1 of this report, the proposed layout adheres to the broad urban design structure shown at figure 8.2 of the RSAF. The paths/pedestrian links envisaged within the RSAF, as shown below in figure 23, are all incorporated in the proposals. This is in terms of the east-west routes on the northern and southern boundaries of the site, together with the north-south route through the middle of the site, which beyond the VCRP site connects to the existing De Montfort Road and the River Thames.



Figure 23 - Figure 8.2 of the RSAF (left), zoomed in site extract (centre), proposed layout - extract of A11113 C 2 003 Rev P4, as received 22/02/2022 (right).

6.2.3 Moreover, the North Station Square public space / square connects into the major path / pedestrian link between the River and Station - the north-south link. The application site forms a limited, but nonetheless key component part of the wider strategic link and it is imperative that it satisfactorily connects to the underpass and station entrance to the south and VCRP site to the north. The applicant has shown a north-south link within the application site which is satisfactory in itself in principle, although it is considered necessary for the future landscaping condition to potentially re-visit this in due course to ensure it is future-proofed (e.g. configuration of alignment to ensure directness) for the possible future developments at the VCRP and 55 Vastern Road sites to the north (see relevant history section above). From a transport perspective the proposed layout of development is also supported, subject to a series of conditions and obligations, as detailed within sections 4.1, 6.5 and Appendix 2 of this report.

6.2.4 The proposed layout also builds on and respects the grid layout structure of the central area, as required by Policy RC2. The two large urban ‘perimeter blocks’ of development also broadly align with the framework for the north-side area, as specified at figure 8.6 of the RSAF, as detailed below in figure 24. Accordingly, the general layout of development, as proposed, is strongly supported in aligning with policy and guidance for the area. In particular, the proposed layout has been designed to allow connections to the north and west in particular, to demonstrate it is part of a comprehensive approach to the wider area.



Figure 8.6 Framework for the Northside area

Figure 24 - Figure 8.6 of the RSAF

Open space / public realm

6.2.5 Intrinsically linked to Layout matters are open space and public realm matters. The proposal includes an extended (in comparison with existing) and reconfigured Station Square North, which provides a significant area of public on-site open space. Subject to a condition securing further details, as discussed separately within landscaping section 6.6 below, this element of the proposals will make a positive contribution towards the quality of the public realm in the central area, as required by Policy CR3 in particular. Another important element of the public realm strategy is the Avenue, with this discussed in the context of the neighbouring site to the north within the transport sections of this report (sections 4.1, 6.5 and Appendix 2).

6.2.6 Moreover, all of the public realm / space will also be secured via s106 legal agreement, for this to be delivered as shown and enable unrestricted public pedestrian and cycle access to all such areas, subject to reasonable restrictions relating to short-term maintenance works). Furthermore, additional commitments relate to maintaining the public realm areas and also securing a public art strategy within the publicly accessible space, as requested by RBC Leisure (see section 4.11 above). Please see the separate quality of accommodation section below in respect of the off-site public open space financial contribution being secured too.

Height, scale and massing

6.2.7 As already detailed within sections 1 and 2 of this report, the site is within a tall buildings cluster (Policy CR10a Station Area Cluster) and proposes a series of tall buildings (as shown below in the heights plan shown below in figure 25). Accordingly, the proposed height, scale and massing has been carefully considered, set within the context of matters of Scale being applied for as part of this outline application, but Appearance being the sole Reserved Matter of the application. In addition to the Policy CR11 context summarised at section 1 above, Policy CR10a specifies that the station should be at the heart of a cluster of new tall buildings to, “*signify the status of the station area as a major mixed-use destination and the main gateway to and most accessible part of Reading*”. The policy continues that

the tallest buildings should be close to the station and step down in height from that point towards the lower buildings at the fringes. Policy CR10a also states tall buildings in this area should, “contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high-quality public realm”. Furthermore, it should provide adequate space between buildings to avoid overly dense townscape and to allow buildings to be viewed as individual forms and be designed to fit within a wider planning framework (thereby being consistent with Policy CR11viii).

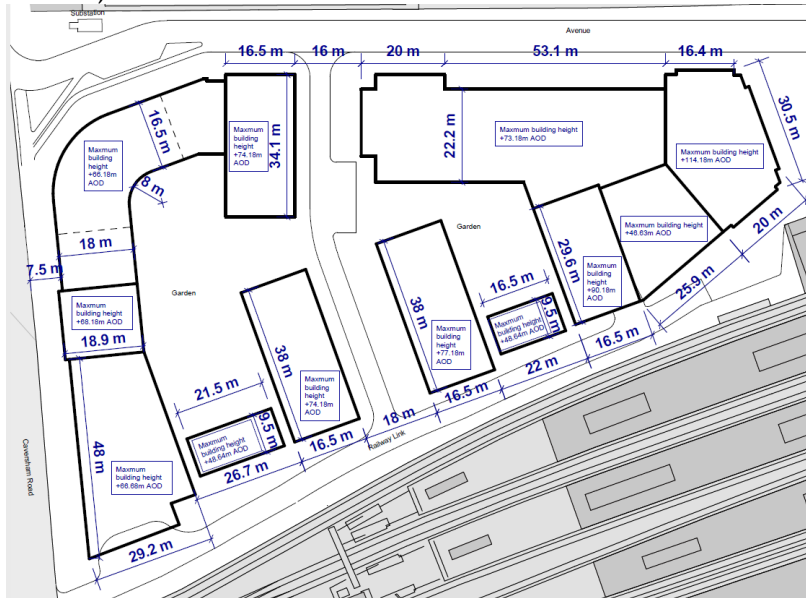


Figure 25 - Extract from Development Plot and Height Plan A11113 C 2 010 Rev P2, as received 03/06/2020

6.2.8 The RSAF also provides more detailed guidance. In particular, the principle of stepping down in height away from the station is reinforced in RSAF figure 6.10, while RSAF figures 6.8 and 6.9 identifies benchmark heights for individual plots, with the western half of the site (Plot N7) having a benchmark height of 6 commercial storeys (equivalent 7/8 residential storeys) and the eastern part of the site (Plot N8) specifying 8 commercial storeys (see figure 26 below in all instances). Furthermore, the eastern part of the site is identified as a potential location for ‘landmark buildings’. There are two landmark building categories, with the tallest being ‘district landmarks’ (e.g. Plot C / S2 at Station Hill) and lower ‘local landmarks’ to the north of the station clustered around the Station Square (North), such as within the eastern part of the application site.

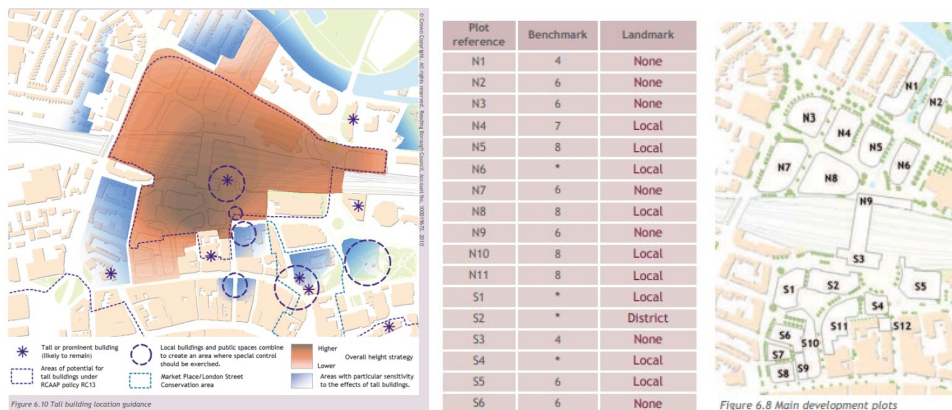


Figure 26 - Left: Figure 6.10 of the RSAF detailing the tall building location guidance. Right: extracts of Figures 6.8 and 6.9 of the RSAF (application site is plots N7 and N8).

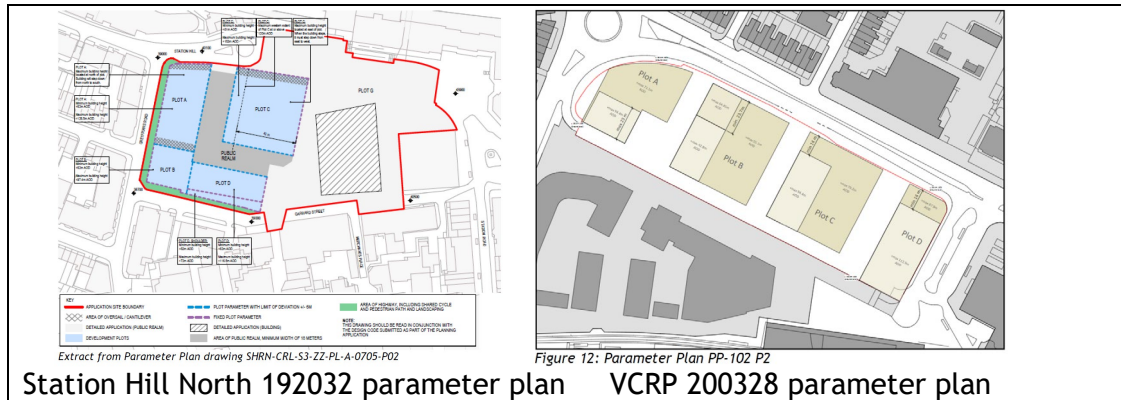
6.2.9 The RSAF provides guidance on tall and landmark buildings. In summary, development should:

- Promote high-density development (RSAF 6.11).
- Tall buildings should rise up around the Station ‘nexus’ (RSAF 6.12).
- A dramatic cluster of taller buildings forming a new and distinctive skyline (RSAF 6.13)
- Buildings of the greatest permissible heights form a ‘Crown’ to the immediate south of the Station (RSAF 6.14).
- The RSAF does not necessarily advocate tall buildings across the Area (RSAF 6.28).
- Landmarks may exceptionally ‘puncture’ benchmark heights to emphasise important places (RSAF 6.26).

6.2.10 It is also important to initially identify the existing and possible future surrounding context within the Station Area Cluster (which is both north and south of the station). Table 4 below provides a clear context of other tall buildings in the close vicinity of the site. It is evident that nearby sites are at a variety of stages in the planning/development process, from those implemented, those with permission and under construction, those with an unimplemented permission and those subject to a current appeal.

Table 4 - Other nearby sites including/proposing tall buildings

Site	Plot and maximum heights (all in AOD)	Comment/status
Station Hill North	Plot A up to 126.5m Plot B up to 97.4m Plot C up to 163m Plot D up to 116.5m Plot G - 122m	Hybrid permission 192032 (22/7/21) - plots A-D have been granted in outline, not yet implemented. Plot G granted full planning permission and commenced (so under construction)
Thames Quarter	111.7m	Permission 162166, completed.
29-35 Station Road	121m	Permission 181930 (29/10/19), not yet implemented.
Thames Tower	103.3m	Permission 141043, completed (with roof extension)
Vastern Court Retail Park (VCRP)	Plot A - north up to 71.1m; south up to 94.4m. Plot B - north west up to 64.45m; south-west up to 92.8m; east up to 55.1m. Plot C - north and east up to 79.1m; south west up to 94.4m. Plot D - north up to 87.9m; south up to 112.9m.	Outline permission 200328 would have been refused had appeal under non-determination not been lodged; Appeal in progress.



6.2.11 With the above in mind, the tallest building proposed at the application site comprises Building A, which is basement and 24 storeys in height, with an overall AOD height (including the roof parapet) at 114.18m. This incorporates a shoulder height of 103.76m AOD (although this itself includes a significant parapet height covering a floor of accommodation based on the section plan below at figure 29), with the four upper most floors being set in slightly from the main footprint of the building. During the course of the application, following officer feedback, the height was reduced to that stated above, from the original proposal of 123.18m AOD / shoulder height of 111m AOD.

6.2.12 The location of the tallest element of the scheme is considered to be appropriate in principle, being adjacent to Station Square North and the entrance/underpass associated with Reading Station as Policy CR10 and the RSAF require. Moreover, a tall building at the closest possible point of the station will assist in signifying the status of the station area as a major mixed-use destination and the main gateway. In terms of the overall height being up to 114.18m AOD, whilst undoubtedly significant in itself, in the context of the prevailing emerging context within the Station Area Cluster this proposal would positively contribute to the area. In particular, outline permission at Station Hill North approved (in July 2021) Plot C up to a maximum of 163m AOD and Plot A up to 126.5m AOD, together with full permission for the now under construction Plot G at 122m AOD (see the parameter plan at table 4 for the exact locations). Furthermore, an extant permission for 29-35 Station Road at 121m AOD remains extant. Set within this context the district landmark buildings at Station Hill would maintain their primacy at the crown of the cluster, with the proposed height being suitably subordinate in its role as a local landmark. The proposed massing therefore accords in full with the massing strategy diagram at figure 6.5 of the RSAF, as seen below at figure 27. Also included in figure 27 is a comparative (although from the opposite side) showing the proposal (the blue shaded area is the application site, with the originally proposed - now superseded - massing outlined for information in red) in the context of the previously approved Station Hill massing, which at that time permitted a height up to 128m AOD, rather than the now permitted up to 163m AOD. In short, Building A respects its position in the Station Area Cluster hierarchy of tall buildings.

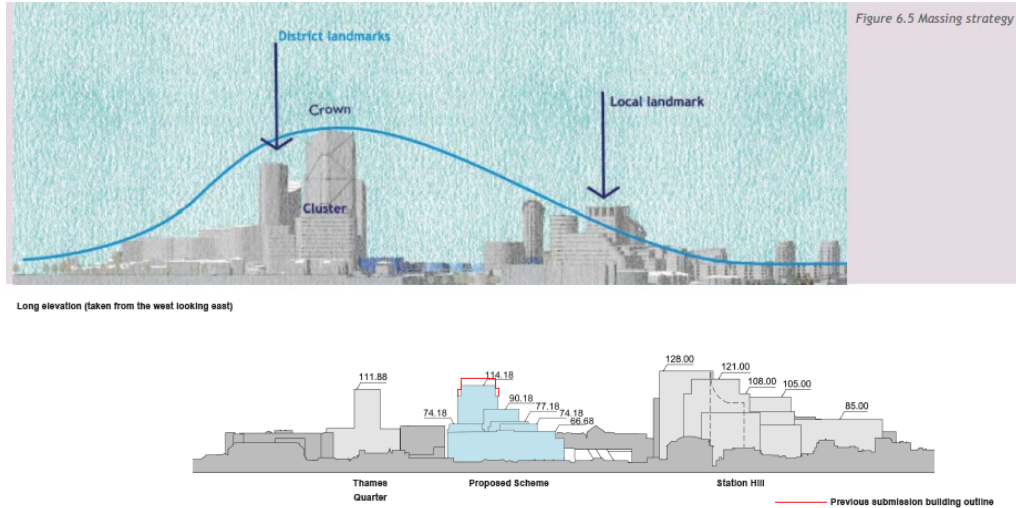


Figure 27 - Top: Figure 6.5 of RSAF (taken from the east looking west), with south of the station being the crown.
 Bottom: Extract from addendum DAS (taken from the west looking east) showing the revised massing in the context of Thames Quarter and a previous Station Hill massing - 192032 has since permitted a height of upto 163m AOD, rather than the 128m shown here)

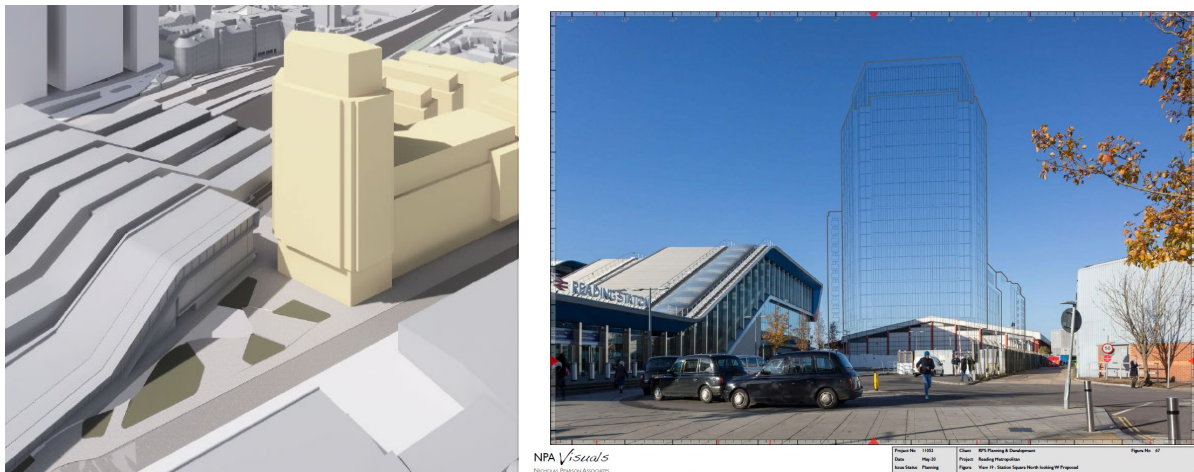


Figure 28 - Left: Extract from Addendum DAS showing Building A. Right: Proposed view 19 - Station Square North looking west from Townscape & Visual Resources Assessment (TVRA).

6.2.13 It is acknowledged that the proposed basement and 24 storey building represents a clear increase when compared with the 16 storey height approved under outline permission 110024 at the site in 2012. However, it is relevant to note that the 16 storey proposal was for office accommodation, up to 103.4m AOD, whereas this proposal is predominantly residential up to 114.18m AOD. Therefore, although there is an 8 storey increase, in real terms the increase in height is only 10.78m in practice. Moreover, it is considered that the proposed height is acceptable in itself within the present context, as demonstrated throughout this report.

6.2.14 Building A is also shown to accord with other component parts of Policies CR10. In particular, the proposal is considered to suitably avoid bulky, over dominant massing, with the Development Plot and Height Plan (see figure 25 and section plans / visualisations confirming - see figures 28, 29 and 30) that a sufficiently slender massing is proposed. The footprint of Building A is significantly less than that possible at Station Hill North or that subject to the current appeal at VCRP. Although the matter of Appearance is reserved for future consideration, from the

section plans and visualisations submitted (see figures 28, 29 and 30) it is evident that the proposed building has a clearly defined base, middle and upper sections, with indicative plans indicating that a suitable 360 degree designed building is proposed. There are some elements which cannot be confirmed at this juncture owing to the outline nature of the application, such as all Appearance related matters. The future Reserved Matters application will separately assess these important elements. In terms of other Policy CR10v requirements, other sections of this report comments on specific elements such as impact on views, impact on listed buildings/conservation areas, public realm, parking, energy efficiency, wind, day/sunlight and amenity matters. In short, the proposals are considered to comply with the policy at this outline application stage.

6.2.15 Accordingly, in overall terms, the height, scale and massing of Building A is supported and considered to evidently comply with policy and guidance. The proposed scale is however considered the maximum allowable within the context of the RSAF (in particular figure 6.5, as seen at figure 27 above) and the character/heights emerging through other permitted/under construction developments.

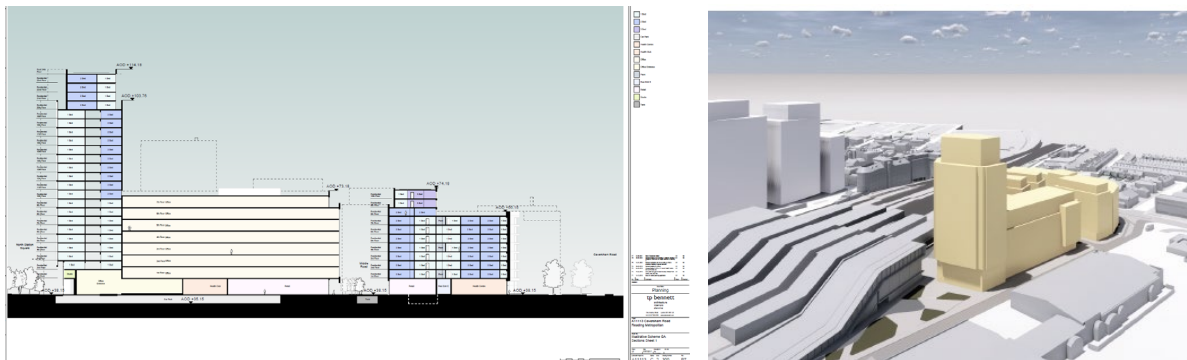


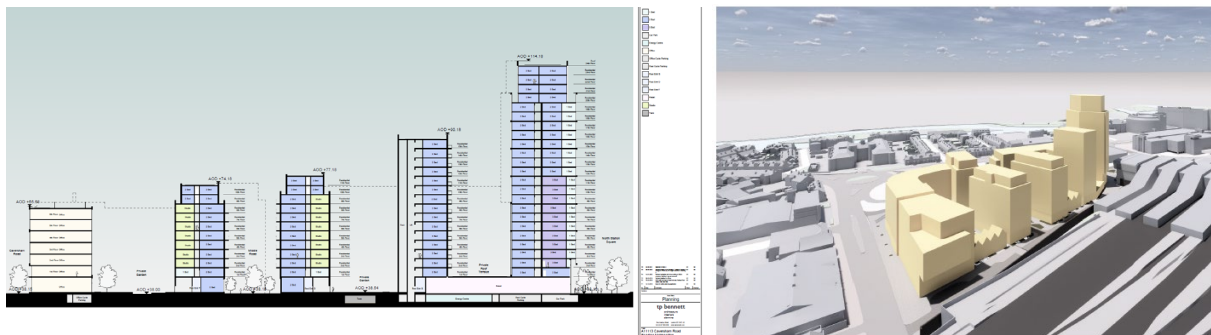
Figure 29 - Left: A11113C2200P7 Illustrative Scheme GA Sections Sheet 1, as received 28/06/2021. From left to right are Buildings A, C, E and G. Right: Extract from Addendum DAS by TP Bennett showing the proposed massing from a point to the north-east of the site (Station Hill massing in the background is not the latest approved massing under 192032)

6.2.16 Beyond Building A on the northern side of the site Building C is basement and 8 storeys in height, aligning with the envisaged benchmark height within Plot N8 (figures 6.8 and 6.9 of the RSAF, as shown above at figure 26). The proposal at this point is considered appropriate in response to being required to relate to the Avenue (east-west spine), not seeking to compete with the Building A massing (the architect has explained a “truck and trailer” concept approach to the massing at this point) and also being at a scale which does not compromise the neighbouring site to the north being developed (as per the Policy CR11viii requirements). In this latter regard, the 18.5m distance to the northern boundary (the width of the Avenue up to the footprint of the proposed buildings), combined with the proposed massing along the north side of the site, is sufficient to reasonably demonstrate that the proposals are part of a comprehensive approach to the sub-area.

6.2.17 Continuing west on the northern side of the site, beyond Building C, is residential Building E, which is marginally (1m) taller than Building C. As Building E is residential above ground level it totals 11 storeys, but the mass is satisfactorily reduced by the two uppermost storeys including a set-back. Although Building E is greater than the Plot N7 benchmark height (equivalent 7/8 residential floors), this is justified in design terms to assist framing the entrance to ‘Middle Street’, with the massing balanced with Building C opposite. Furthermore, the 11 storey element, although considered to be at the upper limit of acceptability at this part

of the site, is solely in a narrow stretch (meaning Building E is slender in itself and would not compromise the separate site to the north) of the Avenue frontage, with the massing soon reducing to the 8-storey (aligning with the benchmark) Building G, which wraps around onto Caversham Road. Accordingly, the massing along the Avenue as a whole is seen to be appropriate in gradually reducing to the west, whilst also not preventing the neighbouring VCRP site to the north from fulfilling the aspirations of Policy CR11.

6.2.18 Turning to consider the massing on the southern half of the site, it is firstly recognised that in addition to the Building A being a tall building, Buildings B and D also fall within the Policy CR10 definition of tall buildings by being residential blocks 16 (90.18m AOD) and 12 (77.18m AOD) storeys in height (see figure 30 below). Given the height of Building A, they follow the Policy CR10 approach of stepping down in height away from the station (also referenced in the RSAF) and are adequately spaced in order to create a coherent, attractive and sustainable cluster in themselves and, moreover, within the context of proposals south of the station. By locating these tall buildings (both of which are residential in use) on the south side of the application site, they are located away from other parcels of land within the Policy CR11e allocation in order to ensure they do not prevent the neighbouring site from fulfilling the aspirations of the policy. The general approach to reduce massing from south to north and east to west (as per Figure 6.10 of the RSAF) is also evident.



Proposed massing: aerial view from south west

Figure 30 - Left: A11113C2202P6 Illustrative Scheme GA Sections Sheet 3, as received 28/06/2021. From left to right are Buildings J (fronting Caversham Road), F, D, B and A. Right: Extract from Addendum DAS by TP Bennett showing the proposed massing from a point to the south-west of the site.

6.2.19 Building D, similar to Building A, has a clearly defined base (larger floor to ceiling height) and two set-back upper floors to mirror the Building A approach (on a smaller overall massing basis). In-between these two blocks Building B provides a transition in scale at 16 storeys and includes no setback on the upper most floors to provide contrast and variety in form to its neighbours. Buildings B and D are both slender in form, to assist them appearing as elegant additions to Reading’s skyline, whilst also being clearly subordinate to the primary tall building (Building A) next to the station. Buildings B and D are both considered to comply with the relevant sections of Policy CR10 at this outline application stage, with many of the component parts evidenced in other sections of this report (as previously referenced in relation to Building A too).

6.2.20 Further to the west, beyond Building D on the opposite site of Middle Road is Building F, which rises to 11 storeys. Whilst being greater than the Plot N7 benchmark height (equivalent 7/8 residential floors), it is considered appropriate for similar reasons as explained above in relation to corresponding Building E to the

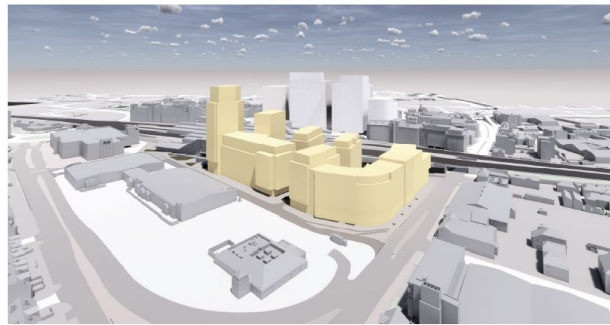
north. In addition, Building F continues the gradual reduction in scale from the station on the southern side of the site, being a storey lower than Building D. This then reduces further to the part 5/7 office Building J, as discussed separately below in the context of the western boundary. However, in terms of the east-west alignment on the southern side of the site, the pattern of decreasing scale to the west is maintained.

- 6.2.21 It is also recognised that the southern boundary (referenced as ‘Railway Walk’ and envisaged to largely be a pedestrian route) is also complimented by two blocks of townhouses. One set of townhouses is between Buildings F and J, while the other is further east between Buildings D and B. The contrasting scale (2 storeys with protruding roof forms) and form of these buildings is considered to bring a welcome contrast, enlivening the streetscene by providing houses with front doors straight onto the street and thereby assisting in creating a character of their own with a more domestic feel. The townhouses also serve a purpose of screening the two private residential courtyards, breaking down the mass of the other proposed buildings (therefore assisting in enabling better outlook/daylight/sunlight for occupiers and ‘breathing space’ within this street) and in themselves providing family-sized residential dwellings.
- 6.2.22 Turning to consider the western boundary of the site, the proposed height on the Caversham Road frontage broadly complies with the benchmark heights detailed within the RSAF (see extracts of RSAF figures 6.8 and 6.9 at figure 26 above). Plot N7 at RSAF figure 6.9 specifies a benchmark height of 6 commercial storeys, with proposed office Building J broadly according with this by being basement and part 5, part 7 storeys in height. Bearing in mind the general rule that 10 commercial storeys equate to 12 residential storeys (paragraph 6.22 of the RSAF), the residential benchmark height can be considered to equate to 7-8 storeys on the western half of the site. Along Caversham Road, the proposed height of residential Buildings G and H is 8 storeys, thereby aligning with the equivalent RSAF benchmark. In this regard it is also relevant that an illustrative proposal of the area at figure 14.8 of the RSAF shows a 7 storey building along the Caversham Road part of the site, rising to 9 storeys at the south-west and north-west corners (see figure 31 below). Accordingly, the proposed scale of Buildings G, H and J fronting onto Caversham Road broadly align with that anticipated within the RSAF.
- 6.2.23 It is also noted that the proposed scale on the Caversham Road frontage marks a contrast to the existing situation and the largely low-rise 2/3 storey traditional character to the west. Paragraph 6.29 of the RSAF recognises this, with a transition zone referenced so that building heights step down. Within the context of the application site Buildings G, H & J do step down in comparison with the 11 storey heights of Buildings E and F and tall buildings further east. Nevertheless, the contrast between Buildings G, H & J and those on the west side of Caversham Road and beyond to the west would be significant. However, as the Inspector noted in dismissing a proposal at Drew’s (71-73 Caversham Road, opposite the application site) in May 2021 (paragraph 15) “*Caversham Road forms a wide and assertive segregating boundary. This is confirmed by the Council’s policy work for the area*”. The tall buildings cluster boundary and the site allocation, as part of a major opportunity area, are referenced at this point. It is therefore considered that Caversham Road, an urban dual carriageway (part of the Inner Distribution Road - IDR) at this point, provides a suitable break which enables a significant change in scale to be considered appropriate. The IDR marks the change in character from town centre to the east (the application site) to the lower rise largely residential character (to the west), with this seen at other points of the IDR too. Accordingly, in overall terms the proposed massing on the Caversham Road frontage is

acceptable, albeit this is considered by officers to be at the very upper limits of acceptability owing to the character of the area to the west.



Figure 14.8 Perspective view from Caversham Road



Proposed massing: aerial view from north west

Figure 31 - Left: RSAF Figure 14.8 - Illustrative proposals showing the buildings fronting Caversham Road at 7 storeys, rising to 9 storeys in the south-west and north-west corners of the application site. Right: Extract from Addendum DAS showing 8 storey residential / part 5 / part 7 storey office building fronting Caversham Road (Station Hill massing shown in background is NOT the latest approved massing)

6.2.24 In overall terms the height, scale and massing has been carefully considered, maximising opportunities for the greatest height in appropriate areas and lowering it in more sensitive locations. A series of conditions will secure the height/scale/massing as shown.

Townscape/views

6.2.25 As part of the Environmental Statement the applicant has submitted a comprehensive Townscape & Visual Resources Assessment (TVRA). Additional information was submitted following requests by Historic England and an updated TVRA was submitted in June 2020, which took into account additional cumulative schemes at that time (which included the Drew's 71-73 Caversham Road scheme which was subsequently refused and dismissed at appeal). It is acknowledged that there is a degree of uncertainty with the interaction of the proposed development with a currently at appeal scheme (VCRP [200328]), under construction schemes (Station Hill North Plot G [192032]) and consented but not yet implemented schemes (29-35 Station Road [181930], plots A-D at Station Hill [192032] and the recently allowed on appeal scheme at 55 Vastern Road [200188]), all of which are material considerations in this assessment. Most pertinently, the Station Hill outline approval includes a maximum building height of Plot C at 163m AOD, whereas the TVRA submitted is based on a previous Station Hill permission whereby the maximum permitted height is 128m AOD.

6.2.26 However, based on the viewpoints and information provided, a selection of which are provided below in figure 32 (and, in terms of Station Square North see figure 28, and Station Square South see figure 13) it is considered that robust conclusions can be reached. The proposed development includes tall buildings which, due to their height and massing, would inevitably cause some visual obstruction. Indeed, the TVRA identifies a moderate adverse impact on a number of viewpoints including Caversham Road, Christchurch Bridge, Swansea Road and Station Square North & South. Importantly, no significant adverse impacts are identified. In townscape terms no inherent changes are identified in most cases and no major significant impacts are denoted. A minor adverse impact is identified from Caversham Road (due to the proximity of the tall buildings) and a minor beneficial impact from Vastern Road (mainly owing to the poor existing baseline).

6.2.27 In terms of cumulative impacts, the updated June 2020 submission provided a more detailed assessment, including consideration of the presently pending appeal VCRP scheme and recently allowed on appeal 55 Vastern Road scheme. In terms of the cumulative impact of the application proposal and VCRP, the impact from the Caversham Road roundabout is identified as having a major adverse cumulative effect. The TVRA reasonably concludes that this is largely owing to the VCRP proposal, given its closer proximity to the viewpoint (in comparison with the application proposal), its scale and massing. Bearing in mind the impact without the VCRP proposal is described in the TVRA as having a ‘lesser moderate adverse’ impact, it is accordingly considered that the proposed development should not be considered the major contributor at this point. In terms of 55 Vastern Road, no major adverse impacts have been identified when the application scheme and that proposal are considered.





Figure 32: A selection of proposed TVRA views: Caversham Road looking east and north-east; Victoria Recreation Ground looking north-east; Caversham Road roundabout looking south-east; De Montfort Road looking south; Christchurch Bridge looking south-west; Balmore Park looking south; Swansea Road looking south-east (note: Station Hill massing in the background is not the latest approved massing under 192032)

6.2.28 In short, officers concur with the applicant’s overall conclusion that the proposed buildings would complement the existing and potential future Reading town centre townscape. In particular, the latest approved (in comparison with the TVRA submitted) massing at Station Hill North (Ref 192032) reinforces this officer conclusion. The proposed massing, when considered against this backdrop, would in some instances assist in reducing the overall visual impact of the Station Hill site. Furthermore, in the majority of instances the separately proposed buildings would be discernible as individual forms, due to the spacing of buildings proposed, assisting in them adding to a sustainable cluster of buildings required by Policy CR10.

Effect on heritage assets

6.2.29 The proposals have been subject to input from both the Council’s (now former) Historic Buildings Consultant (see section 4.6 above) and Historic England - HE (see section 4.24). The Council’s Historic Buildings Consultant identified ‘less than substantial harm’ to the Grade II listed Station Building, based on View 20 of the TVRA submitted by the applicant (see figure 13 within section 4.6 of this report). Officers acknowledge this advice, but consider it pertinent that this specific

viewpoint is not explicitly identified in the RSAF. However, View 58 (from the junction of Station Road / Friar St looking north towards the station) does specifically focus on the listed station building and the application proposal will not be visible at this point, owing to existing buildings on the west side of Station Road. There is also a need to be mindful of this context at paragraph 6.13 of the RSAF, which recognises that:

“The approach to building massing should be dramatic, with a new cluster of taller buildings forming a new and distinctive skyline for the Station Area as a centrepiece of the centre”.

6.2.30 As such, it is inevitable that from some viewpoints the impact will be greater than others, with a reasonable approach being a focus on those specifically identified in the RSAF when reaching conclusions. It is also pertinent that HE did not focus on this heritage asset in their consultation response. Officers therefore consider that a very low degree of less than substantial harm is caused to the Grade II listed Station Building. This will be weighed against the public benefits of the proposals (see section 6.11 of this report), given paragraph 202 of the NPPF states:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.

6.2.31 It is recognised that the level of harm to the station building is in contrast to that reached in relation to the VCRP site to the north, which is subject to a current appeal (where a moderate degree of less than substantial harm was identified and has formed a reason for the Council seeking for that appeal to be dismissed). It is pertinent to identify the different contexts, in that the application site buildings will not be visible from view 58 of the RSAF (unlike the VCRP scheme), as shown in figure 33 below, and are not considered to offer bulky and overly dominant massing with no setbacks (again, unlike the VCRP scheme). Accordingly, officers are satisfied that a different approach in this instance is fully justified and that each application has been judged on its respective merits.



Figure 33 - View 58 of figure 7.2 of the RSAF & extract of view 10 from 200328 VCRP application at the neighbouring site (not part of this application) - From the junction of Station Road / Friar St looking north - the application site is NOT visible in this view, owing to the existing Station Road buildings and Thames Tower, whereas the VCRP is directly above the Grade II listed Station building - the wirelines are in relation to the VCRP scheme only and NOT the application proposal, but are provided here for information.

6.2.32 Both the Council’s Historic Buildings Consultant and HE identified less than substantial harm to the Market Place/London Street Conservation Area, with the upper most floors of Building A being seen at this point (see Figure 17 at section 4.24 for visual information). In addition, HE also identified less than substantial

harm on St Peter's Conservation Area (see Figure 17 at section 4.24 for visual information). In both instances, officers consider that a very low degree of less than substantial harm is caused. Again, these will be weighted against the public benefits of the proposals in the planning balance at section 6.11 of this report.

6.2.33 It is also recognised that Nos. 71-73 Caversham Road (the former Drew's building) is a locally listed building (non-designated heritage asset) and accordingly Policy EN4 applies. In this instance, whilst noting that the proposals on the western side of the application site (on the eastern side of Caversham Road opposite the locally listed building) would alter its setting in comparison with the existing arrangements, owing to their scale, the level of harm is considered to be limited and, moreover, the benefits of the development (as explained elsewhere) significantly outweigh this. It is considered that primary front and side elevations of the former Drew's building would continue to be appreciated as existing from viewpoints to the north and south. Furthermore, the proposed Avenue through the application site will also create new opportunities for the primary front elevation of the building to be viewed and appreciated, adding to its value and off-setting any limited harm from the west looking east towards the rear of Drew's, which would alter with the proposed development beyond it.

6.2.34 The significance of the other nearby locally listed building at 55 Vastern Road is, by virtue of the substantial distance involved (which includes the retail park in-between), considered to be unaffected by the proposed scheme. In a related matter, in terms of Policy CR9 (Terraced Housing in Central Reading) the proposals are considered too distant from Sackville Street, Vachel Road and Stanshawe Road (the nearest CR9 areas, all to the south of the site) to have a detrimental effect on the character of these areas.

Detailed design

6.2.35 As explained at section 2 of this report, the matter of Appearance is 'reserved' for later determination. Accordingly, it is not assessed as part of this application, despite the applicant submitting quite detailed 'indicative' elevation plans (provided solely for information on the final two pages of this report) and associated visual material within the DAS / Addendum DAS. Conditions are proposed to secure this.

3. Quality of accommodation for future occupiers

6.3.1 Generally, it is considered that a high standard of accommodation will be provided for future residential, office and other users of the proposed development. This section details the factors which collectively lead to this overriding conclusion.

Residential accommodation

6.3.2 Considering the residential accommodation first, the outline of each residential unit has been detailed on the plans, showing that the overall units are appropriately sized for the number of bedrooms proposed and are regular in shape, providing outlook in all cases, maximising dual aspect units and minimising single aspect north-facing units to under 3.5% of the total (1 unit per floor within Building E and 2 within Building G). As the full internal layout/location of bedrooms and living/dining/kitchen rooms has not been detailed on the floor plans submitted, this will be secured via condition as a Reserved Matter to ensure the future quality of accommodation. The protection of future amenity from separate future occupiers has also been carefully considered, with the layout of the buildings minimising

opportunities for overlooking between units at less than 20m distances (e.g. through a combination of inset and projecting balconies and generous spacing between buildings). There are some instances where the distance falls below this Policy CC8 referenced distance, but in such instances (e.g. inward face of Building E and the distance between Building D and Building F being 18m, reducing to 16m from balcony to balcony) overlooking would be at narrow angles or from balconies, thereby reducing the impact.

- 6.3.3 In terms of accessible and adaptable units, the applicant's addendum DAS has demonstrated that all residential units will be designed to allow for ease of adaptability to potentially meet M4(2) of the Building Regulations, as required by Policy H5e. This has been illustrated in the DAS and is therefore welcomed in principle, with a condition providing exact details prior to first occupation to ensure this occurs in practice. Moreover, in line with Policy H5f, the applicant details that 32 (14x studio/1-bed, 16x2-bed and 2x3-bed) wheelchair units (in line with Part M4(3)) will be provided. This equates to a 5.16% provision, in excess of the 5% policy requirement. Accordingly, this is welcomed too, although the exact location of the wheelchair units has not been specified, so exact details of the location and layout of these units will be secured via condition too.
- 6.3.4 Turning to consider water efficiency matters (as per Policy H5b) the applicant's Addendum Planning Statement identifies a series of measures, including grey water harvesting, green/brown roofs, SuDS measures and appliances to achieve the Building Regulations 36(3) standards. A variety of separate conditions (SAP assessments, landscaping details, SuDS) will ensure such measures are incorporated in practice. In light of the above, the proposals are considered to comply with the relevant Policy H5 criteria.
- 6.3.5 With regard to daylight matters, BRE has (as per section 4.17 above) confirmed that 152 of the 160 rooms analysed would meet the Average Daylight Factor test with the VCRP scheme in place. There are however some concerns regarding the methodology. In addition, no sunlight data has been provided, although BRE considers the layout will allow some sunlight and the VCRP scheme will have little impact as it is north of the site. In such circumstances, whilst based on the BRE advice it is clear that there is no scope to resist the proposals on this basis, officers consider it necessary to include a planning condition requiring a day/sunlight assessment of future residential units to be provided concurrently with the Reserved Matters application, given that the final Appearance details of the building (balconies, windows size and openings, window reveals, texture and colour of materials and any other protrusions) could all affect the ability of the rooms to receive light.
- 6.3.6 In terms of sunlight levels within the courtyard spaces and Station Square area, BRE detail (see figure 16 at section 4.17 above) that these areas will be relatively poorly served. This represents a shortfall of the proposed scheme, with BRE explaining it as a consequence of the high, closely spaced blocks. The applicant points to sunlight levels being far improved at the summer solstice, rather than the spring equinox commented on by BRE. As shown below in figure 34, 91.8% of the western courtyard receives at least 2 hours of sunlight on 21st June, with the eastern courtyard still being marginally below the 50% guide at 43.7%. The applicant considers the summer solstice as being a more appropriate measure, as the the spaces are more likely to be regularly used during the summer months. Officers accept that the amount of direct sunlight being received by the courtyards would be less than ideal, but not to an extent (when also considering the Station Square north public realm and significant financial contribution to open space

proposed) to resist the proposals on this basis; instead, in overall terms, the element of the scheme is considered to be adequate and the spaces would nevertheless fulfil their intended purpose.

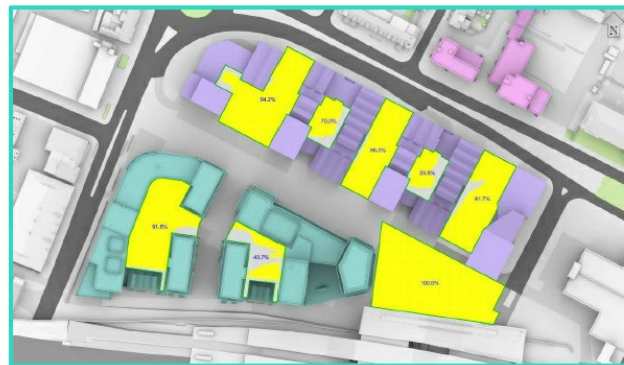


Plate 11 – Hypothetical massing and proposed Reading Metropolitan scheme – Available 21st June

Figure 34 - Extract from Point 2 daylight and sunlight assessment, received 28/09/2020

- 6.3.7 In terms of wind/microclimate considerations, BRE's independent reviews of the applicant's technical justification by the applicant's wind consultants, RWDI (see section 4.18 above) confirms that the methodology is robust. A series of amelioration measures are incorporated within the designs, such as screens, terraces, awnings and façade set-backs. These enable largely suitable ground level wind conditions to be produced around the base of the scheme buildings. There are some remaining questions regarding a localised area next to Building E (amongst other issues identified by BRE), so BRE and RWDI agree that further wind tunnel testing, secured via a planning condition (submitted concurrently with the Reserved Matters application), will provide more detail in due course to ensure the development provides acceptable living conditions for all future occupiers and users. However, the level and nature of information submitted to date is considered appropriate to generally demonstrate the proposals are policy compliant in this regard.
- 6.3.8 In terms of private amenity space for future occupiers, it is also relevant to note that a significant number of the residential units (at 2nd floor level and above) either include protruding or inset balconies, thereby providing small individual areas of private outdoor amenity space. Furthermore, two private courtyard amenity spaces are proposed, each including areas of play space as well as general amenity space for communal use (although there are some sunlight access concerns with the space, as noted earlier in this section). Further opportunities for shared public amenity space are provided across the development too, such as the Station Square North. Whilst such provision is generally welcomed (with play details secured via condition and public realm via s106), as per the RBC Leisure observations at section 4.11 above, the development fails to meet recommended benchmark guidelines for the provision of equipped/designated play space and other outdoor recreational activities which should be provided on site. Accordingly, an off-site financial contribution of £620,000 (equating to £1,000 per residential unit) towards public open space infrastructure improvements has been negotiated by officers with the applicant to offset this shortfall, to be secured via the s106 legal agreement.
- 6.3.9 Given the proximity of the site to the River Thames and Christchurch Meadows, this financial contribution could potentially contribute to the Local Plan Figure 10.2 (Appendix 2 - Infrastructure Delivery Schedule) Christchurch Meadows scheme, where a total capital cost and funding of £500,000 is specified to enhance sports

facilities including team sports, tennis and updated leisure facilities. The contribution could also potentially contribute towards a range of different boroughwide green infrastructure schemes, such as the Thames Parks Plan, Open Spaces Strategy or Play Requirements schemes. Accordingly, this contribution aligns with Policies EN9, CR11 and CC9 and will be secured via legal agreement.

6.3.10 With specific regard to the proposed townhouses, it is acknowledged that these appear somewhat diminutive adjacent to taller buildings and the railway retaining wall. However, a suitable quality of accommodation is still considered to be achieved within these dual aspect units, which include their own dedicated front/rear amenity areas. Although there will be a degree of overlooking into these units from the taller neighbouring blocks, none will be directly window-to-window and the neighbouring external terraces begin at second floor level, thereby ensuring none will be at the same level as the ground/first floor townhouses. Accordingly, a suitable standard of accommodation is provided for the future occupiers of the proposed townhouses.

6.3.11 A series of conditions will also seek to ensure that a suitable quality of residential accommodation is provided for all future occupiers. These include the transport-based vehicle parking, cycle parking, waste storage, travel plan and EV charging point conditions; the environmental protection-based sound insulation, plant/odours, contaminated land and air quality conditions; the crime prevention officer security strategy condition; and, Network Rail's glint and glare study condition. Furthermore, the removal of permitted development rights in terms of extensions and alterations to the commercial units proposed will also seek to manage any such proposal taking into account the amenity of residential occupiers at such a time. Hence, officers are satisfied that a satisfactory standard of residential accommodation will be achieved.

Office accommodation

6.3.12 In terms of the quality of the office floorspace provided, it is considered that the large open-plan floorplates, good levels of outlook and generous floor to ceiling heights would make them attractive to potential future occupiers. In addition, the location of the office spaces within the site, close to the north-east corner (the double height entrance is adjacent to the north station square and station entrance) and the south-west corner (with easy access onto both Caversham Road and to the station) are considered beneficial to their attraction. Furthermore, a series of supporting facilities are shown on the plans which give further indicators to the quality of the spaces. These include dedicated office cycle shower and changing spaces, generous reception spaces and roof terrace areas. Combined with the anticipated BREEAM Excellent sustainability level, as discussed elsewhere, the proposed office accommodation will be of a high standard. The provision of high-quality office accommodation as part of this accessible mixed-use redevelopment is considered to be a notable planning benefit of the proposed development.

Retail and community/health uses

6.3.13 With regards to the proposed retail and community/health uses, these are appropriately sized and shaped to be suitable for a variety of potential future occupiers. They are located on the key streets around the development, assisting in drawing passing trade. No definitive details of opening hours, mechanical plant, odour assessments, cycle parking, delivery and servicing and security details have been submitted, so will all be secured via condition. The public realm and CCTV

measures secured via legal agreement will also inherently assist the function of the retail and community /health uses proposed.

- 6.3.14 In terms of the community centre and health centre uses proposed, it has been agreed that these will be secured via S106 legal agreement, to provide a clear commitment that the units function for these specific purposes. The provision of such services (although the exact form of the health use is flexible - it could for example entail a GP surgery or dentist) is welcomed, given the significant increase in residential population at the site and in the central area as a whole. Whilst officers are mindful of the 2019 consultation response from the NHS clinical commissioning group (see section 4.27 above), which questioned the justification for a newly built 'health centre use', officers consider that the scale and nature of recently consented, under consideration and likely future development within central Reading means the likely need for such facilities is only going to increase and of a level which necessitates such facilities.
- 6.3.15 Furthermore, Policy OU1 supports such uses and paragraph 93 of the NPPF also requires planning decisions to plan positively for the provision of community facilities and other local services to enhance the sustainability of communities and residential environments. Furthermore, the anecdotal evidence of public consultation responses to this application also demonstrate at least a perceived need for local healthcare facilities to be provided alongside large-scale developments such as this. As such, officers consider that the provision of both a health centre and a separate community centre, as secured in practice via the s106 legal agreement, are a tangible planning benefit of the proposals. Put simply, the units will incorporate uses which will support and benefit the local and wider community. As such, they are strongly supported by officers and considered to be a particular benefit of the proposed scheme.
- 6.3.16 In overall terms the quality of accommodation for all possible future occupiers is therefore considered to be of a high standard and is welcomed, subject to a range of conditions and obligations.

4. Amenity for nearby occupiers

- 6.4.1 With regard to privacy and overlooking matters, the distance of the proposed buildings to the boundary of the site means no significant detrimental impacts are anticipated to existing or future occupiers. To the west, Buildings G, H & J are set back from the Caversham Road highway and when the width of this dual carriageway is taken into account, window-to-window distances with existing non-residential uses to the west are over 26m, beyond the 20m back-to-back distance referenced in Policy CC8. The width of the proposed west-east Avenue spine road means that the closest building on the northern side of the site is 16m from the boundary to the north of the site, meaning no significantly harmful overlooking / loss of privacy impacts will be experienced between the two separate sites. To the east and south the station square and railway lines mean no privacy/overlooking issues arise at these points.
- 6.4.2 In terms of daylight and sunlight impacts for existing nearby occupiers, the independent review by BRE (see section 4.17 above) concluded a negligible or minor impact, which officers consider to be appropriate. In terms of the impact of the proposals on possible future occupiers at the VCRP site, BRE acknowledge that the development is likely to block significant daylight and sunlight to this site. The adjacent VCRP landowner objects to the proposals, partly on this basis. However, within a high-density urban environment, as Policy CR11 promotes, it is recognised

that daylight/sunlight levels may not meet all of the BRE guidance requirements. BRE considers that it should still be possible, with careful daylight and sunlight design, for a scheme at the neighbouring site to include adequate daylight to the rooms on the southern side facing the application site. In terms of sunlight provision to the open spaces within the VCRP scheme, BRE conclude that 2 of the 3 spaces meet the guidance, with the deficiency being owing to a combination of the proposed development and the layout of the VCRP site. In this regard officers are satisfied that the impact is not so significant to warrant refusal of the application on this basis. Based on these conclusions it is considered that the proposals in overall terms comply with the general thrust of Policies CC8 and CR11viii, in particular in not preventing the neighbouring site in fulfilling the Policy CR11 aspirations.

- 6.4.3 Turning to consider visual dominance, overbearing and outlook impacts, whilst it is acknowledged that the proposals will result in an altered relationship for the existing low-rise residential areas to the north and west (in comparison with existing), the location of the tallest elements of the scheme adjacent to the station demonstrates that these are sited in the furthest away locations from existing occupiers, so as to reduce the dominance of the scheme in the surrounding area. It is acknowledged that the changes in scale across the site in comparison with existing result in a degree of visual dominance and overbearing, but some such impacts would be anticipated on any development proposal which seeks to accord with the Policy CR11 vision and objectives. In overall terms it is considered that no visual dominance, overbearing and outlook impacts would be considered to occur to such an extent to warrant refusal of the scheme on this basis. In terms of possible future occupiers at neighbouring sites within the CR11e sub-area being subject to detrimental visual dominance, overbearing and outlook impacts from the proposed scheme, the setback of built form from the northern and eastern boundaries provides a suitable relief and 'breathing space' between any possible future relationships. In the context of the anticipated future high-density urban environment, this has led to your officers concluding that no significant adverse impacts would occur in these terms and the proposed scheme has been developed so as to not prevent the neighbouring sites from fulfilling Policy CR11 aspirations in these regards.
- 6.4.4 In terms of noise and disturbance, vibrations, artificial light, dust and fumes, smell, and crime and safety considerations, a series of planning conditions, as per the Recommendation box above (including specialist input from Environmental Protection, Transport Planning, Ecology, Network Rail, Thames Water, Environment Agency and the Crime Prevention Design Advisor, amongst others) all seek to ensure that the amenity of existing and future nearby occupiers will not be detrimentally impacted by the proposed development. In short, subject to these conditions being secured, the proposals are satisfactory in these regards.
- 6.4.5 With regard to wind/microclimate matters, BRE's independent reviews (see section 4.18) have also considered the impact on existing/future nearby occupiers, particularly analysing the impact of cumulative schemes in the area. BRE confirms that UK best-practice methodology has been used by the applicant's wind consultant, RWDI and a series of amelioration measures are included as part of the scheme. Both BRE and RWDI agree that some further wind tunnel testing is required to ensure that some relatively minor matters are further considered and therefore this will be secured via planning condition to ensure that amenity is safeguarded for both existing and future nearby occupiers.
- 6.4.6 Subject to a series of conditions, the proposals are therefore considered, in overall terms, to not cause a detrimental impact on the living environment or existing or future residential properties / occupiers. More specifically, in amenity terms the

proposals have demonstrated that they will not prevent neighbouring sites from fulfilling the Policy CR11 aspirations either.

5. Transport, including access

- 6.5.1 In line with the observations at section 4.1 and Appendix 2 of this report, from a transport perspective the proposals are considered to be acceptable. This is subject to a number of necessary conditions and s106 obligations, as listed within the Recommendation box at the outset of this report. For the purposes of brevity, each transport and access matter is not repeated here.
- 6.5.2 However, it is particularly pertinent to note, in the context of Policy CR11viii) where there is a need for the development to demonstrate that it is part of a comprehensive approach to the CR11e sub-area, that the applicant has demonstrated a willingness to engage with a process which prevents both the application site and the Vastern Court Retail Park (VCRP) site delivering separate east-west spine roads adjacent to one another. It is relevant to initially note that when RSAF figure 8.6 is overlaid with the proposed footprints of both sites (see Figure 35 below) that the route is largely within the application site.



Figure 8.6 Framework for the Northside area

Figure 35 - Extract of RSAF Figure 8.6 - application site & VCRP proposals overlaid

- 6.5.3 At present an east-west spine route is proposed along the 'Avenue' (northern edge of the site), connecting Caversham Road to Trooper Potts Way. In the VCRP proposal (Ref 200328, see relevant history above), a broadly similar arrangement is proposed close to the southern edge of that neighbouring site. Officers consider it unacceptable that two separate roads, virtually adjacent to one another, occur from the two sites. This would be poor urban design and an inefficient use of land, resulting in a vast area being given over to vehicle circulation that will act as a barrier to pedestrians crossing from one side of the Avenue area to the other and a general perception of dominance of vehicle movements over pedestrians.
- 6.5.4 Accordingly, the applicant has worked up two options. One is whereby the west-east Avenue spine road is delivered within the application site, with access points to the north linking in with the proposed highway network within the VCRP development proposals. A separate plan has been provided showing the opposite arrangement; detailing the VCRP east-west route, with this including an access point to the south to connect with Middle Road within the site and then merging into application site route to the east of Building A. Such an option has been shown not to alter on-street parking within the application site boundary. The applicant has agreed to the principle of whichever developer is first to construct the spine

road is agreeable to permit access to the adjacent site, avoiding the need for parallel service roads. Given the inherent complexities around such an arrangement, such details will be secured via the s106 legal agreement, with the principles detailed within the Recommendation and transport observations (see Appendix 2 to this report). Officers, mindful of the CR11viii) stipulations, consider that the approach agreed in principle by the applicant, is an appropriate mechanism to demonstrate that these proposals are policy compliant in this regard.

6. Trees, landscaping and ecology

- 6.6.1 As per the observations supplied throughout the application from the Natural Environment Officer, summarised at section 4.5 of this report, there were a number of concerns raised in respect of the originally proposed loss of a number of trees along Caversham Road. During the course of the application, a further category 'B' tree (T3) has been retained in the revised proposals. The development does not fully respect this tree in that future pruning will be required to allow for construction and thereafter repeat pruning will be required to maintain clearance from the building. Development should seek to allow space for the current canopy, and future growth, of retained trees and avoid pressure to prune or fell due to proximity and associated concerns, e.g. light, nuisance issues, direct damage from branches. However, in the case of this application, in overall terms it is considered that, although regrettable, the future pruning of this tree and the loss of other trees is outweighed by the wider planning benefits of the proposed development.



Figure 36 - HED.1354.100 Rev P7 - Caversham Rd
Illustrative Landscape Masterplan - as received 24/02/2022

- 6.6.2 The proposed soft landscaping arrangements across the site more generally are considered to be broadly positive although full details will be secured via condition. Of particular importance will be the hard/soft landscaping arrangements within the remodelled Station Square North, directly outside the station entrance. This existing area is somewhat basic in nature and was always anticipated to be improved by the proposed development. Whilst a proposed scheme has been worked up by the applicant (see figure 36 above), in light of there being a multitude of potentially conflicting interests to resolve, the exact details of the configuration and layout of the space will be secured via condition. A number of matters have arisen through the consultation responses from BRE wind/microclimate, the Crime Prevention Design Advisor at Thames Valley Police, RBC Emergency Planning, Network Rail and RBC Licensing, as well as the key CR11 objective to facilitate greater pedestrian and cycle permeability on the key north-south route (also bearing in mind the CR11viii) requirement for the development being part of a comprehensive approach to the sub-area) which means the layout currently shown is likely to require further design development. To enable all competing demands to be taken into account it is considered both reasonable and

necessary for further/fuller details to be secured via condition. The delivery of the remodelled Station Square North will be a considerable public benefit of the scheme, given the considerable footfall and gateway location of the space. There are also a series of other conditions recommended by the Natural Environment Officer, which are all duly considered necessary and relevant to be secured as such.

- 6.6.3 The Council's Ecology consultant is satisfied with the proposals subject to a series of conditions, as detailed within the consultation response at section 4.9 of this report.

7. Sustainability and energy

- 6.7.1 In terms of energy and sustainability matters, Element Energy has reviewed the information submitted by the applicant on behalf of the local planning authority. As per section 4.10 of this report (which also summarises the strategy), following a series of revisions, Element Energy has confirmed that the proposals are policy compliant in these regards.
- 6.7.2 Most significantly, there was a fundamental change in approach from the originally proposed gas-fired CHP approach to an electrified heat supply via communal heat pumps approach. The scheme is anticipated to meet at least the minimum 35% reduction in carbon emissions over Part L, with a carbon offset payment secured via the s106 legal agreement. Based on the report submitted the financial contribution was estimated to be £190,800, but this is subject to possible change based on the two SAP assessment conditions required, whereby further detail will be provided to arrive at an accurate final figure (as per the Sustainability SPD approach). For example, the design stage SAP assessment will be pre-commencement (barring demolition) so the applicant can explore whether open-loop ground source heat pump (GSHP) and water source heat pump (WSHP) technologies can be used rather than the presently proposed air source heat pumps (ASHPs) serving a communal heat network, as per the Element Energy feedback.
- 6.7.3 It is also pertinent to note that the scheme has been designed to accommodate a future connection to a wider district heating scheme. This is particularly relevant given the site is part of a cluster area suitable for town centre heat network scheme. Furthermore, the Council is also presently progressing the feasibility of a scheme which will centre on sites north and east of the station, including the application site for a heat network, utilising heat from water in the River Thames. Accordingly, the scheme already being future-proofed in this manner is encouraging. Finally, it is noted that PV (photovoltaics) has been proposed during the course of the application, but is not shown on any of the plans submitted, so design details will be secured via condition. This series of conditions and s106 requirements ensures the proposals are fully policy compliant.
- 6.7.4 In terms of the BREEAM assessments for the non-residential components of the scheme, the pre-assessment ratings were increased during the application from 'Very Good' to 'Excellent', complying with Policy CC2. This will be ensured by the standard interim and final BREEAM certification process, secured via condition. Separate assessments will be required in relation to the office, retail and community/health uses within the relevant phase of development (in line with the Sustainability SPD and relevant policies).
- 6.7.5 Accordingly, in overall terms the sustainability and energy credentials of the proposals have been independently verified on behalf of the local planning

authority to be policy compliant, subject to conditions and s106 requirements. This is strongly welcomed as another tangible planning benefit of the proposals.

8. Flooding and SuDS

- 6.8.1 The application site is within Flood Zone 2 and the Policy CR11e site allocation specifically references that development should take account of mitigation required as a result of a Flood Risk Assessment (FRA). This specifies a series of mitigation measures proposed to ensure the development reduces flood risks, as required by Policy EN18. For example, all residential floor levels are proposed to be 300mm above the estimate flood level for an event with a probability of 1.0% + 25% allowance for climate change. The entrance level into the basement car park is also set at this level. As a consequence the proposals have reduced flood risk on site in this regard.
- 6.8.2 In addition, the proposals result in an increase in flood storage volumes across the site, in comparison with the existing situation, thereby reducing the risk of flooding as a consequence. Other measures include a flood management and evacuation plan being provided to residents and other users (the main evacuation route is to the east), with normal safe access to/from the site via the station underpass or Caversham Road. It is considered that the FRA has sufficiently demonstrated that the proposed development will reduce flood risk, with a compliance based condition securing the measures stated to be implemented in practice.
- 6.8.3 With regards to SuDS, the officer level response as the Lead Local Flood Authority are summarised at section 4.12 of the report. In short, whilst the principle of drainage strategy is accepted, given uncertainty regarding the precise access (e.g. the exact form of the west-east spine) and the submission itself noting elements which will be developed at detailed design stage, the exact SuDS strategy will be secured via a pre-commencement (barring demolition) condition. This approach is also considered appropriate in light of the separate consultation responses from the Environment Agency (section 4.23), Network Rail (section 4.26) and Thames Water (section 4.30), who all provide comments on matters which could also filter into the final SuDS strategy for the site.

9. Other Environmental Statement matters

- 6.9.1 The application is accompanied by an Environmental Statement (ES) which has been assessed as part of the submission and within this report. Furthermore, during the course of the application an addendum ES was submitted, reflecting changes made to the scheme and the altered local policy context, facilitating the submission of a series of update documents. It is confirmed that the ES is considered to be sufficiently comprehensive to allow assessment of the likely impact of the development on the site and its surrounds. The majority of the specific sections of the ES have been considered in earlier sections of this report.
- 6.9.2 An exception is directly detailing community and socio-economic impacts. This forms a specific chapter of the ES, where the applicant identifies the construction phase effects and the effects once the development is operations. Considering first the impacts during construction, the applicant has identified a range of benefits, such as direct job creation and trickle down effects through the extended supply chain. It is also identified that the greater local population during construction will result in local expenditure growth. Moreover, a series of long term social and economic effects are identified once the mixed use development is operational. This ranges from population, employment and expenditure growth, as well as the

provision of on-site affordable housing, health and community floorspace. Furthermore, the proposals will improve routes / access to the station, providing a positive amenity benefit to those living, working and visiting the area in this regard.

- 6.9.3 In overall terms, the information provided within the ES is considered to be robust, subject to the planning conditions and obligations referenced throughout this report.

10 Other matters - Archaeology, Fire, S106 matters & Equality

- 6.10.1 Archaeology - In line with the Berkshire Archaeology comments at section 4.15 of this report, an archaeological field evaluation will be secured via condition.

- 6.10.2 Fire Safety - In terms of fire safety and high-rise residential buildings, the proposals include a number of gateway 1 (18m / 7 or more storey) buildings. However, guidance requiring a fire statement and statutory consultation with the Health and Safety Executive only applies to full applications from 1 August 2021. As an outline application submitted prior to this date there was no statutory consultation requirement with HSE or submission of a Fire Statement. Nevertheless, the applicant submitted an outline Fire Strategy at the outset of the application in 2019. In addition, Berkshire Fire and Rescue was formally consulted on the application and a summary of the response received is detailed above at section 4.16.

- 6.10.3 Whilst it is considered that the outline strategy provides a good general level of detail, it does not cover all of the areas required of a fire statement had the application been submitted in full after 1 August 2021. Moreover, it is based on the initially proposed scheme, rather than the amended revised proposals. Finally, it is relevant to note that as Appearance matters are Reserved Matters, the choice of materials could have a significant impact on the fire strategy. With this context in mind, it is considered necessary for a fuller fire statement to be required via condition. At this point it will be anticipated for the HSE to be consulted as well as Berkshire Fire and Rescue, to ensure the consideration of fire safety matters as they relate to land use planning are incorporated at the planning stage for a scheme comprising a series of high-rise buildings.

- 6.10.4 S106 Legal Agreement - The vast majority of elements to be secured via s106 legal agreement, as per the Recommendation at the outset of this report, have already been detailed in earlier sections of this report. One matter not explicitly referenced is the requirement to secure an Employment and Skills Plan (ESP) for the Construction and End User phases of the development. This is required in line with Policy CC9 and the Employment, Skills and Training SPD. The applicant has not yet indicated whether this will take the form of an actual ESP to be progressed by them on site, or payment of an equivalent financial contribution, as per the SPD formula. The legal agreement will be worded flexibly to enable either eventuality.

- 6.10.5 It is considered that each of the obligations referenced within the Recommendation section of this report would comply with the National Planning Policy Framework and Community Infrastructure Levy (CIL) in that they would all be: i) necessary to make the development acceptable in planning terms, ii) directly related to the development and iii) fairly and reasonably related in scale and kind to the development. These Heads of Terms have been agreed in principle

by the applicant in February/March 2022 and therefore a S106 Legal Agreement is in the process of being prepared to secure these matters.

6.10.6 Equality - 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, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. It is considered that there is no indication or evidence that the protected groups have or will have different needs, experiences, issues and priorities in relation to this particular application.

11 Overall Planning Balance

6.11.1 The application is required to be determined in accordance with the development plan unless material considerations indicate otherwise, as per Section 38(6) of the Planning and Compulsory Purchase Act 2004.

6.11.2 In this instance the harmful impacts of the proposed works need to be weighed against the benefits. On the basis of the assessment above harmful impacts include less than substantial harm caused to the Grade II listed Station Building, Market Place/London Street and St Peter's Conservation Areas, the loss of a number of existing street trees along Caversham Road, a lack of sunlight to the proposed private courtyard areas and an overall shortfall in the provision of open space, specifically equipped/designated play space and other outdoor recreational activity space.

6.11.3 The harmful impacts of the development need to be weighed with the benefits of the proposals. It is initially identified that the proposal seeks the redevelopment of an allocated site within a major opportunity area, located in a highly accessible and sustainable location immediately adjacent to Reading mainline railway station and bus stops. The site has been vacant for over 4 years and therefore presently fails to make efficient use of what is evidently an important site for the Borough.

6.11.4 The proposals would contribute towards providing a high-density mix of uses as Policy CR11 requires. More specifically, the policy promotes mixed-use redevelopment, to include ground floor retail and related uses, and offices and residential at upper floors, which the proposals align with. The proposed 620 residential units is recognised as a significant number equating to almost a whole year of future supply for the Borough. Nevertheless, it is also identified that the Borough has a five-year supply of housing and such a high quantum of housing is not essential to meet the future needs of the borough. More specifically however, the on-site provision of 98 affordable housing units and the negotiated deferred contribution mechanism, in the context of a challenging viability climate, is robust and strongly supported. Furthermore, the provision in excess of the guidance 5% 3-bed family units is another tangible benefit. Both the residential and office accommodation would be of a suitably high standard. Furthermore, the provision of both a health centre and a separate community centre, as secured in practice via the s106 legal agreement, are tangible planning benefits of the proposals by including uses which will support and benefit the local and wider community.

6.11.5 The proposals would also help facilitate greater pedestrian and cycle permeability as Policy CR11 requires. This is achieved through the east-west and north-south routes through the site, which will connect into the wider area and also the proposed remodelled Station Square North. The proposed uses will to 'activate' the streets and connect to the remodelled Station Square North, which provides a

significant area of public on-site open space. The development will successfully and positively knit into the existing and potentially future urban grain, movement patterns and infrastructure to deliver what is considered to be a proposal which in overall terms meets the NPPF objective of achieving sustainable development.

6.11.6 With specific reference to the less than substantial harm caused to the Grade II listed Station Building, Market Place/London Street and St Peter's Conservation Areas, mindful of paragraph 202 of the NPPF, it is considered that the public benefits of the proposal outweigh the heritage harm. These include the regeneration of the existing site, the remodelled Station Square North, the community and health centre uses and affordable housing contributions.

6.11.7 As such, officers conclude that the conflicts with the development plan are outweighed by the benefits of the proposals in this instance. Officers have applied a suitable planning balance when reaching this conclusion.

7. CONCLUSION

7.1 The proposals are considered to be acceptable within the context of national and local planning policies, as detailed in the appraisal above. As such, outline planning permission is recommended for approval, subject to the recommended conditions and completion of the S106 Legal Agreement.

Appendix 1 - summary of changes to the scheme since submission

- 1.1 To clarify and briefly summarise the changes made during the lifetime of the application, when the application was originally validated in April 2019, the description of development was as follows:

Outline application considering access, landscaping, layout and scale involving the demolition of all existing buildings and structures (Classes B1a & B2) and erection of new buildings ranging between basement and 2 - 25 storeys in height, providing 658 (79 x studio, 227x1, 335x2 & 17x3-bed) residential units, office accommodation (Class B1a), flexible ground floor Class A1-3 uses, a community centre (Class D1), health centre uses (Class D1) and various works including car parking, servicing, public and private open space, landscaping, highways, pedestrian and vehicular access and associated works. This application is accompanied by an Environmental Statement.

- 1.2 In 2020, following officer feedback, the applicant submitted a revised proposal and submitted a range of documents in support of its altered proposal, including an addendum Environmental Statement. This facilitated a formal period of public re-consultation on the application in July 2020. In comparison with the original proposal, the main changes were summarised at the time as follows:

- A reduction in the number of residential units/houses from 658 to 620;
- Changes to the proposed residential mix, as shown in table A1 below:

Table A1 - changes in residential mix

Original proposal April 2019	Type of residential unit	Re-consultation scheme in July 2020
79	Studio	74
227	1-bedroom	194
335	2-bedroom	320
17	3-bedroom	32
658	Total number of residential units	620

- The removal of on-site affordable housing (original proposal included 97 on-site units; July 2020 proposal = 0), with viability information submitted.
- Building A reduced in height by 9 metres (from +123.18m AOD to +114.18m AOD). The building has been reduced from basement and 25 storeys, to basement and 24 storeys. The original proposal comprised a basement floor, 1 x retail, 6 x office and 18 x residential floors (basement and 25 storeys). The revised proposal substituted 8 x residential floors of 3 m (24m) for the previous 6 office floors (6 x 4m = 24m) i.e. no change in height. This results in only 1 floor difference when floors are counted.
- Relocation of office floorspace from Building A to Building C;
- Relocation residential floorspace from Building C to Building A;
- Building C reduced in part by 1 storey (from +74.18m AOD to +73.18m AOD) at its western end.
- Building C is increased in part by 1 storey (from +69.18m AOD to +73.18m AOD).
- The footprint of Building C has been slightly increased to the rear courtyard;
- The footprint of residential Building B has been slightly reduced at upper levels;
- The introduction of a double height office entrance at Building A, leading into the connected Building C at ground level;

- Revised locations for the proposed health facility (from fronting onto Caversham Road to fronting onto the northern boundary) and community space (vice versa);
- Phase 1 basement layout revised, including a cycle/service lift for all floors and basement cycle facilities with access now proposed from Middle Road;
- Changes to the overall floorspaces per use proposed, as shown in the comparison table A2 below

Original proposal April 2019	Type of residential unit	Re-consultation scheme in July 2020
58,544	Residential	55,451
16,574	Office	19,730
1,889	Retail	1,762
772	A1/2/3 or D1	706
2,347	Basement car park	2,300
80,126	Total	79,949

- The Avenues cycle lanes have been widened in each direction together with altered cycle connections to Caversham Road;
 - Tiger crossing (a Zebra crossing that also includes additional cycle crossing facilities) across the Avenue re-sited to align with the proposed Reading Station Park.
- 1.3 In late June 2021 a number of further revisions to the scheme were made, following further feedback and discussions with the applicant, summarised as follows:
- Re-introduction of on-site affordable housing, comprising 98 units within Buildings G & H
 - Whilst the number of residential units proposed did not alter, the mix was amended to alter two studio units into 1-bed flats, reducing the total number of studio units from 74 to 72 and increasing the number of 1-bed units from 194 to 196.
 - Alterations to the phasing plan
 - Altered access and location of cycle entrances to office Buildings C & J and Building A.
 - Revisions to the cycle lane along The Avenue.
 - Alterations to the emergency Network Rail access off Caversham Road.
 - Alterations to the proposed surface level disabled parking bays.
- 1.4 In February 2022 the 3.5m wide carriageway between advisory cycle lanes on 'The Avenue' was increased to 4m to reflect changes between the design standards in LTN 02/08 (now superseded) and LTN 1/20 (the latest design standards).
- 1.5 The revisions to the scheme in 2021 and 2022 were not considered to be of a nature which required formal public re-consultation, although comments could continue to be made during this time (and were received in 2021).

Appendix 2 - RBC Transport Development Control observations in full

- 2.1 The Transport Development Control section has provided a series of comments throughout the lifetime of the application, with the comments below being the final version of comments, as received in February 2022. The scheme has been amended to take into account various transport-based comments during the application, which accounts for various references to revised plans below. It is initially advised that the proposal is a comprehensive redevelopment of the site which was the subject of a previous outline permission in 2012. It is noted that the proposal includes changes to the land located adjacent to the railway line and the red line plan was revised to include all the land in question (an appropriate approach).
- 2.2 Given the scale of the proposal, a Transport Assessment (TA) has been submitted to accompany the application. This is acceptable and the Transport Development Control Manager comments on this as follows:
- 2.3 Pedestrian links - The site is currently impermeable for pedestrians. Pedestrians wishing to travel between the north side of Reading station and roads to the west of Caversham Road are required to detour via Vastern Road. There is pelican crossing on Caversham Road, on the western boundary of the site immediately south of Northfield Road.
- 2.4 The improvements to Reading railway station that were completed in 2014 have enhanced connectivity between the area north of the station and Reading town centre towards the south of the station, through the provision of a new [pedestrian] underpass and overbridge through the station. This has significantly reduced the journey time for pedestrians since the 2012 consented scheme for accessing the town centre area, as previously pedestrians were required to walk via A329 Vastern Road and Forbury Gardens or under the IDR Caversham Road railway bridge.
- 2.5 The public realm outside the railway station's northern entrance along Trooper Potts Way has also been significantly improved since 2012, with footway provision on both sides of the carriageway along Trooper Potts Way commensurate with dropped kerbs and tactile paving at all informal pedestrian crossing points. This will benefit site users accessing the new bus stops (NA, NB, NC, ND and NE) for the station and those travelling towards northern destinations including the Thames Path and Christchurch Bridge (for Caversham).
- 2.6 There have also been significant improvements to the A329 Vastern Road / Trooper Potts Way junction, which previously did not provide a pedestrian crossing over the A329 due to the presence of a central reservation. As part of the Reading railway station northern entrance completion, a signalised pedestrian crossing has been provided across Trooper Potts Way and across the A329 east of the junction, with dropped kerbs and tactile paving. This has enhanced the safety of pedestrians leaving the site's eastern access point and crossing the dual carriageway which experiences high traffic volumes.
- 2.7 Christchurch Bridge was completed in September 2015 and provides a pedestrian link over the River Thames between the Thames Path near Lynmouth Road and Christchurch Meadows. This will reduce the journey time for site users to reach Caversham than the 2012 Outline Permission from the site's eastern access, via Trooper Potts Way and Norman Place.

- 2.8 The Council's adopted Policies requires improved pedestrian /cycle links between the Town Centre Area and to the north via Christchurch Bridge. It had previously been identified that the internal site layout includes the provision of an uncontrolled pedestrian crossing, and to promote the north / south link this should be provided as a controlled crossing i.e. a tiger crossing to help promote walking and cycling. A revised drawing has been submitted that identifies an indicative tiger crossing that would secure this link which in principle is acceptable. However, to ensure that the crossing is suitably positioned the applicant has suggested that the detailed design of the tiger crossing and the on-site public realm, taking into account design development of the Aviva site, is dealt with by way of a condition. The Transport Development Control Manager is content with this approach. In addition a further tiger crossing is proposed in the centre of the site which in principle is acceptable subject to the future development to the north. Again, this would be subject to a detailed design, controlled via condition.
- 2.9 It is noted that a revised landscape masterplan has been submitted that illustrates the planting along Caversham Road to be within the application site and not on the Public Highway. Submitted plans also illustrate doors opening outwards; however, this is not in accordance with Section 153 of the Highways Act 1980. The Transport Assessment Addendums have stated that this has been addressed however the revised drawing still illustrates doors that open outwards. However, this detail can be secured via condition.
- 2.10 Pedestrian ramps are provided from ground floor level to the podium amenity areas, it has been confirmed that none of the ramps will exceed 1:20 and revised plans have been submitted. However, the gradients for all the ramps is still not confirmed on these plans and therefore a condition will ensure this.
- 2.11 All proposed trees have been positioned so as not to obstruct the footways. They are positioned close to the carriageway edge, but the stems of the trees will have a clear stem height of 3.5m when planted, which after 5 years will be a clear stem of circa 4.5m and is therefore deemed acceptable.
- 2.12 Cycle Links - Within the town centre and in the vicinity to the site, there are several signed cycle routes, the closest of which being on Vastern Road and Caversham Road.
- 2.13 There was a cycle hire scheme located to the north of the station building and the ability for this should be retained. Revised drawings were submitted to identify their relocated position and this has been deemed acceptable. The completed Christchurch Bridge across the River Thames is appropriate for cyclists and forms part of the North Reading designated cycle route, enabling a shorter journey time to reach Caversham and other northern suburbs of Reading. It links to National Cycle Network Route 5.
- 2.14 A signalized pedestrian crossing is located on Caversham Road adjacent to the site south of Northfield Road. The proposals include an upgrade to the current pedestrian crossing to include signal controlled crossings for cyclists. The principle of this is deemed acceptable given that this will improve access to the north and west for cyclists. A revised design has also been submitted (drawing ref 23061101-SDG-HGN-100-DR-D-01011, sheet 8 of 11) which shows the full extent of the crossing and the applicant has stated that the details of the proposed changes can be controlled as part of the S278 /38 highways agreement. Accordingly, this will be specified within the legal agreement.

- 2.15 The site is currently surrounded by cycle routes that mainly provide routes to and from the West and the North. The proposal includes a cycle route at the western boundary linking to the signalized crossing on Caversham Road. However, to ensure that the proposal provides joined up connections with the existing cycle network, a dedicated east - west cycle link through the site should be provided that connects Caversham Road / Northfield Road crossing facility with the proposed indicative tiger crossings within the application site that provides the north - south link.



Figure A - Extract of figure 11.11 of the RSAF - indicating the potential east-west cycle link

- 2.16 The applicant has previously stated that they are satisfied that the low volume of expected traffic and associated speeds does not require dedicated provision for cyclists within the site apart from the contra-flow lane at the western end. However, new dedicated cycle facilities are required to fit together existing parts of the cycle network to make it a comprehensive network that allows residents of Reading to utilize cycling as an alternative mode of travel. This is also an important aspect for the development given that the vast majority of residents will be reliant on alternative modes. The modal share of trips highlights that the development will generate 581 cycle movements and 3,701 pedestrian movements per day and this does not account for the 3,149 movements that would be by train and would require pedestrian movements to the station to the south. It should also be stressed that these figures are solely generated by the development and do not include movements that would only be travelling through the development. An east / west dedicated cycle link through the site would provide connectivity to the north / south link to the east of the site connecting access to the town centre to the south and Christchurch Meadows to the north as well providing access to the west and north via the Northfield Road crossing connecting the site with schools, leisure, Caversham Centre, commercial buildings.
- 2.17 The applicant has now submitted revised drawings illustrating an advisory cycle lane for east and west flows. These drawings leave an available carriageway width of (following revisions in February 2022) 4m complying with DfT document Local Transport Note 1/20, which is the National design standard. This states that the minimum central carriageway should be provided at 4m with 2m wide cycle lanes provided where they would run alongside parked vehicles. The proposal complies with these guidelines, which will also aid in reducing traffic speeds through the development. The 4.0m central carriageway width is accepted only where Annual Average Daily Traffic flow <4000 vehicles and/or peak hour <500 vehicles with

minimal HGV/Bus traffic. The development would generate 377 daily vehicle trips, with 33 vehicles movements in the AM Peak and 48 in the PM Peak, with minimal HVG movement throughout the day; this is significantly fewer than the threshold.

- 2.18 The Transport Development Control Manager is therefore satisfied that the central carriageway width complies with Policy. The design of the road and cycle lane is now compliant with Local Transport Note 1/20 and the Sustrans Design Manual within Section 9 of Streets and Roads and is therefore acceptable.
- 2.19 Drawing 23061101-SDG-HGN-100-DR-D-00108 Rev P03 (see figure B below) illustrates an extended internal cycle route on the northern side of the internal spine road so that it now connects with the Caversham Road carriageway and an additional connection between this on carriageway facility and the north south shared cycleway provided on the Caversham Road footway. This drawing is considered acceptable.

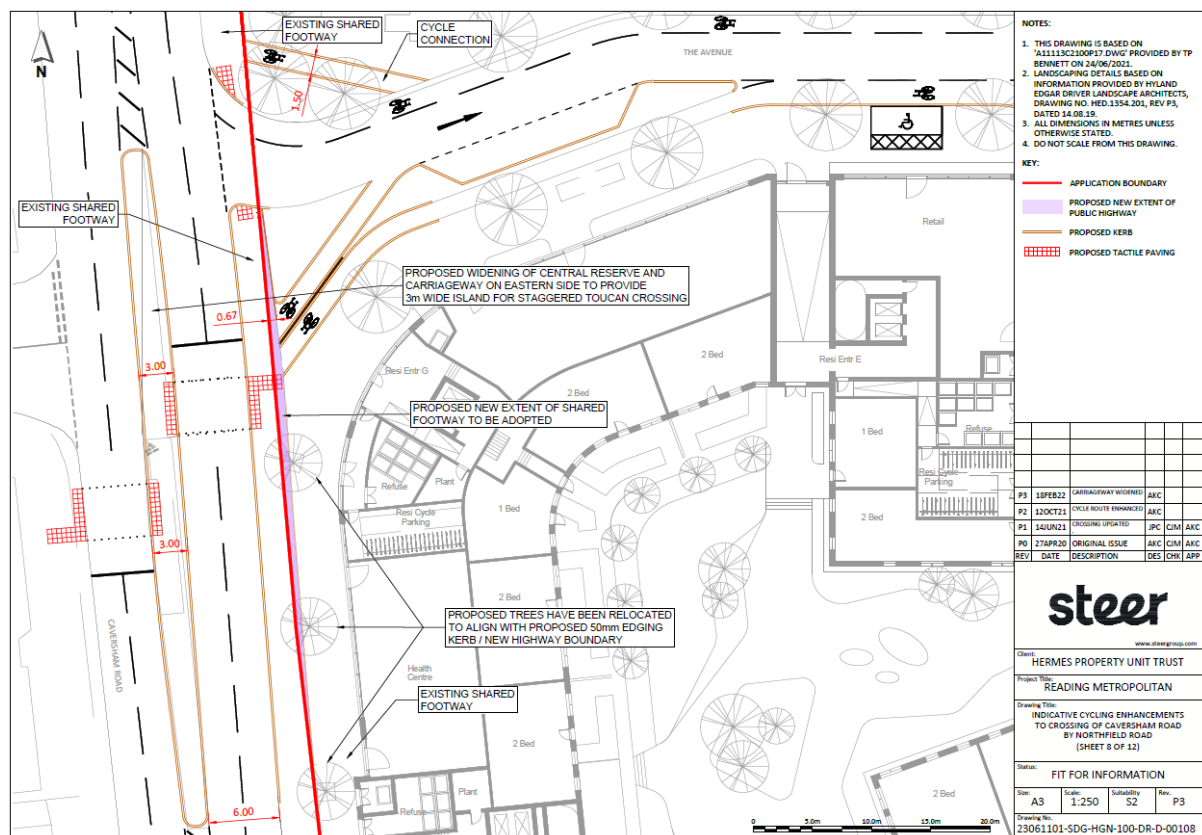


Figure B - Transport drawing 23061101-SDG-HGN-100-DR-D-00108 Rev P03, as received 28/02/2022

- 2.20 Public Transport - The site is located within the Town Centre and adjacent to Reading Railway Station, the site is therefore highly accessible.
- 2.21 Site Access - At present, access to the site is possible from the A329 (Caversham Road) and Trooper Potts Way. The vehicle entrance from the A329 (Caversham Road) southbound provides access to a small on-site car park running along the western border of the site, and to a larger on-site car park on the site's southern side; this is accessible via an access route between the existing buildings. An additional entrance is taken from Caversham Road immediately north of the railway viaduct and is used by Network Rail to access and maintain the viaduct.

- 2.22 The vehicle access from Trooper Potts Way provides access to a small on-site car park and onsite servicing yard to the rear of the development. Trooper Potts Way's main carriageway also provides access to Reading station's northern entrance, associated drop-off and car parking facilities. Trooper Potts Way operates a left-out / left-in only arrangement due to the central reservation along the A329 Vastern Road.
- 2.23 A separate two-way carriageway is also provided along Trooper Potts Way's eastern side. This carriageway is restricted to bus and cycle use only and supports a series of bus stops, which form part of the Reading station transport interchange. This carriageway connects to the priority junction with Bagnall Way, and forms a loop with the main carriageway of Trooper Potts Way, permitting buses to leave in forward gear without turning.
- 2.24 The A329, which is referred to as Caversham Road to the site's west and as Vastern Road to the site's north, forms part of the Inner Ring Road. This route acts as a local distributor road for traffic moving to/from different areas of Reading. The junction between the A329 (Caversham Road) and the A329 (Vastern Road) has been signalised since the 2012 consented scheme.
- 2.25 The vehicular access to the site is proposed to remain as per the arrangements agreed for the 2012 outline permission. These access arrangements are designed to eliminate vehicular 'rat-running' through the site. These arrangements are detailed as follows:
1. western access - priority junction with A329 Caversham Road, which will operate as left in only for vehicles, and contra-flow westbound cycle lane; and
 2. eastern access - vehicular traffic for both left-in / left-out movements will be directed to the signalised junction with the A329 Vastern Road via Trooper Potts Way, via the existing access point adjacent to Station Square.
- 2.26 The western access was previously the subject of a safety audit, given the close proximity to the access to the adjacent site. Given that the junction design has not altered, the flows generated by the development and the surrounding Highway flows have reduced the Transport Development Control Manager is content that another safety audit at this stage would not be required. If the application were to be implemented further safety audits would be required in accordance with National Guidance as part of the detailed design and Highway Agreements.
- 2.27 The design of the access onto Caversham Road is accepted in principle and the applicant has provided a plan, 23061101-SDG-HGN-100-DR-D-02004 Rev P2 (figure C below), which allows for access to be gained to the adjacent Aviva site to the north. In addition, drawing 23061101-SDG-HGN-100-DR-D-02101 Rev P4 (figure D below) has also been provided that identifies that access to this development can be gained from the Aviva site. This arrangement has been agreed in consultation with the applicant to ensure that only a single point of access is agreed for both sites and that the development of the two adjoining sites does not result in the creation of two parallel roads.

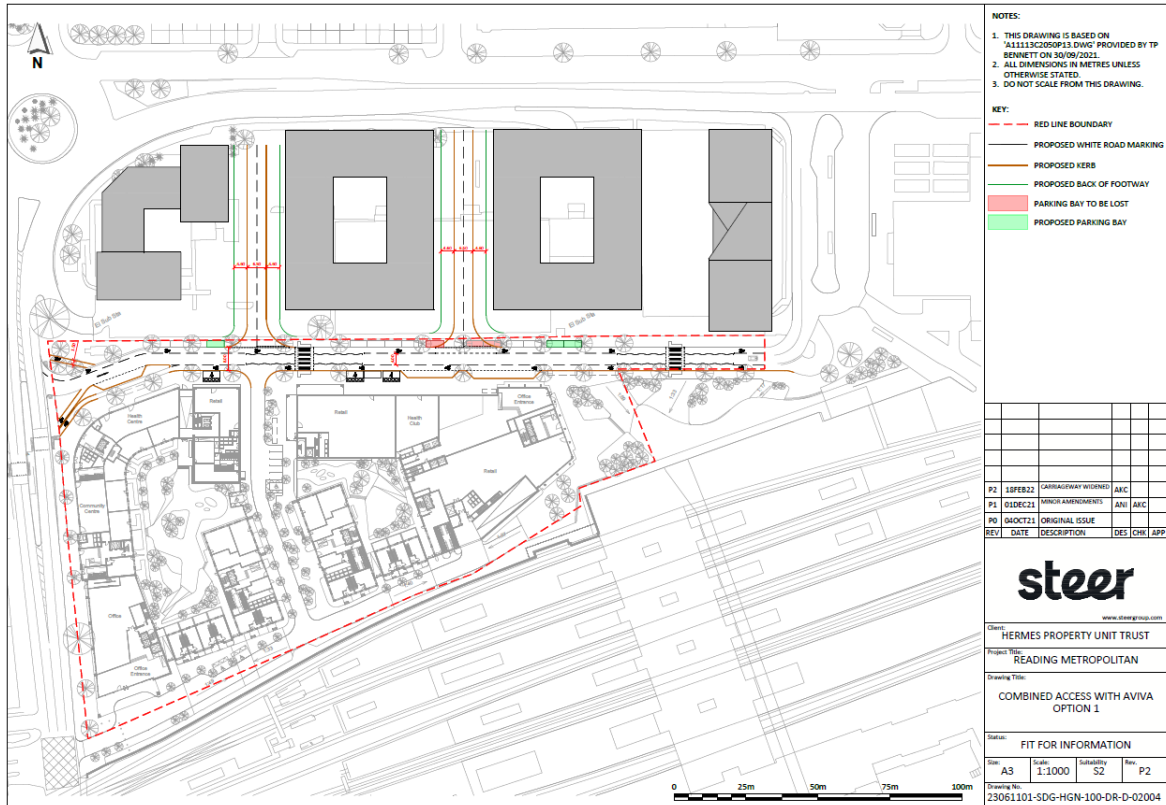


Figure C - Transport drawing 23061101-SDG-HGN-100-DR-D-02004 Rev P2, as received 28/02/2022, showing possible access into the neighbouring Aviva development (see paragraph 3.10)

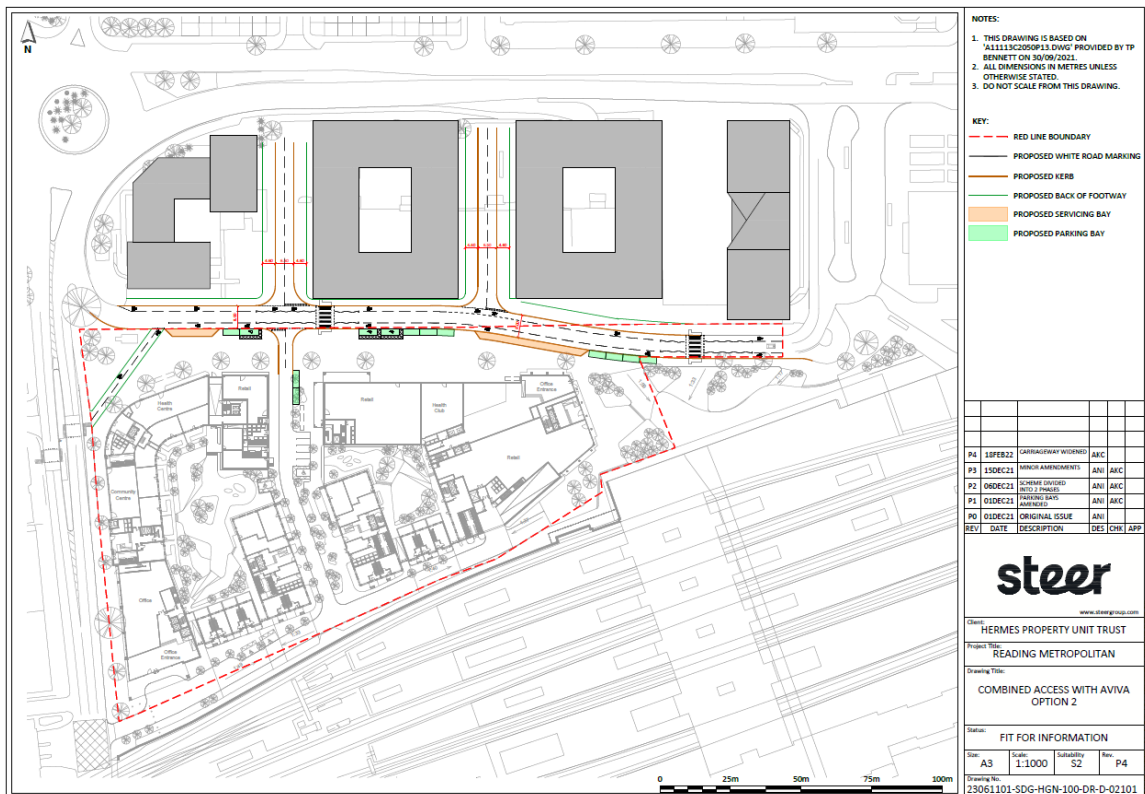


Figure D - Transport drawing 23061101-SDG-HGN-100-DR-D-02101 Rev P4, as received 28/02/2022, showing possible access from the neighbouring Aviva development into the application site

- 2.28 This approach has been agreed in principle with the applicant to ensure an effective use of land and provide improved permeability through the site for pedestrians and cyclists. This will be dealt with by way of a clause in the S106 Agreement.
- 2.29 No changes are proposed to the recently-installed signalised T-junction between Trooper Potts Way and A329 Vastern Road, which will remain left-in / left-out only for general traffic. There will also be no amendments to either taxi rank located at Reading railway station's northern entrance (Station Square North).
- 2.30 Vehicular traffic to all plots can enter the site by either junction, at the most convenient point to that plot. However, they will be restricted to exiting the site via the eastern access only. The internal access through the site to connect the eastern and western junctions will permit the two-way flow of traffic east of the north-south internal access road. The internal access roads will provide direct access to all buildings and the basement car park entry. Tracking diagrams have been submitted that confirm that vehicles will be able to enter and exit the site in forward gear and this is deemed acceptable. In addition, revised drawings satisfactorily illustrate the tracking of a 10m rigid accessing the site from A329 Caversham Road. As a consequence the Transport Development Control Manager is satisfied that the junction design is also acceptable.
- 2.31 It was identified at the pre-application stage that conflict could occur at the eastern boundary of the site and the service area for the adjacent retail park, located to the north. It was requested that the Transport Assessment should provide a detailed review of the visibility associated with the proposed Trooper Potts Way access and the service road. The visibility at the service access has been identified as being 2.4 x 9m to the south which would equate to a speed of 10mph, which the developer has identified would be implemented.
- 2.32 The applicant has now submitted trip rate information and this has been assessed. This identifies that the vehicle trips to the development will reduce when compared against the previous use on the site and therefore the Transport Development Control Manager is content that the relationship between these two accesses is acceptable.
- 2.33 The internal road running north to south has been widened to 4.8m and is now in accordance with manual for Streets.
- 2.34 The gradient to the basement car park has now been stipulated as 1:8 and confirms that it meets standards.
- 2.35 An existing access currently exists to the south west corner of the site and this is to be retained as an access to Network Rail, but will be restricted access through bollard control. It has been confirmed that access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. The bollards have been set back a sufficient distance to allow a 13m long vehicle to be off the Public Highway while the bollards are removed to allow access. This has been deemed sufficient.
- 2.36 Trip Rate and Traffic Impact Assessment - To assess the trip generation of the development the applicant has submitted data from the Trip Rate Information Computer System (TRICS). TRICS is the national standard system of trip generation and analysis in the UK and Ireland, and is used as an integral and essential part of the Transport Assessment process. It is a database system, which allows its users to

establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities and is accepted by Inspectors as a valid way to ascertain likely trip generation.

- 2.37 The TRICS data that has been submitted has been deemed acceptable and therefore accurately assesses the proposed trip generation, apart from that relating to the Health Care / Community Centre use. Updated information has been provided for both the Health Care and Community uses so that the most robust assessment can be undertaken. This identifies that the Community use is the most robust and therefore the proposed trip generation has been updated to include the increased trip rates. The Transport Development Control Manager is satisfied that the overall trip generation for the proposed development is acceptable.
- 2.38 The mode share assessment has been undertaken utilising census data. This methodology has been accepted in this instance given that the sites included within the trip rate data from TRICS have much higher car parking ratio than that proposed. Although car parking does not ultimately increase car use it could result in a slightly higher trip rate given the reduced parking provision on the site. The census data includes Abbey Ward which has a lower provision of parking and therefore would provide a comparable assessment. It is however noted that this has also been reviewed and car use factored down with increases in cycling, bus use, car passenger and train use to compensate for the reduction in car parking. I am happy with this proposed methodology.
- 2.39 The proposed development has during the course of the application been assessed against updated trip rate information for the existing use on the site. The changes between the existing and proposed uses can be identified in the table below:

Table 5.15: Net change in vehicle trips between the Existing Use and 2020 Proposed Development

Scenario	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing lawful use	23	68	91	56	49	106	486	505	990
Proposed scheme	7	25	32	31	15	46	179	183	362
Difference	-17	-53	-59	-26	-34	-60	-307	-322	-628

- 2.40 This confirms that the proposed development will result in reduced vehicle trips in the AM and PM peaks and following a review the proposal will also result in a reduction in trips over the course of a full day. The principle of the development is therefore deemed acceptable.
- 2.41 Parking - The TA Addendum states that the Proposed Development will provide 94 parking spaces across all land uses taking account of enhanced public transport improvements local to the site. Of these 94 car parking spaces 2 of which will be the proposed car club spaces for the site. 70 spaces are located in the basement and these have been allocated to residential use, with the remaining 24 on street parking divided up for office, retail, community uses and the 2 car club spaces.
- 2.42 This provision and parking layout has been deemed acceptable and complies with both Local and National Policy. A compliance condition will ensure the parking is provided in practice. As the plan submitted allocating the car parking spaces to the

different uses is only indicative, a further condition will secure precise details of the breakdown in due course. In addition, to ensure that there is no impact on the surrounding Highway network a planning condition will also be required ensuring residents do not have a right to a parking permit for the surrounding area.

- 2.43 The 2 car club spaces provided at street level allow residents to have access to a vehicle, without the responsibility of owning one. This complies with the Council's adopted parking standards and will be secured through the S106. In accordance with RBC's parking standards, a maximum of 4 car parking spaces will be allocated to the office use and is deemed acceptable.
- 2.44 8 disabled parking spaces are available on the site. Amended plans have been submitted to identify these spaces to be separated with 4 spaces identified on street and 4 provided within the basement car park. These are suitably located and provided in a layout that is acceptable. However, the Highway Authorities initial concern related to the health/community use not being allocated any of the disabled parking as part of the car park allocation plan. This has been addressed by way of an updated car park allocation plan to identify the distribution of this parking which is deemed acceptable. Again, the compliance condition will ensure the parking spaces are provided in practice.
- 2.45 The applicant has provided a draft Travel Plans for residential and commercial uses for the site and as such these will be formally secured through planning conditions to aid the reduction of car use by residents, staff and visitors of the development.
- 2.46 Electric charging points have been included within the proposed development at a provision of 10% of the proposed car parking number and these are distributed between the ground floor and basement parking areas. This is in line with the Local Plan, is deemed acceptable and will be secured via condition.
- 2.47 In recognition of the low levels of car parking provided on the site, the Applicant proposes to provide in excess of RBC's minimum cycle parking standards for residential development. The amended application includes a reduction in the number of residential units below that previously assessed and that specified in Table 4.5 of the latest TA Addendum. Having reviewed the latest accommodation schedule the Highway Authority are happy that a cycle parking provision in excess of the Councils standards has been provided and the cycle parking locations and layouts are also acceptable. This will be secured via a compliance based condition.
- 2.48 Indicative cycle parking locations have been provided for the retail and D1 uses. These are acceptable in principle, albeit the amount of cycle parking has not been confirmed. It is therefore necessary for these details to be secured via condition.
- 2.49 An indicative location for short-stay cycle parking spaces has also been identified on-street and is deemed acceptable. The type of cycle parking is still to be confirmed but this can be dealt with by way of a condition.
- 2.50 Servicing - Deliveries will be undertaken from dedicated on-street loading bays provided within the site's boundary, accessible via the internal access route. Delivery vehicles will be able to use either access to enter the site, but will exit the site via the eastern access only.
- 2.51 Swept path analysis has been undertaken and included within the TA for a delivery vehicle and this is for a 7.5 tonne vehicle. However, point 7.8 of the TA stipulates that '*Servicing and delivery vehicles (<7.5 tonne and/or 10m Rigid HGV vehicles)*

are proposed to enter the site via access junctions at Vastern Road (Plots 1 and 2) and Caversham Road (Plot 3 and the western service yard for Plot 2)'. Given this additional tracking diagrams have been provided to incorporate the larger anticipated vehicles. The Transport Development Control Manager is content that adequate on site turning facilities are provided to ensure vehicles can enter and exit in forward gear without excessive reversing with adequate access provided to the loading bays proposed.

- 2.52 Point 4.30 of the TA states that '*No servicing will be undertaken from nearby public highways, such as Caversham Road*'. However, refuse stores and commercial units are accessed directly from Caversham Road, which will only encourage on street servicing. The closest bay would be between 26m and 54m on The Avenue, located to the north of blocks G and H. A secondary servicing bay has been provided at the southern end of the proposed building adjacent to the office unit and this is deemed acceptable. However, the Highway Authority still have concerns regarding the potential for on street servicing along Caversham Road. It is therefore considered necessary for the applicant to contribute £5,000 towards a Traffic Regulation Order and implementation of such order to upgrade the restriction so that no loading / unloading can take place. This will be secured via the s106 legal agreement.
- 2.53 Irrespective of the above the applicant has stated that in order to ensure that no servicing will take place on Caversham Road, refuse stores that are accessed directly from Caversham Road will be subject to a waste management strategy, where refuse is moved to the closest servicing bay prior to collection times.
- 2.54 The building to the east of the site also proposes to have extensive refuse stored within the basement. It would therefore need to be confirmed how this would be collected. It would seem logical that the service lift to the rear of the building would be used and as such tracking diagrams have been provided that confirm a refuse vehicle would be able to serve the area.
- 2.55 It had previously been requested that revised drawings be provided that identifies the refuse storage areas for all the commercial units, as these do not appear to have been illustrated on the submitted plans. It has been stated that this has been addressed on the submitted plans, but the refuse storage areas still only appear to be for the residential and not for the commercial, as they are located within or adjacent to the residential access cores. The applicant has suggested that this can be dealt with by way of a condition. Subject to securing the contribution towards the on street parking controls the Transport Development Control Manager is content with this approach. would be happy to accept this.
- 2.56 The Transport Development Control Manager is therefore content that subject to the above points any other issues can be addressed by the submission of a Servicing Management Plan, which will be secured through a planning condition.
- 2.57 Some generic comments have been made within the Environmental Statement with regards demolition and construction. However, full details on this will be required within a demolition and construction method statement, which can be secured through a pre-commencement condition.
- 2.58 In overall terms there are no transport objections to the proposal subject to the following conditions and s106 legal agreement requirements:

Conditions

- Pre-commencement demolition and construction method statement
- Pre-occupation of dwelling/building in relevant phase door opening details
- Gradient of pedestrian and cycle ramps (compliance condition)
- Pre-occupation (of relevant unit) cycle parking for retail/health/community uses
- Pre-occupation of any residential unit short stay visitor cycle parking details
- Vehicle Parking provision (compliance condition)
- Pre-occupation of phase 4 details of parking allocation between different uses
- Cycle parking as specified for residential and office uses
- Pre-occupation of relevant phase refuse and recycling details to be approved
- Access closure with reinstatement (compliance)
- Travel Plan (within 5 months of first occupation of Buildings A & C)
- Annual review of travel plan
- No parking permits - details submitted prior to first occupation of relevant phase
- Delivery and servicing plan for retail/community/health unit prior to occupation of relevant unit
- Pre-commencement of any residential unit within phase 4 details of EV Charging Points

S106 Legal Agreement

- Arrangements concerning the interaction between the application site and the Aviva site in terms of access and seeking to ensure the delivery of a single vehicular route: No development shall commence on site until a phasing strategy explicitly detailing the vehicular access arrangements for each sub-area of the CR11e allocation ensuring a comprehensive approach to access as indicatively indicated on drawings 23061101-SDG-HGN-100-DR-D-02004 Rev P2 and 23061101-SDG-HGN-100-DR-D-02101 Rev P4 has been submitted to and approved in writing by the Local Planning Authority. The Phasing Strategy will define:
 - i) The development to be delivered within each sub-phase of the development;
 - ii) Timescales for i);
 - iii) Details of the coordination of access and junction infrastructure delivery including triggers for delivery and the arrangements to prevent interruption of delivery across i).
 - The information to be provided shall include the following onsite access infrastructure:
 - a. The coordinated delivery of primary and secondary roads within the CR11E allocation;
 - b. Improvements to existing highways including new/improved access junctions, crossings, and upgraded pedestrian and cycling infrastructure;
 - c. Footpath and cycle links within the site and connecting to the external network including the provision of tiger crossings;
 - d. Coordinated means of treatment of hard surfaces areas for crossover between north-south spine road and east west vehicular route and the north station square.
 - e. Any resulting alterations to soft landscaping
- The vehicle access phasing strategy will come into force following the discharge of all pre-commencement planning conditions for phase 1 and on commencement of the development. The vehicle access, internal road network, cycle provision and footway shall

thereafter be constructed in accordance with the approved details prior to first occupation.

- Secure a S278/38 Agreement to upgrade the signalized pedestrian crossing located on Caversham Road adjacent to the site south of Northfield Road to a toucan crossing (to allow cyclists as well as pedestrians) as illustrated on drawing ref 23061101-SDG-HGN-100-DR-D-01011.
- £5,000 towards a Traffic Regulation Order for alterations to the parking / loading restrictions along the Caversham Road frontage of the site.
- £200,000 towards upgrading / improving the underpass beneath Reading Station so that it is suitable for cyclists. The underpass does not currently permit cyclists as it does not meet design standards and therefore improvements are required to ensure the underpass forms part of the north - south link as indicated in Local Policy. The modal share of trips highlighted in the Transport Assessment identifies that the development will generate 581 cycle movements and 3,701 pedestrian movements per day; this is a significant increase in flows through the underpass and therefore contributions are sought to upgrade / improve this facility.
- To provide and fund the 2 car club spaces identified on the submitted plans.

Appendix 3 - List of drawings and documents (as supplied by the applicant on 02/02/2022 and 22/02/2022):

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Outline Planning Application Drawing and Document List (2022)

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Drawing No.	Revision	Drawing Title	Issued Date DD-MM-YYYY
Architectural Drawings - C Series (Application Material)			
A11113C2001	P1	Existing Site Location Plan with ownership boundary	14-12-2018
A11113C2002	P2	Existing Site Location Plan with application boundary	04-02-2019
A11113C2003	P4	Proposed Site Location Plan with application boundary	22-02-2022
A11113C2010	P2	Development Plot and Height	04-06-2020
A11113C2023	P3	Proposed Phasing	22-02-2022
A11113C2025	P7	Illustrative Scheme - CIL Area Plan	24-06-2021
A11113C2040	P4	Indicative Allocation of Car Parking Spaces	22-02-2022
A11113C2050	P14	Illustrative Scheme GA - Site Plan Ground Floor	22-02-2022
A11113C2099	P11	Illustrative Scheme GA - Basement Plan	24-06-2021
A11113C2100	P18	Illustrative Scheme GA - Ground Floor Plan	22-02-2022
A11113C2101	P8	Illustrative Scheme GA - 1st Floor	22-02-2022
A11113C2102	P8	Illustrative Scheme GA - 2nd Floor	22-02-2022
A11113C2103	P8	Illustrative Scheme GA - 3rd Floor	22-02-2022
A11113C2104	P8	Illustrative Scheme GA - 4th Floor	22-02-2022
A11113C2105	P8	Illustrative Scheme GA - 5th Floor	22-02-2022
A11113C2106	P8	Illustrative Scheme GA - 6th Floor	22-02-2022
A11113C2107	P8	Illustrative Scheme GA - 7th Floor	22-02-2022
A11113C2108	P9	Illustrative Scheme GA - 8th Floor	22-02-2022
A11113C2109	P8	Illustrative Scheme GA - 9th Floor	22-02-2022
A11113C2110	P6	Illustrative Scheme GA - 10th Floor	22-02-2022
A11113C2111	P6	Illustrative Scheme GA - 11th Floor	22-02-2022
A11113C2112	P6	Illustrative Scheme GA - 12th Floor	22-02-2022
A11113C2113	P6	Illustrative Scheme GA - 13th Floor	22-02-2022
A11113C2114	P5	Illustrative Scheme GA - 14th Floor	22-02-2022
A11113C2115	P5	Illustrative Scheme GA - 15th Floor	22-02-2022
A11113C2116	P6	Illustrative Scheme GA - 16th Floor	22-02-2022
A11113C2117	P5	Illustrative Scheme GA - 17th Floor	22-02-2022
A11113C2118	P5	Illustrative Scheme GA - 18th Floor	22-02-2022
A11113C2119	P5	Illustrative Scheme GA - 19th Floor	22-02-2022
A11113C2120	P5	Illustrative Scheme GA - 20th Floor	22-02-2022
A11113C2121	P5	Illustrative Scheme GA - 21st Floor	22-02-2022
A11113C2122	P5	Illustrative Scheme GA - 22nd Floor	22-02-2022
A11113C2123	P6	Illustrative Scheme GA - 23rd Floor	22-02-2022
A11113C2124	P3	Illustrative Scheme GA - 24th Floor (Roof Plan)	22-02-2022
A11113C2200	P5	Illustrative Scheme GA - Elevation Sheet 1	24-06-2021
A11113C2201	P4	Illustrative Scheme GA - Elevation Sheet 2	04-06-2020
A11113C2202	P6	Illustrative Scheme GA - Elevation Sheet 3	24-06-2021
A11113C2203	P4	Illustrative Scheme GA - Elevation Sheet 4	04-06-2020
A11113C2204	P6	Illustrative Scheme GA - Elevation Sheet 5	24-06-2021
A11113C2205	P4	Illustrative Scheme GA - Elevation Sheet 6	04-06-2020
A11113C2206	P3	Illustrative Scheme GA - Elevation Sheet 7	04-06-2020
A11113C2207	P3	Illustrative Scheme GA - Elevation Sheet 8	04-06-2020
A11113C2208	P3	Illustrative Scheme GA - Elevation Sheet 9	04-06-2020
A11113C2209	P3	Illustrative Scheme GA - Elevation Sheet 10	04-06-2020
A11113C2210	P3	Illustrative Scheme GA - Elevation Sheet 11	04-06-2020

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Drawing No.	Revision	Drawing Title	Issued Date DD-MM-YYYY
A11113C2211	P2	Illustrative Scheme GA - Elevation Sheet 12	04-06-2020
A11113C2300	P7	Illustrative Scheme GA - Section Sheet 1	24-06-2021
A11113C2301	P5	Illustrative Scheme GA - Section Sheet 2	24-06-2021
A11113C2302	P6	Illustrative Scheme GA - Section Sheet 3	24-06-2021
A11113C2303	P3	Illustrative Scheme GA - Section Sheet 4	04-06-2020

Architectural Drawings - Z Series (Application Material)			
A11113Z0001	P2	Demolition Plan	28-05-2019
A11113Z0010	P1	Demolition Plan - Ground Floor	28-05-2019
A11113Z0011	P1	Demolition Plan - First Floor	28-05-2019
A11113Z0012	P1	Demolition Plan - Second Floor	28-05-2019
A11113Z0013	P1	Demolition Plan - Roof	28-05-2019
A11113Z0020	P1	Demolition Plan - Elevations	28-05-2019
A11113Z0030	P1	Demolition Plan - Sections	28-05-2019

Existing survey drawings (Application Material)			
LS1368_G/01		Existing Ground Floor Plan	19-03-2019
LS1368_1/01		Existing First Floor Plan	19-03-2019
LS1368_2/01		Existing Second Floor Plan	19-03-2019
LS1368_R/01		Existing Roof Plan	19-03-2019
LS1368_E/01		Existing Elevations	19-03-2019
LS1368_E/02		Existing Elevations	19-03-2019
LS1368_E/03		Existing Elevations	19-03-2019
LS1368_E/04		Existing Elevations	19-03-2019
LS1368_E/05		Existing Elevations	19-03-2019
LS1368_E/06		Existing Elevations	19-03-2019
LS1368_E/07		Existing Elevations	19-03-2019
LS1368_E/08		Existing Elevations	19-03-2019
LS1368_S/01		Existing Sections	19-03-2019
LS1368_S/02		Existing Sections	19-03-2019
LS1368_S/03		Existing Sections	19-03-2019
LS1368_S/04		Existing Sections	19-03-2019
LS1368_S/05		Existing Sections	19-03-2019
LS1368_S/06		Existing Sections	19-03-2019
LS1368_S/07		Existing Sections	19-03-2019
LS1368_G/A/01	A	Existing Ground Floor Area Plan Gross Internal Area (GIA)	10-05-2019
LS1368_1/A/01	A	Existing First Floor Area Plan Gross Internal Area (GIA)	10-05-2019
LS1368_2/A/01		Existing Second Floor Area Plan	19-03-2019

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Drawing No.	Revision	Drawing Title	Issued Date DD-MM-YYYY
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Landscape Drawings (Application Material)			
HED.1354.100	P7	Illustrative Landscape Masterplan	22-02-2022
HED.1354.200	P3	Landscape General Arrangement Plan (Showing Indicative Aviva Site)	22-02-2022
HED.1354.201	P10	Landscape General Arrangement Plan (Existing)	22-02-2022

Arboricultural Drawing (Info Only)			
19177-BT1		Tree Protection Plan	05-07-2019

Highway Drawings (Application Material)			
23061101-SDG-HGN-100-DR-D-01012	P0	Road details plus tracking analyses (12 Sheets)	06-02-2020
23061101-SDG-HGN-100-DR-D-00108	P3	Road details plus tracking analyses (7 Sheets)	22-02-2022
23061101-SDG-HGN-100-DR-D-02004	P2	Combined Access with Aviva Option 1	22-02-2022
23061101-SDG-HGN-100-DR-D-02101	P4	Combined access with Aviva Option 2	22-02-2022

Documents (Application Material)			
A11113AS0002	P11	Area Accommodation (Unit count, GEA & GIA)	24-06-2021
A11113AS0003	P4	Area Accommodation (NIA, Building GIA, unit mix & area)	24-06-2021
		Transport Assessment: Reading Metropolitan	18-12-2018
		First Transport Addendum	19-07-2019
		Second Transport Addendum	16-08-2019
		Third Transport Addendum	03-10-2019
		Appendix A9.1 – Updated Transport Assessment Reading Metropolitan	06-2020

Documents (Info Only)			
A11113GR0020	P2	Design & Access Statement	28-05-2019
A11113GR0021	P2	Design & Access Statement Addendum Rev 1	03-07-2020
19177-AA-AN		Arboricultural assessment & method statement	05-07-2019

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Document Title	Revision	Issued Date DD-MM-YYYY
Acoustic		
Noise impact assessment	R01	13-12-2018
Affordable Housing & CIL		
Viability information - Housing Expectations Appraisal Model		03-01-2019
Affordable Housing Financial Viability report		03-07-2020
Currie & Brown cost estimate		03-01-2019
BNP Residential, Office and retail market report		03-01-2019
Affordable Housing Statement		11-02-2019
Reading Affordable Housing Financial Viability Report		11-02-2019
EUV report prepared by "Knight Frank"		18-02-2019
Air quality		
Air Quality Assessment AQ104162	R1	02-01-2019
Archaeological & Heritage		
Heritage Desk Based Assessment 770652-18405	1	02-01-2019
Heritage Response		17-06-2019
Construction		
Construction Methodology - Galliford Try		03-01-2019
Day light and Sun light		
Daylight and Sunlight Report P1368	V3	28-09-2020
Ecological & Environmental		
Preliminary Ecology Appraisal	1.0	02-01-2019
Environmental statement		03-01-2019
Environmental Statement Addendum		10-06-2020
EIA Scoping Report – OXF10985		02-01-2019
Geo-environmental ground investigation – Arup (REP/10-2012-001/RO)	RO	02-01-2019
Final Factual Ground Investigation Report - 20958		03-01-2019
Energy & Sustainability		
Energy Statement – CHBS-PB-17022-4-B	B	02-02-2021
Energy and Sustainability Statement – CHBS-PB-17022-3-C (11/12/20)	C	04-06-2020
Office Fully-fitted Assessment	D	02-11-2020
BREEAM 2018 Pre-Assess – CHBS-PB-17022-2-D		
Retail Shell Only Assessment	B	02-01-2019
BREEAM 2018 Pre-Assess – CHBS-PB-17022-1-B		

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Document Title	Revision	Issued Date DD-MM-YYYY
Flood Risk & Drainage		
Flood Risk assessment - 181017/FRA/JR/RS/01	01	02-01-2019
Drainage strategy - 181017/DS/JR/RS/01	01	03-01-2019
Fire		
Outline Fire Strategy – OF-2191-OFS-01-A	A	02-01-2019
Microclimate		
Pedestrian Level Wind Tunnel Assessment RWDI #1900850 (January 21 st 2020)	Final	22-01-2020
Pedestrian Level Wind Tunnel Assessment– Amended Scheme RWDI #1900850 (May 22 nd 2020)	B	22-05-2020
Open Space		
Proposed Open Space - HED.1354.SK004	C	27-02-2019
Public Realm - Proposed Open Space Strategy (26/02/19)		27-02-2019
Planning		
Statement of Community Engagement		03-01-2019
Socio-economic Statement - Dec 2018		03-01-2019
Town Planning Statement - February 2019		05-04-2019
Planning Report Addendum - July 2020		03-07-2020
Townscape & Verified Views		
Amened Scheme : Addendum to Townscape & Visual Resources Assessment JSL2990_175 (29 May 2020)	1.0	04-06-2020
Utilities		
Superfast Broadband Strategy - January 2019 - 181017/SB/MK/KL/01	First	05-02-2019
Utilities Strategy- January 2019 - 181017/US/MK/KL/01	First	05-02-2019
Retail Unit Ventilation Summary – IJ/cw/9410 – 12.02.19		18-02-2019
Reading External Lighting - External Lighting Plots – 9140 - 15.02.2019		18-02-2019

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Drawing No.	Revision	Drawing Title	Issued Date DD-MM-YYYY
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Landscape Drawings (Application Material)

HED.1354.100	P6	Illustrative Landscape Masterplan	24-06-2021
HED.1354.200	P2	Landscape General Arrangement Plan (Showing Indicative Aviva Site)	24-06-2021
HED.1354.201	P9	Landscape General Arrangement Plan (Existing)	24-06-2021

Arboricultural Drawing (Info Only)

19177-BT1		Tree Protection Plan	05-07-2019
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Highway Drawings (Application Material)

23061101-SDG-HGN-100-DR-D-01012	P0	Road details plus tracking analyses (12 Sheets)	06-02-2020
23061101-SDG-HGN-100-DR-D-00108	P02	Road details plus tracking analyses (7 Sheets)	12-10-2021
23061101-SDG-HGN-100-DR-D-02004	P1	Combined Access with Aviva Option 1	15-12-2021
23061101-SDG-HGN-100-DR-D-02101	P3	Combined access with Aviva Option 2	15-12-2021

Selection of other plans, documents and visuals submitted with the application:

	Residential Apartment Mix																									
	Phase 4					Phase 6																				
	Building A		Building B		Town Houses 3 Bed	Building D		Building E		Building F		Building G		Building H		Town Houses 3 Bed										
Studio	1 Bed	2 Bed	3 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	3 Bed							
GROUND*																										
1st Floor	2	3				1	5			1	5				1	2				4						
2nd Floor	4	3	1			1	4	1		1	4	1			1	6				3						
3rd Floor	4	3	1			1	4	1		1	4	1			1	6				3						
4th Floor	4	3	1			1	4	1		1	4	1			1	6				3						
5th Floor	4	3	1			2	4	1		2	4	1			2	4				3						
6th Floor	4	3	1			2	4	1		2	4	1			2	4				3						
7th Floor	4	3	1			2	4	1		2	4	1			2	4				3						
8th Floor	4	3	1			2	4	1		2	4	1			2	4				3						
9th Floor	4	3	1			2	4	1		2	4	1			2	4				3						
10th Floor	1	3	4	1		2	2	4	1	1	2	1	1		2	2	4			3						
11th Floor	1	3	4	1		2	2	4	1	1	2	1	1		2	2	4			3						
12th Floor	1	3	5			3	1			3	1				3	1				3						
13th Floor	1	3	5			2	1	3																		
14th Floor	1	3	5			2	1	3																		
15th Floor	1	3	5			2	1	3																		
16th Floor	1	3	5			2	1	3																		
17th Floor	1	3	5																							
18th Floor	1	3	5																							
19th Floor	1	3	5																							
20th Floor	1	3	5																							
21st Floor	3	3																								
22nd Floor	3	3																								
23rd Floor	3	3																								
24th Floor	3	3																								
25th Floor	3	3																								
26th Floor	3	3																								
Sub Total block Total	12	74	87	10		14	13	46	7	3	49	35	2	13	12	42	6	0	11	42	0	0	22	23	0	4
Phase total	356														264				620							
Studio	15.73%														6.06%											
1 Bed	28.65%														35.61%											
2 Bed	50.00%														53.79%											
3 Bed*	5.62%														4.55%											
Studio	72														11.61%											
1 Bed	196														31.61%											
2 Bed	300														51.61%											
3 Bed*	32														5.16%											

* Town House and Duplex are counted as 3 Bed
Duplex Units on ground and first floor

		GEA (m ²)		
		PHASE 4 (Building A, B, C, D & TH1)	Phase 6 (Building E,F,G,H,J & TH2)	Total
Residential		32,543 m ²	23,162 m ²	55,705 m ²
Office		13,220 m ²	6,509 m ²	19,729 m ²
Retail		1,547 m ²	205 m ²	1,752 m ²
Health and community centre		268 m ²	509 m ²	777 m ²
Car Park		2,303 m ²		2,303 m ²
		49,881 m ²	30,385 m ²	
		80,266 m ²		

		GIA (m ²)		
		PHASE 4 (Building A, B, C, D & TH1)	Phase 6 (Building E,F,G,H,J & TH2)	Total
Residential		31,072 m ²	22,115 m ²	53,187 m ²
Office		12,691 m ²	6,215 m ²	18,906 m ²
Retail		1,516 m ²	196 m ²	1,712 m ²
Health and community centre		266 m ²	486 m ²	752 m ²
Car Park		2,211 m ²		2,211 m ²
		47,756 m ²	29,012 m ²	
		76,768 m ²		

NB: All numbers of apartment have been measured from current drawings and are approximate at this stage of the design. They may vary because of (eg) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured. Refer to Phasing plan C2023.

Area breakdowns, as received 28/06/2021

Above by use/phase (both GIA and GEA figures provided)

Below - block by block (also detailing residential number of bedrooms per unit)

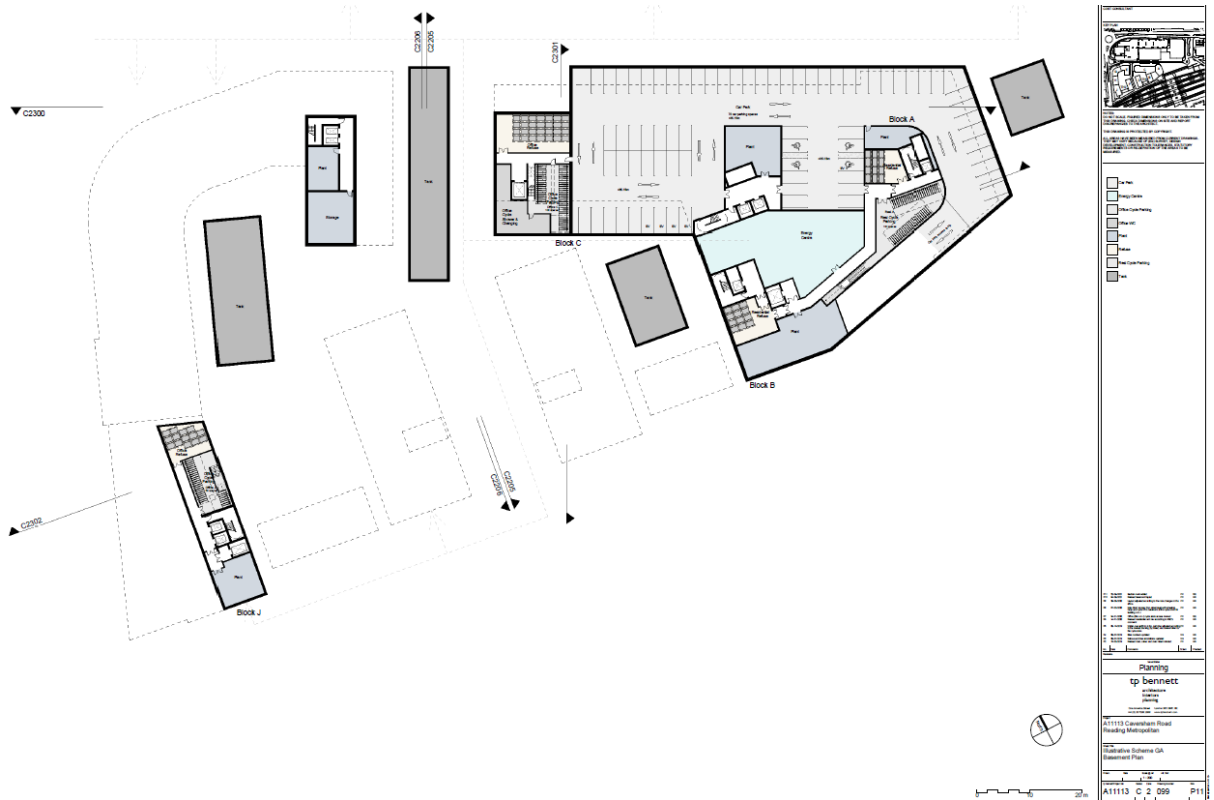
Reading Metropolitan

Area Accommodation

tp bennett

A11113AS0003P4
23rd June 2021

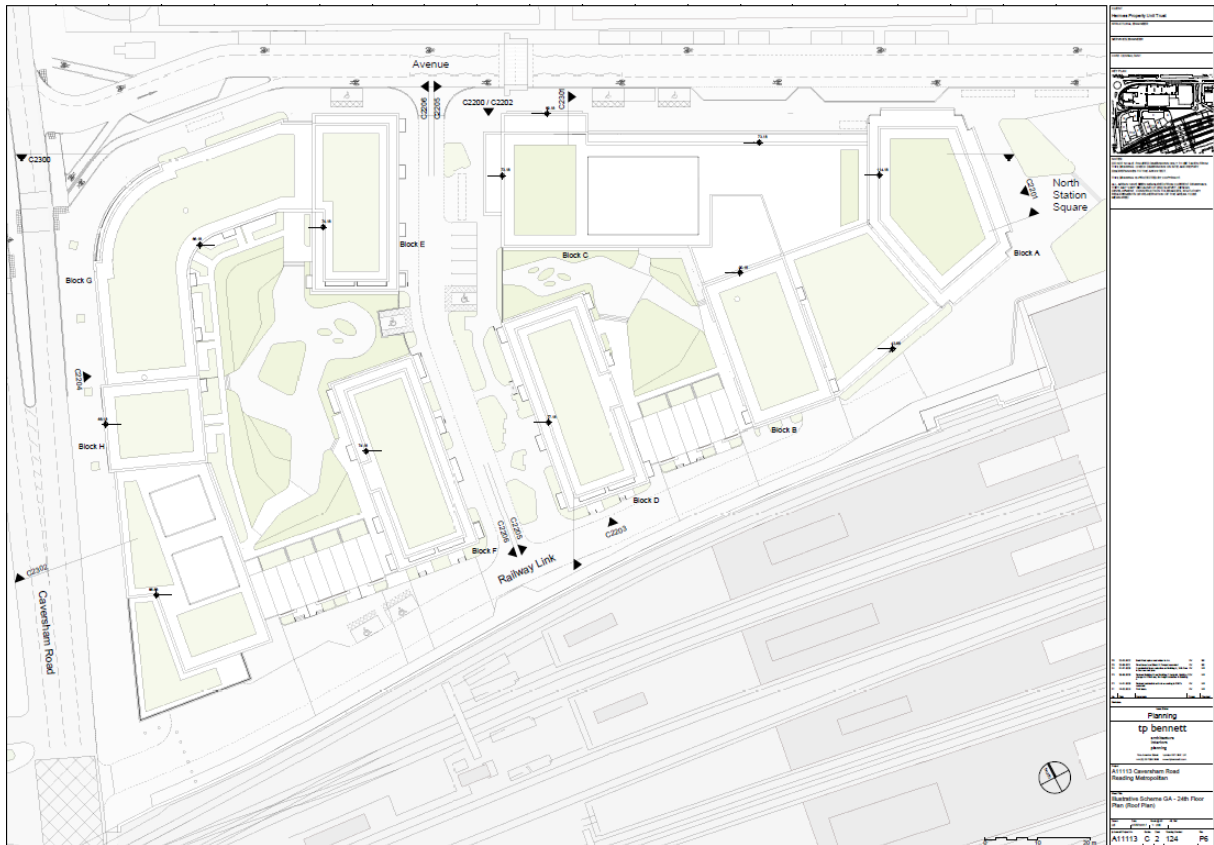
		Building A Residential	Building B Residential	Building C Office	Building D Residential	Building E Residential	Building F Residential	Building G Residential	Building H Residential	Building J Office	Total
Total Office Net (m ²)				9,688						4,932	14,620
Total Office Terrace Area (m ²)				531						227	758
Total Commercial Net (m ²)				1,431						442	1,616
				266							708
Units Mix	Studio	12	30		14	3	13				72
	1 Bed	74	15		13	49	12	11	22		196
	2 Bed	87	45		46	35	42	42	23		320
	3 bed	10			7	2	6				25
	3 bed Terrace House	3				4					7
Unit Mix Sub Total		186	90		80	93	73	53	45		620
Phase Unit Total		276			80	264					
Average Area (m ²)	Studio	46	44		45	40	45				
	1 Bed	55	51		50	51	50	52	51		
	2 Bed	75	72		70	70	70	70	74		
	3 bed	80			98	78	99				
	3 bed Terrace House	93				93					
Total Residential Net (m ²)		12,264	5,350		5,175	5,528	4,705	3,489	2,840		39,351
Total Building GIA (m ²)		20,681	7,731	12,691	6,653	8,165	6,239	5,027	3,366	6,215	76,768



A11113C2099 Rev P11 Illustrative Scheme GA Basement Plan, as received 28/06/2021



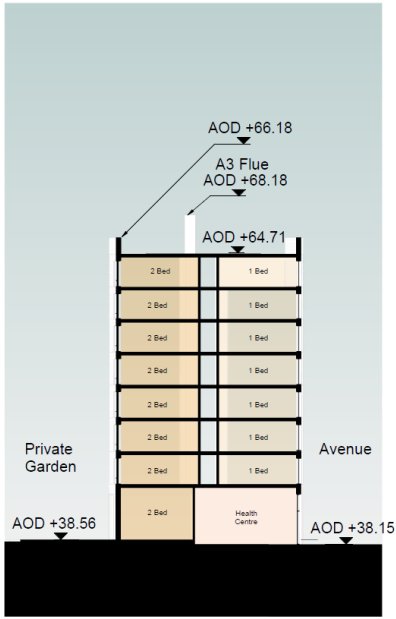
A11113C2106 Rev P8 Illustrative Scheme GA 6th Floor Plan, as received 22/02/2022



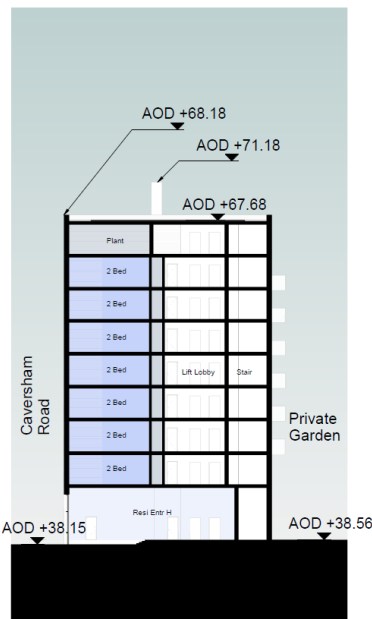
A11113C2124 Rev P6 Illustrative Scheme GA - 24th Floor Plan (Roof Plan), as received 22/02/2022



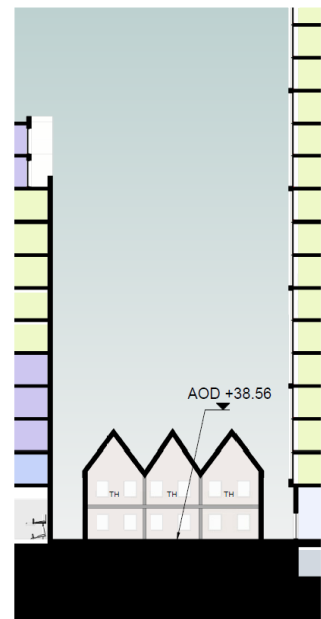
A11113C2201P5 Illustrative Scheme GA Sections Sheet 2, as received 28/06/2021 - Section through Buildings C and D looking east



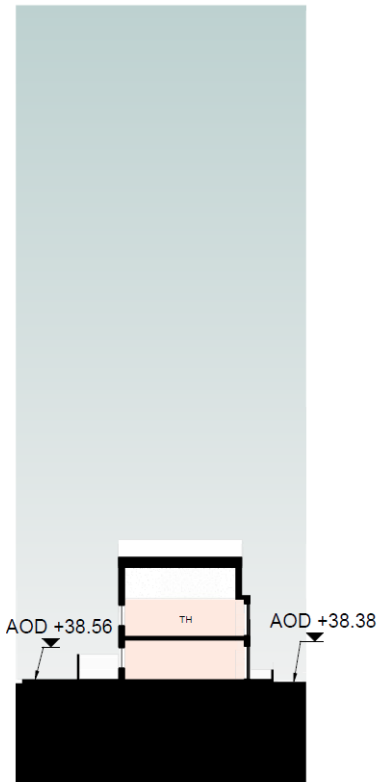
1 Building G Section
1:200



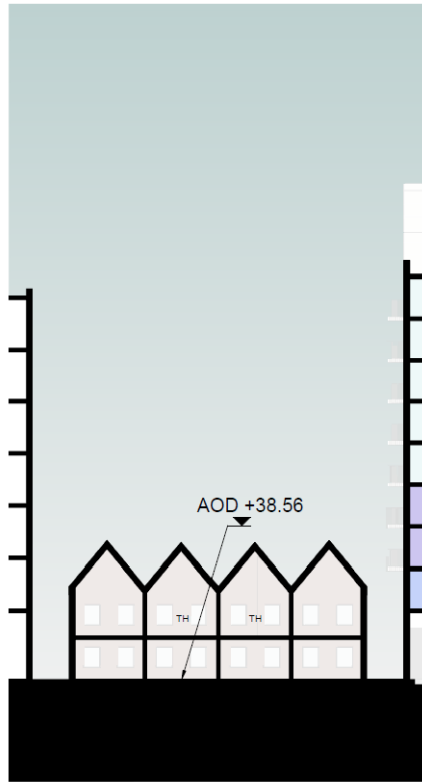
2 Building H Section
1:200



3 Building TH1 Section
1:200



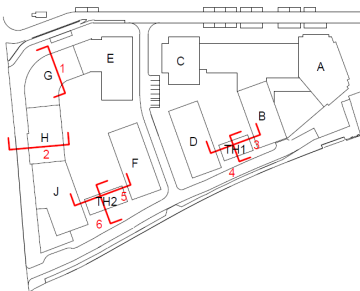
4 Building TH1 Section
1:200

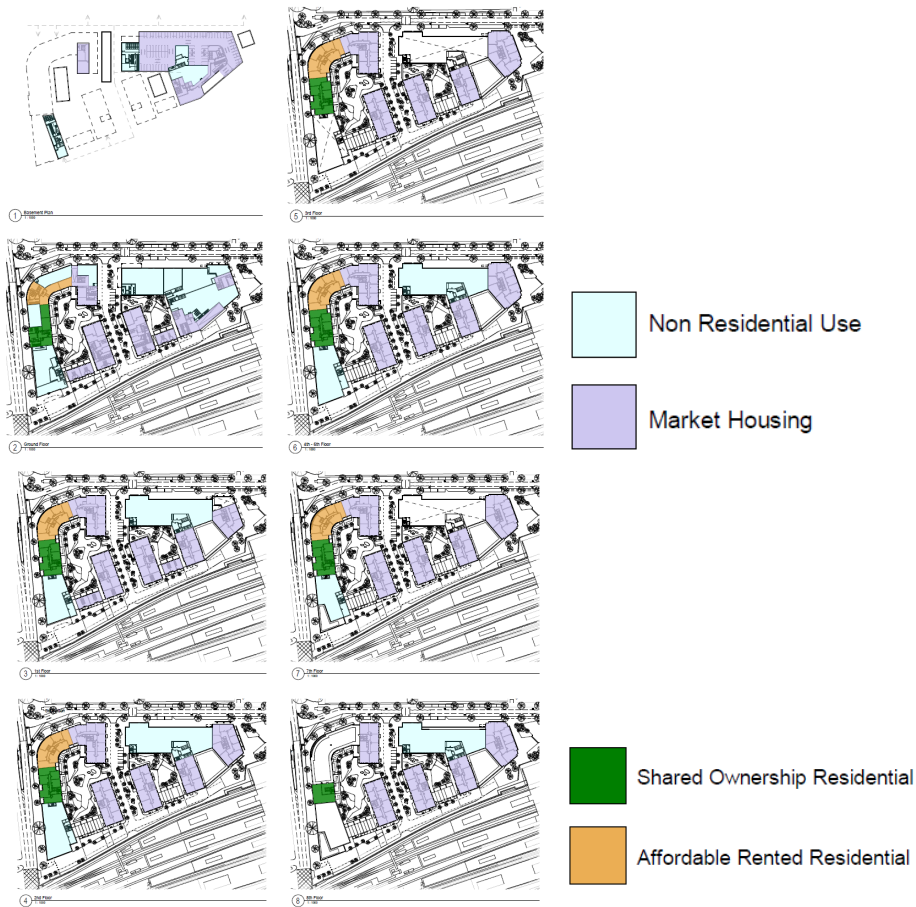


5 Building TH2 Section
1:200

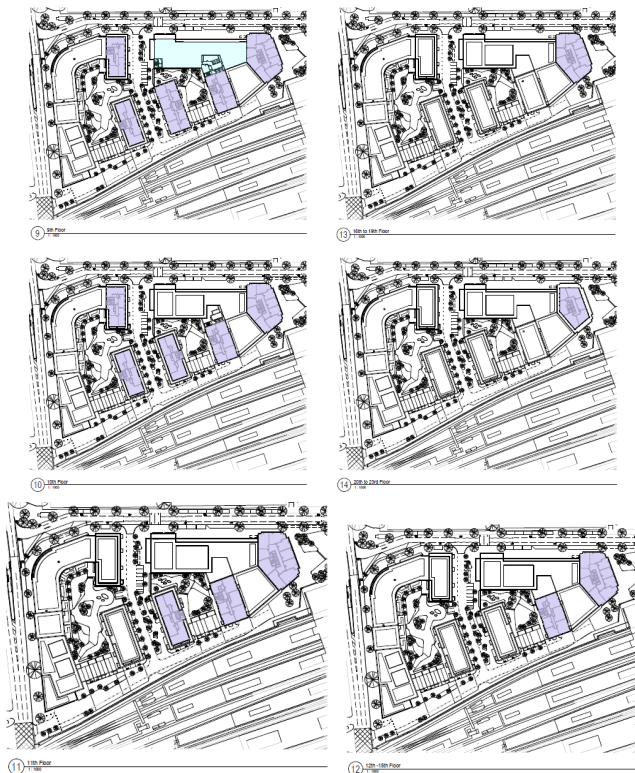


6 Building TH2 Section
1:200



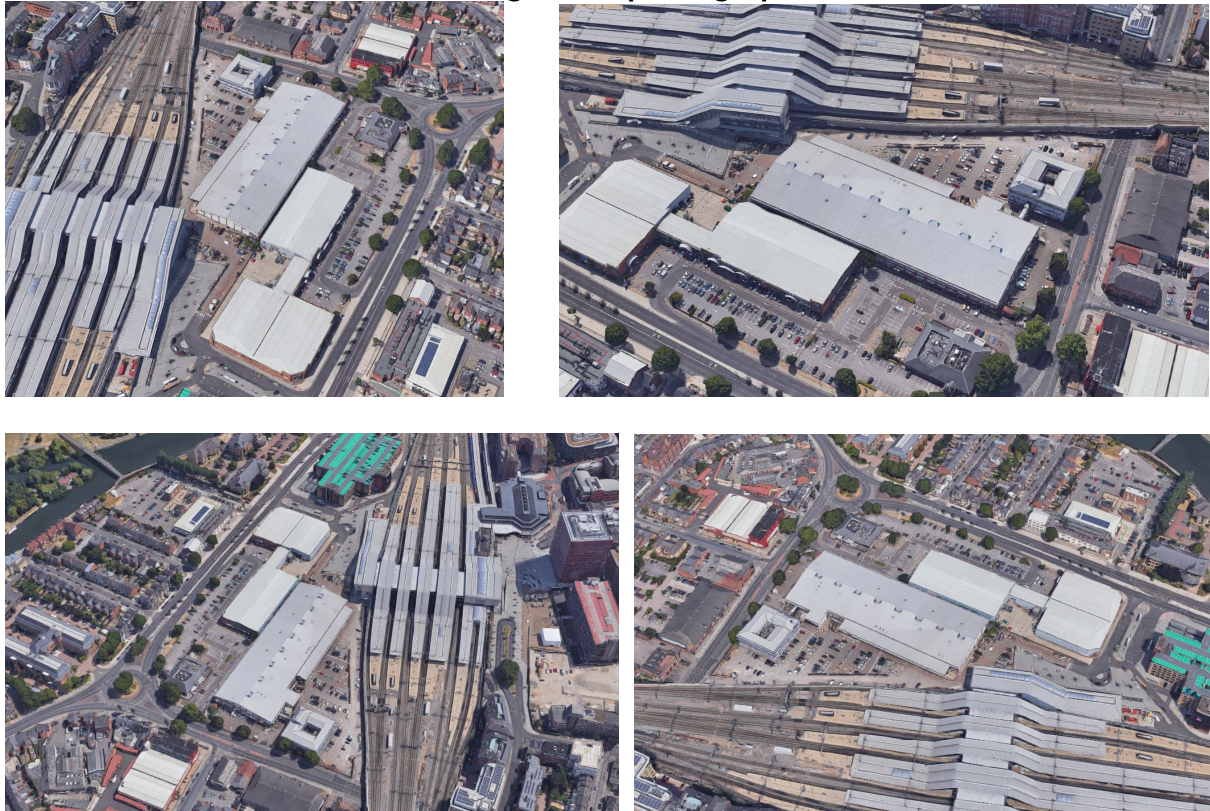


Affordable housing locations

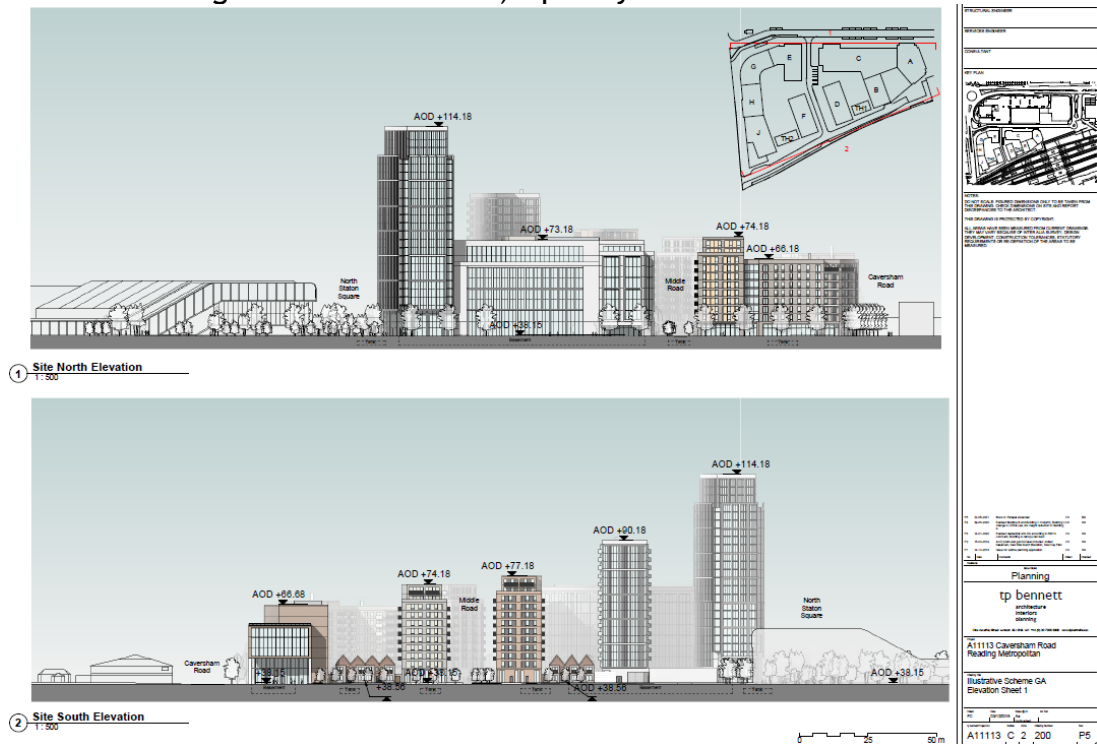


Further extract of A11113 C 2 025 Rev P7 to show layout/location of upper floors

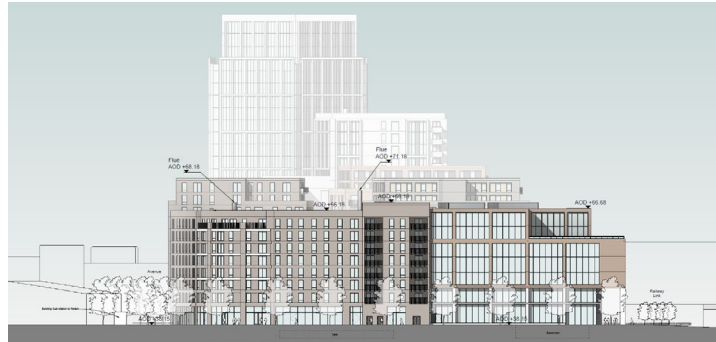
Existing aerial photographs



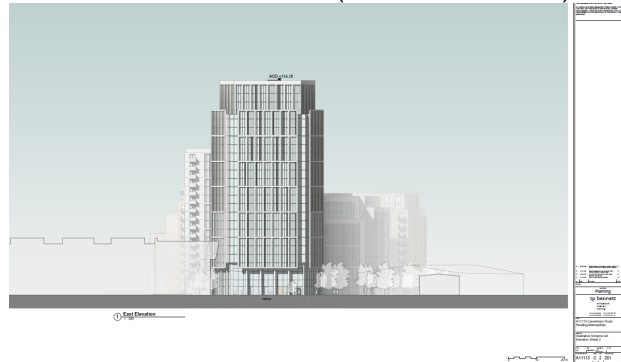
Selection of **ILLUSTRATIVE** elevation plans (not approved plans, with Appearance being a Reserved Matter) - purely shown for information



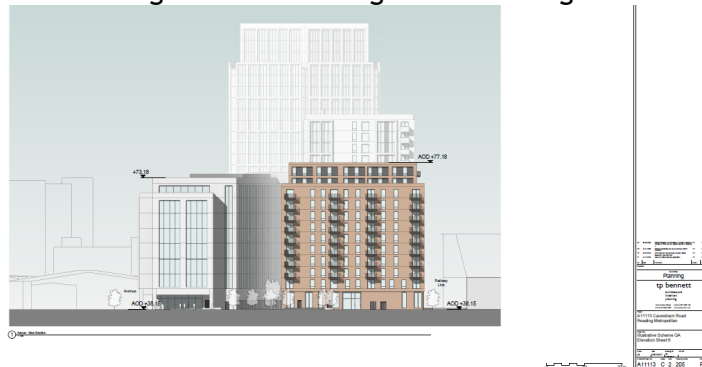
A11113C2200 Rev P5 Illustrative Scheme GA Elevation Sheet 1, as received 28/06/2021
Site North (illustrative) elevation and Site South (illustrative) elevation



A11113C2204 Rev P6 **Illustrative** Scheme GA Elevation Sheet 5, as received 28/06/2021
West Site Elevation (Caversham Road)



A11113C2201 Rev P4 **Illustrative** Scheme GA Elevation Sheet 2, as received 03/06/2020
Looking west at Building A in the foreground



A11113C2205 Rev P4 **Illustrative** Scheme GA Elevation Sheet 6, as received 03/06/2020
From Middle Street looking east with Buildings C and D in the foreground



A11113C2206 Rev P3 **Illustrative** Scheme GA Elevation Sheet 7, as received 03/06/2020
From Middle Street looking west with Buildings F and E in the foreground

Case Officer: Jonathan Markwell