

Planning Applications Committee

12 August 2026



Reading
Borough Council
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Title	PLANNING APPLICATION REPORT
Ward	Abbey
Planning Application Reference:	PL/26/0415 – Application for Approval of Reserved Matters
Site Address:	Station Hill, Reading, RG1 1NF
Proposed Development	Reserved Matters application pursuant to Outline Planning Permission ref. 192032 for the development of Plots A, B and D at Station Hill, Reading, comprising the erection of two buildings to provide residential units (Use Class C3), including affordable housing, ground floor flexible commercial units (Use Class E), resident amenity space, associated landscaping and public realm works, including Station Hill Gardens and to Station Hill Square, new pedestrian routes, cycle parking, servicing, refuse storage, plant and ancillary infrastructure, with all associated works. Discharge of conditions which are triggered with the Reserved Matters Application including Conditions 54(iii), 63, 75, 76, 86, 94, 95, 96, 99, 107 and 112.
Applicant	SH Reading Master LLP
Report author	Steve Vigar
Deadline:	26 Week date: 25 September 2026
Recommendation	Delegate to the Director of Planning Transport and Public Protection to GRANT Reserved Matters Approval for the Access, Appearance, Landscaping, Layout and Scale Reserved Matters. SUBJECT TO the satisfactory completion of a Deed of Variation to S106 legal agreement ref 192032 to vary the existing S106 legal agreement 192032 as follows: Decentralised Energy – Vary to allow alternative heating approach as set out in Energy Statement Revision 02 dated 20 February 2026 (heating approach only – SAP calculations in respect of Zero Carbon obligation to be agreed separately). Location of Affordable Housing – Vary to allow all Affordable Housing (twelve and a half percent of total number of dwellings) to be provided in Block A and Block B only. Require all Affordable Housing to be provided prior to occupation of seventy five percent of market dwellings in Block A and B and prior to first occupation of any dwelling within Plot D. Off Site Highway Works – to vary the s106 agreement to include additional off-site tree planting and other wind mitigation measures as shown on submitted drawings and their subsequent maintenance under a s142 licence (highway trees to have 2.4 metre minimum single

	stem). Provision of wind mitigation baffles installed and maintained under a s115e licence. Trees, baffles and all associated works to be incorporated into the s278 agreement. Or to refuse Reserved Matters Approval if the Deed of Variation is not completed by 2 December 2026 or such later time as may be agreed by the DPTPP in writing. Delegate to the Director of Planning Transport and Regulatory Services to make such amendments and additions to the conditions and/or planning obligations as may be reasonably required to allow approval to be granted.
Conditions (summary, to include but not limited to)	1. Approved detailed plans/sections, elevations and other relevant supporting material in respect of Access, Scale, Layout, Appearance, Landscaping, Internal Layout and Use, pursuant to permission 192032. Including approval of reserved matters and matters reserved by conditions 54(iii), 63, 75, 76, 86, 94, 95, 96, 99, 107 and 112. 2. Full landscaping Details and specifications to be submitted for approval prior to development above lower ground floor slab level in accordance with approved landscaping general arrangement plans, to include a timetable for implementation – to be carried out in accordance (street trees to have minimum 2.3 metre clear single stem). 3. Landscaping Management plan to be submitted prior to first occupation - to include annual maintenance of trees to avoid conflict with buildings. 4. Provision of all wind mitigation measures within the site prior to first occupation. 5. Full details and specifications for all green/brown/living roofs to be submitted prior to development above lower ground floor slab level of building to which they relate. 6. Full details and specifications for all biodiverse ground level planting to be submitted for approval prior to development above lower ground floor slab level, to include a timetable for implementation – to be carried out in accordance. 7. Detailed design for children's play area to be submitted for approval prior to development above lower ground floor slab level, or in accordance with timetable submitted prior to development above LG floor slab level. To include timetable for implementation. Provision in accordance. 8. Cycle wheeling ramp details to be submitted prior to first occupation. Implementation prior to first occupation. 9. Detailed scheme for all doors in corridors leading between cycle stores to highway to be motorised automatic opening to be submitted for approval prior to first occupation of relevant building. Implementation prior to first occupation. 10. All parking spaces to be provided with Electric Vehicle charging points prior to first occupation of building to which they relate. 11. Large scale drawings of lower ground floor and ground floor brickwork and surrounding building fabric to be submitted prior to development above foundation slab level. Implementation in accordance. 12. Details of external lighting to be submitted prior to first occupation. Implementation prior to first occupation. 13. Dwelling mix to be in accordance with submitted Planning Statement.

	14. Domestic space heating and hot water heating to be in accordance with submitted Energy Statement only and thermal performance of buildings to be in accordance with Table 6 of submitted Energy Statement. 15. Waste collection to be in accordance with submitted Transport and Waste Statement.
Informatives	1. Positive and Proactive Working – approval 2. Terms and conditions 3. Building Regulations 4. Complaints about construction 5. Community Infrastructure Levy – not liable

1. INTRODUCTION

Site description

- 1.1 The entire Station Hill site is approximately 2.56 hectares and lies between the railway station in the north and Friar Street to the south. The site is split into three development phases. Phase 1 lies between Friar Street and Garrard Street now occupied by a residential-led scheme of 598 flats on Plots E and F, known as 'Ebb' and 'Flow'. Phase 1 has also created a new pedestrian route linking Friar Street northwards towards the station which continues into Phase 2 where it crosses Garrard Street via a bridge and leads into a series of squares ending in a landscaped 'pocket park' adjacent to the railway station. Phase 2 is occupied by a large glass-fronted office building known as ONE Station Hill.
- 1.2 The current Reserved Matters application relates to Plots A, B and D of the Phase 3 site, currently occupied by the Xafinity House office building which fronts Greyfriars Road and which is now used as a site office for construction work on site. The remainder of the site is currently given over to temporary surface car parking to serve the Phase 2 office development

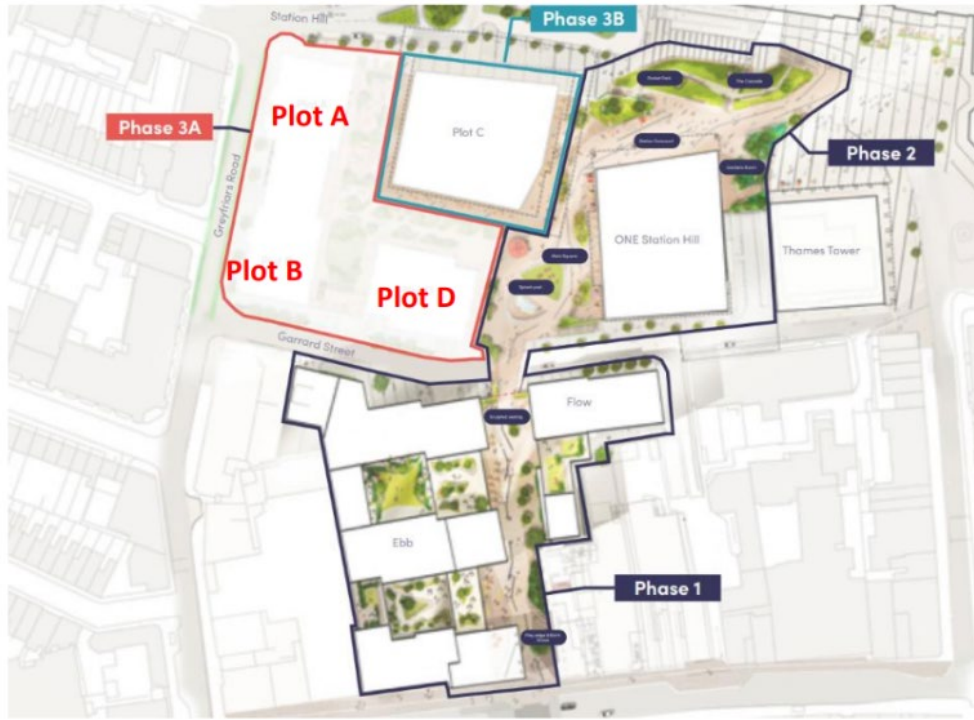


Figure 1: Station Hill, Phases 1-3

Extract from submitted Planning Statement – DP9, 2026

- 1.3 There are several Grade II listed structures surrounding the site: the former station ticket office (the Three Guineas pub, recently refurbished); the statue of Edward VII on the Station Approach roundabout; and Great Western Hotel on Station Road (the Malmaison hotel/restaurant). The site is not within or adjacent to a conservation area, the nearest being the Market Place/London Street Conservation Area, to the south-east.
- 1.4 The topography of the Phase 3 site sits at approximately 40 metres above sea level (Above Ordnance Datum) this compares with the ground level in Station Square at 44m AOD end. The existing podium level sits at approximately 45 AOD sloping downwards to the Station Square level to the east of Plot G (ONE Station Hill office).
- 1.5 The site is entirely in Flood Zone 1 (lowest risk classification), Flood Zone 2 extends close to the site at the junction of Greyfriars Road and Garrard Street.
- 1.6 The site as a whole is covered by development plan policies including a specific site allocation policy in the Local Plan 2019. This is expanded upon in Supplementary Planning documents including the 'Station Hill South Planning and Urban Design Brief' (2007), and the 'Reading Station Area Framework' (2010), which the 2019 Local Plan confirms remain extant.



Above: View west across site frontage with Phase 2 office and pocket park and underpass entrance to foreground and Tudor Road buildings and Phase 3 site in the background.



Above: View east from Tudor Road. Xfinity House is the building in the centre.



Above: View south from Station Hill. ONE Station Hill (left), Ebb and Flow (centre background); Xfinity House (right)



Above: View east along Garrard St. Xfinity house to left

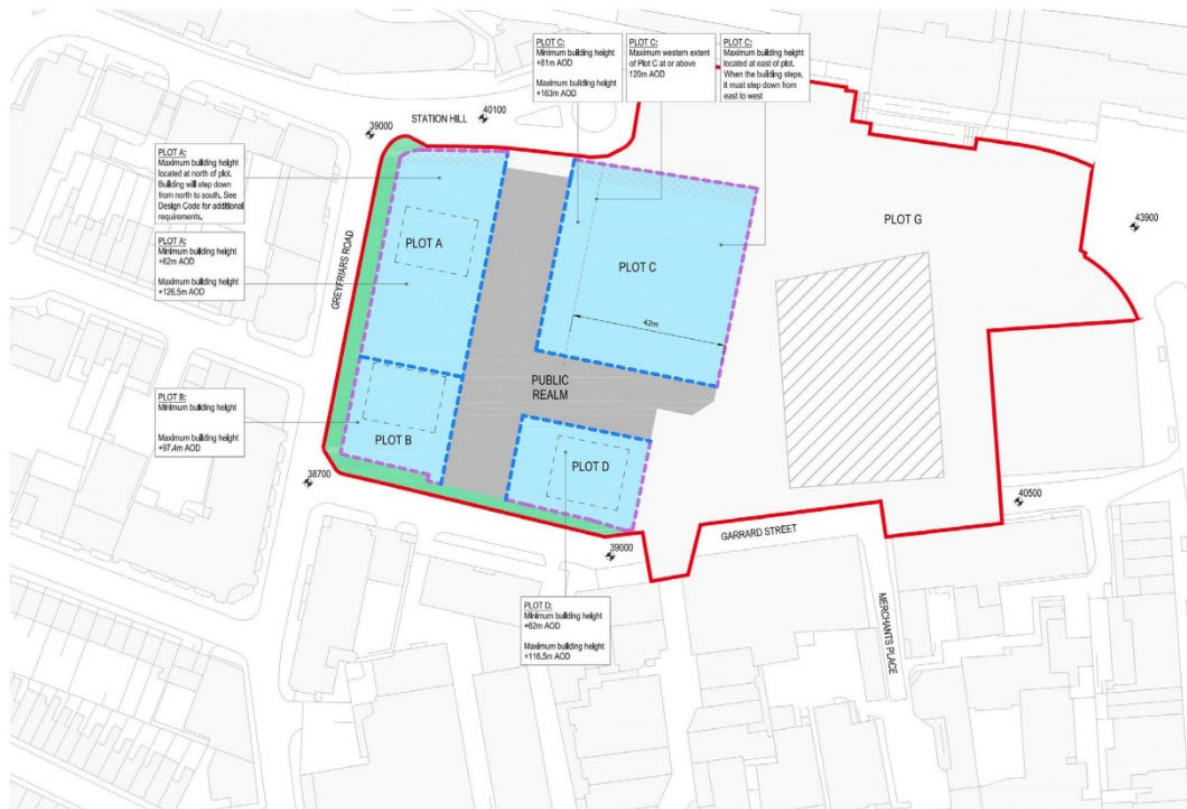


Above: View north along Greyfriars Road

2. PROPOSALS AND BACKGROUND

- 2.1 Phase 3 was permitted in Outline with all matters reserved as part of hybrid planning permission 192032. The outline permission is the planning permission for the site and has already approved an 'amount' of development expressed as floorspace and a range of permitted uses.
- 2.2 The Reserved Matters application will effectively 'fill in the blanks' of the existing Outline Permission. It will not be a new planning permission as permission has already been granted under the Outline. The Reserved Matters application will be in response to the conditions and obligations of the Outline. Essentially, if the Outline permission does not require something to be submitted at Reserved Matters stage then it cannot be reasonably required under the Reserved Matters.
- 2.3 The form the development takes is governed by a set of parameter plans which set the extent of building footprints, their maximum heights and include some 'rules' about how buildings of different forms should relate to one another, such as the stepping down of building heights relative to each other, spacing between buildings and minimum extents of active frontage. Further design requirements are set out in the approved Design Code.
- 2.4 The Amount of development is not a reserved matter and was permitted at a maximum of 128,000 sqm floorspace (Gross External Area) for Phase 3. This also included potentially up to 750 dwellings (or any number from zero up to that maximum).

- 2.5 The current proposals seek approval for a mixed-use scheme including 600 dwellings (flats) and a range of non-residential uses at ground and lower ground floors. Although the outline permission allows for an L-shaped continuous building across Plots A, B and D, the applicant has taken the decision to form a gap between B and D to provide additional public realm and a pedestrian route to Garrard Street.
- 2.6 It is also important to note that the S106 legal agreement is linked to the Outline planning permission and is therefore 'fixed'. There is no requirement for the developer to revisit the terms of the S106, and it is therefore not possible to request anything additional to that which is already secured. However the current proposals do involve proposed variations requested by the developer, to be considered alongside the Reserved Matters proposals. These involve a change to the way the buildings are heated, requiring a change to the energy strategy secured under the S106. Also a change to allow all the Affordable Housing to be provided within Plots A and B.
- 2.7 The heights of buildings within the plot are approved under the Outline permission 192032 with minimum and maximum heights above sea level. Plot C does not form part of the current reserved matters application but is an important part of the context. Plot C is the tallest proposed at a height of up to 163m AOD (minimum 81m AOD). Street level at the South-west Interchange/taxi rank on Station Hill is approximately 40m AOD giving a maximum height above adjacent street level of 123mAOD. Assuming a minimum storey height of around 4 metres this gives a 30 storey building (N.B. storey heights may be greater, especially at ground floor level). The maximum heights step down anti-clockwise from this point with Plot A parameters rising to a maximum of 126.5 m (AOD) with Plot B parameters at the corner of Greyfriars Rd and Garrard Street set at a maximum 97.4m AOD, before stepping up again to a maximum of 116.5 on Plot D which sits separately from Plot A/B fronting Garrard Street (77.5m tall relative to Garrard Street).
- 2.8 The current proposals involve a separate tower to Plot D with an area of public realm between Plot B and Plot D. This is made possible by a non-material amendment to the plot layout (25/1609) and was not previously the case as the original permission allowed the three blocks to join in an L-shape with a pedestrian walkway tunnel linking to Greyfriars Road.



Approved Plot Parameters

Environmental Impact Assessment

- 2.9 The development is EIA Development as defined under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. A new Environmental Statement was prepared in support of the hybrid application 192032. An addendum has been provided in support of the current Reserved Matters application. This addendum confirms that there have been no significant change in the effects of the development in terms of demolition and construction; townscape and visual effects; historic environment; Air Quality; Noise and Vibration; Ground Conditions and Contamination; Daylight and Sunlight.
- 2.10 The anticipated wind environment has seen some changes which are addressed in the ES Addendum and in more detail in the Wind and Microclimate section of this report.
- 2.11 The findings of the ES Addendum are accepted.

Public Engagement

- 2.12 A public exhibition was held in the ONE Station Hill foyer on 7th and 8th November 2025 followed by a 2 week period during which the exhibition panels were displayed for public viewing. An information briefing for all Councillors was held at ONE Station Hill on 11 December 2025.
- 2.13 The submitted Statement of Community Involvement refers to these events and other public engagement in more detail.

- 2.14 Overall it is considered that appropriate public engagement has been carried out prior to the application being submitted.

Community Infrastructure Levy (CIL)

- 2.15 The proposal involves 59,613 square metres (Gross External Area) of residential floorspace. The current CIL rate for 2026 is £188.28. Which at the current rate would equate to a gross CIL charge of £11,223,936. However, this basic figure is subject to a range of exemptions and reliefs which is likely to reduce the figure considerably. It is not possible to provide an exact final amount at this stage due to the significant number of variables that exist affecting this figure.

3. RELEVANT PLANNING HISTORY

- 3.1 The most relevant planning history in relation to Station Hill is detailed below.

Application no.	Proposal	Decision
130436	Outline application 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 B1), a range of town centre uses including retail and related uses (Use Class A1-A5)leisure (Use Class D2) and residential units, associated infrastructure, public realm works and ancillary development (all matters reserved).	Permission with S.106 15/1/2015. Implemented
151426	Outline application 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, a range of town centre uses including retail and related uses (Use Class A1 - A5), associated infrastructure, public realm works and ancillary development.	Permission granted 26/7/16.

151427	Section 73 application to vary conditions 2,5,6,54 and 57 of outline permission 130436 to remove reference to Plot E.	Permission granted 26/7/16.
151543	Application for approval of reserved matters following outline approval (130436), matters of Access, Appearance, Landscaping, Layout and Scale.	Permission granted 2/8/2016 (Plot B Station Hill for a 19-storey B1 office building). Not implemented
Various	Various approvals pursuant to conditions attached to 130436/OUT	
181820	Request for an EIA Scoping Opinion for s.73 Minor Material Amendment (Outline) and Reserved Matters applications pursuant to permissions 151426/OUT and 151427/VAR, involving demolition of existing buildings and construction of a mixed use development comprising residential development (C3), office development (B1A), retail (etc) uses (A1, A2, A3, A4, A5), leisure development (D2) and associated car parking and public realm works.	Opinion provided 14/11/18
182171 (Telecom House and Friars Walk Shopping Centre	Application for prior notification of proposed demolition of the Telecom House and Friars Walk Shopping Centre.	Prior Approval Given 11/2/19 Demolition completed.
190441	Outline application (pursuant to section 73 of the Town & Country 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 B1), a range of town centre uses including retail and related uses (Use Class A1-A5) leisure (Use Class D2) and	Approved subject to S106 17 July 2019 PAC – Permission issued 6 December 2019.

	residential units, associated infrastructure, public realm works and ancillary development (all matters reserved) as permitted by planning permission 151427 granted on 26 July 2016 (which itself was an application under S73 to vary planning permission 130436 granted on 9 January 2015) but without complying with Conditions 3, 5, 7, 8, 17, 19, 54 and 57 in respect of Plot F 'Station Hill'.	
190442	Outline application 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, a range of town centre uses including retail and related uses (Use Class A1 - A5), associated infrastructure, public realm works and ancillary development as permitted by planning permission 151426 granted on 26 July 2016 but without complying with Conditions 3, 5, 6, 7, 8, 16, 17, 21, 37 and 50.	Approved subject to S106 17 July 2019 PAC – Permission issued 6 December 2019.
190465	Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) for Plot E within the development site known as Station Hill submitted pursuant to Outline Planning Permission ref. 190442, and submission of details for approval pursuant to Conditions attached to that permission. The proposals comprise the construction of a 12 storey building (plus basement storey) containing 370 Build to Rent residential units (Use Class C3), 1,151sqm (GEA) of flexible retail floorspace (Use Classes A1, A2, A3, A4, A5), cycle storage, car parking, servicing, plant areas, landscaping, new	Approved subject to approval of 190442, 17 July 2019 PAC – Approval issued 6 December 2019.

	public realm and other associated works (amended description).	
190466	Application for approval of reserved matters (access, scale, appearance, layout and landscaping) for Plot F within the development site known as Station Hill submitted pursuant to Outline Planning Permission ref. 190441, and submission of details for approval pursuant to Conditions attached to that permission. The proposals comprise construction of a 12 storey (plus basement storey) building containing 168 Build to Rent residential units (Use Class C3), 390sqm (GEA) of flexible retail floorspace (Use Classes A1, A2, A3, A4, A5, D2), 656sqm (GEA) of leisure floorspace (Use Class D1 or D2), cycle storage, car parking, servicing, plant areas, landscaping, new public realm and other associated works (amended description).	Approved subject to approval of 190441, 17 July 2019 PAC – Approval issued 6 December 2019.
190833	Request for an EIA Scoping Opinion (in respect of North Site)	Opinion Issued - 24 July 2020
Various applications for approval of details pursuant to conditions attached to 190441/190442/190465/190466		Approved
192032	FULL planning permission for the following development in accordance with the plans and supporting information submitted in connection with this application. Proposal: (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	Permission granted 22 July 2021

	and parking. New public open space and landscaping. Bridge link over Garrard St. AND OUTLINE planning permission for the following development in accordance with the plans and supporting information submitted in connection with this application. Proposal (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.	
201532/VAR (The 2021 permission – Plot E Outline)	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	Permission granted 22 July 2021

	(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).	
201536/VAR (The 2021 permission Plot F and North Site s.73 Outline)	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).	Permission granted 22 July 2021
201533/REM (The 2021 permission – Plot F Reserved Matters)	Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details (Conditions 12, 13, 15, 16, 17, 18, 20, 21, 22, and 67(i)) 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 13 storey, plus basement storey, building comprising 184 Build to Rent residential units, 762 sqm	Approved 23 July 2021

	(GEA) of flexible retail, leisure and business floorspace (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; together with cycle storage; car parking; servicing; plant areas; landscaping; new public realm and other associated works.	
201537/REM (The 2021 permission - Plot E Reserved Matters)	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.	Approved 23 July 2021
Various applications for approval of details pursuant to conditions attached to 201532, 201536/VAR, 201533/REM and 201537/REM		Approved
25/1609	Application for a Non-Material Amendment Following a Grant of Planning Permission PL/19/2032 to facilitate amendments to Parameter Plans, Design Code, and Conditions: 54, 57, 58, 77, 86 & 97.	AGREE

26/0399	Application for Non-material amendment to planning permission reference PL/19/2032 to facilitate amendments Condition 90 (Access)	AGREE
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4. CONSULTATIONS

4.1 Consultation responses are summarised where necessary due to the large scale nature of the proposal and the often-lengthy discussions with consultees.

4.2 Relevant planning matters were also considered at Outline stage and in many cases consultees commented at that time, which is reflected in the conditions attached to the Outline permission.

Environment Agency:

4.3 No objection received

Historic England

4.4 Confirm no objection

RBC Transport (Highways Authority)

4.5 See Appendix 1 – and discussion in appraisal section of report.

Lead Flood Authority (RBC Highways)

4.6 Query the surface water discharge figures submitted. The current drainage strategy is not agreed.

4.7 [Officer comment - Condition 92 of the planning permission (192032) requires the SUDS strategy **prior to commencement**. It isn't required under the RM application and can't be a reason for withholding Reserved Matters approval.

4.8 Condition 93 requires a scheme for connection and improvements to the existing water supply, drainage and sewerage systems **prior to first occupation** – also not a reason to withhold Reserve Matters approval.]

RBC Waste Operations

4.9 "The Council's standard household waste collection service is for fortnightly general waste collections, fortnightly recycling collections, and weekly food waste collections. Separate glass recycling collections are being introduced in the near future and will be collected fortnightly. A development of this size will need to implement more frequent collections than this for all waste types through a private commercial waste contractor which would be a chargeable service.

4.10 Please be aware that under Simpler Recycling requirements it is now mandatory for food waste and dry mixed recycling (glass, metal and plastic, including cartons, paper and card) to be collected separately from general waste. Reading Council will be collecting glass separately to other dry mixed recycling materials so additional bin space will be required. This applies to new build and existing developments. Additional recycling streams such as plastic film packaging and plastic bag recycling is also being introduced separately from 2027. Table 5.1: Number of Bins Required on the document has not accounted for glass bins.

4.11 Paragraph 5.4.2 states that refuse and recycling provision is delivered through dedicated chute systems within each residential core. Will the chute system be for all of the above separate waste streams?

I seem to recall that as Phase1 Station Hill there is no separate chute for food waste or glass, and they installed food waste bins in chute rooms or satellite bin stores which were then emptied and brought over to the main bin store by their site team for collection. Is this the proposal for food waste collections at phase 3 as well?

Glass bins may need to be distributed and rotated in the same way as the food waste bins are at Phase1 if that is the case.

If there are no separate chutes for food waste and glass, the detail of how this waste will be transported from the residential units down to the bin stores will need to be detailed in the document/refuse strategy.

- 4.12 I note that in section 5.4.3 it is the proposal to have three collections a week for general waste and recycling waste streams. Please can you seek clarification if this includes three times a week collection of food waste and glass as well? This will have an impact on the number of bins required so should be detailed in the Transport & Waste statement or a written refuse strategy.

- 4.13 Please note that there is a maximum bin pulling distance of 10m for the 1100L 4-wheeled bins and 15m for any 2-wheeled bins up to 360L in size. The distance is measured from where the bins are presented to the rear of the collection vehicle. From looking at Figure 5.2: Bin and Core Plan, I expect that the bin pulling distances at all 3 bin store locations will exceed this distance. It is therefore essential that the estate management team be on hand during collection to present residential bins at the entrance to the bin stores for the waste operatives to transfer to the refuse vehicle. Our crews would not be able to wait for their team to meet them, and we cannot guarantee that collections would be the same time each week so this can be problematic.

I would ask that this strategy be confirmed in writing by planning condition to ensure it is implemented.

More information can be found on our website - [Waste management guidelines - Reading Borough Council](#).

- 4.14 Any commercial waste generated at the site will need to be stored and collected separately from any domestic waste. The plan does not seem to show where the commercial waste bins will be stored so I cannot comment on this further. Please note that the above Simpler Recycling requirements for food waste and dry mixed recycling (glass, metal and plastic, including cartons, paper and card) to be collected separately from general waste streams also applies to commercial units so space for bins for all waste streams must be accommodate here as well. Depending on commercial use some units may also require additional separate collections of waste oil or meat/butchers waste, for example.

- 4.15 Will the developer be arranging commercial waste collections on behalf of the commercial units or will they be expecting the commercial units to arrange their own collections?

If the commercial units will be expected to arrange their own collections, it may be difficult for the developer to enforce their proposed three waste collections per week as per paragraph 5.5.3."

RBC Environmental Protection (EP):

- 4.16 Confirm no objections to this application as all the matters are addressed via the conditions (noise, contaminated land, air quality)

RBC Valuers

- 4.17 No objection received.

RBC Leisure

- 4.18 No objection received.

RBC Planning (Natural Environment) (Tree Officer) (Summary)

- 4.19 The scheme is supported subject to a condition to secure landscaping via standard condition L2, with the addition of 'soil volumes' in part c. Condition L4 (Landscaping Management Plan) will also be required.
- 4.10 The matter of potential conflict between balconies and street trees on Greyfriars Rd should be resolved. *[Officer comment – this is proposed to be resolved through recommended Condition 3]*

RBC Ecologist

- 4.11 Confirm that the application satisfies Condition 99 in terms of habitat mitigation/enhancements and that full details of ground level planting information and living roof specifications should be secured through a landscaping condition on the Reserved Matters approval.

Berkshire Buckinghamshire and Oxfordshire Wildlife Trust

- 4.12 No response received

RBC Sustainability Manager

- 4.13 *[Officer Note – the Council's sustainability team have been involved through the pre-application process and the sustainability section of this report incorporates the outcome of these discussions.]*

RBC Housing

- 4.14 Request that studio flats are removed from the proposal and replaced with one-bed flats.
[Officer note – this has been negotiated during the course of the application.]
Request additional three bed flats.
[Officer note – this cannot be insisted on at this stage as the mix is fixed under the terms of the current S106 agreement.]
We also have a significant need for adapted/adaptable homes. Are any of the proposed AH units going to be M4(3)?
[Officer note – 4 of the affordable flats will be M4(3)]
- 4.15 Will the affordable homes have the same level of car parking provision and other amenities as the market units? I'm thinking about things like bike storage, EV charging, gym, concierge, co-working areas etc. which are advertised for Ebb & Flow. Also, balconies and outside space?
[The affordable units will have access to the same facilities as other occupiers – in the same way as Plots E and F].
- 4.16 Happy for these affordable units to all be in Block AB, with the stipulation that this is completed before or at the same time as Block D.
[Officer note – this is agreed and set out in the recommendation above]

Berkshire Archaeology

- 4.17 No response received

RBC Access Officer

- 4.18 No objection received. *[Officer note: The proposals have been discussed with the Access Officer at pre-application stage and application stage. No specific concerns have been raised. Matters relating to provision of lifts and other facilities, including M4(2) and M4(3) dwellings are governed by condition/the s106 agreement. The precise detailing of the public realm (surfacing/paving etc) is subject to the recommended landscaping condition.]*

Designing Out Crime Officer (DOCO) (Thames Valley Police):

- 4.19 Secured by Design Requirements: The security related conditions on the outline planning permission (192032) are noted. This includes a condition (114) which requires evidence of Secured by Design (SBD) accreditation prior to occupation of Phase 3. Whilst this is not required for the submission or approval of the Reserved Matters of Phase 3, it is important that the Reserved Matters scheme is designed in a way that ensures that SBD accreditation can be achieved. At present, I am not clear that this is the case. For example, it is noted that all of the proposed cycle stores exceed the 70 bike maximum stated in the Secured by Design Guidance.
- 4.20 I therefore request that an Access and Security Statement is submitted to demonstrate that the requirements of SBD have been considered and achieved (or justification/mitigation provided where they have not been achieved). This should include details of the following matters:
- ☐ Access controls for apartments (including compartmentation and how multiple entrance points will be managed/controlled)
 - ☐ Secure postage and delivery arrangements
 - ☐ Secure parking arrangements
 - ☐ Bin and cycle storage security
 - ☐ CCTV
 - ☐ Security personnel and management (for residential and commercial)
- [Officer Comment: It would not be appropriate to seek to impose a more stringent condition than already included in the Outline Permission at Reserved Matters stage. It would appear that options to increase security for cycle stores remain available and that this can be resolved at discharge of condition stage]*
- 4.21 Details should also be provided with regards to the security arrangements for the proposed public toilets.
- [Officer comment: This would be dealt prior to commencement under the terms of the S106 agreement.]*

4.22 General Design Comments

The submitted Design and Access Statement states that the outline consent and Design Code “require active frontages at both street and podium levels along Greyfriars Road, Garrard Street and Station Hill, limiting the location of servicing, plant ventilation and life

safety infrastructure at ground floor.” This is important from a designing out crime perspective, as active frontages increase natural surveillance of the street which can have the positive impact of both reducing crime, and reducing people’s fear of crime.

Unfortunately, active frontages have not been achieved on Garrard Street. This is contrary to the Outline Consent and the Design Code.

Extract from GA Plan Level P2 Rev P06

On Garrard Street, a single communal apartment building entrance is proposed with the frontage dominated by access to plant and bin stores. The lack of

surveillance along the street will not only make the street feel less safe, it will also leave the plant and bin store areas more vulnerable to forced entry. In addition, the entrance to the apartments will be more vulnerable and feel less safe for residents to use. This elevation should therefore be reconsidered.

[Officer comment – it is agreed that there is reduced activation at this location, which has been subject of some discussion over the course of the application. However the need for plant rooms and bin stores is unavoidable and there is a need for blank frontages because of this. This remains subject to the overall planning balance at the end of this report]

- 4.23 It is noted that double leaf doors are proposed to a number of entrances. Double leaf doors can be less secure than single leaf doors as they can require one leaf to lock into another. This is less of an issue for commercial premises or doorsets to plant, refuse etc where access is more limited and locking can be managed (assuming external access points to bin stores are for refuse collection only). However, this could be an issue on communal doors, with multiple users, where doors could be left unattended. This is particularly noted for the doorset to the cycle store which has an external access on to Greyfriars Road. It is appreciated that the SBD accreditation process will ensure that the doors are to an appropriate security standard, but single leaf doors should be present on the more vulnerable entrances.

[Officer Comment – this is likely to be beyond the scope of planning and would be a matter for the developer to fit appropriate locking mechanisms]

- 4.24 It is noted that there are two entrances into the entrance foyer/amenity area for the larger block. It is not clear how these are proposed to be access controlled and managed. From the plans, it appears that one of the entrance points is intended to be the main entrance, with a reception desk and likely to be the intended location for non-residents to access the building (postage, deliveries, visitors). However, multiple access points have the potential to undermine any security access controls. Depending on the access control arrangements, this may need to be reconsidered.

[Officer comment: There is a balance to be struck between accessibility and convenience of users and security. In this instance it is reasonable to expect access controls (similar to Blocks E and F) can be used to restrict unauthorised access.]

- 4.25 A cycle store is proposed to the rear of the car park accessed from Garrard Street. Access to the cycle store would appear to require any cyclist to open the large set of gates (appear to be roller shutters from the elevation) into the car park. This is not appropriate for a cycle entrance as it could invite tailgating with large roller shutters likely to be left unattended as they close. A smaller entry point should be provided for cycle access.

[Officer comment: Mechanically operated shutters, CCTV and other controls are considered sufficient. It is not clear that smaller openings would necessarily deter unauthorised access and this matter would not appear sufficient to warrant refusal]

- 4.26 In terms of the layout of the open spaces, I could not locate a detailed landscape plan. However from the general arrangement plan, I note the proposed provision of benches on the stepped access to the podium from Gerrard Street:

Extract from GA Plan Level 00 P06

This appears to be an area of the public realm which is not as open, with less surveillance and therefore may be a location which encourages inappropriate

loitering and antisocial behaviour if benches are placed here. Users of the steps would not be able to see who was in this area before deciding to use this access point and would have limited options to avoid anyone who was present. For this reason, the benches here should be removed.

[Officer Comment: It isn't clear that this area would be any less overlooked than others, including those within Phases 1 and 2 where benches have been used as an important resource to improve vitality, wellbeing and the attractiveness of the area for pedestrians. If the benches became a concern in the future, it is possible they could be removed, but there is currently no evidence to confirm that the benches would be harmful to the amenity and safety of the development.]

Royal Berkshire Fire and Rescue Service

4.27 Confirm no objection.

Civil Aviation Authority

4.28 Confirm no objection.

RBC Emergency Planning Manager

4.29 No objection received

RBC Licensing

4.30 No objection received

HSE (Building Safety Regulator)

4.31 Confirmed no objection and that the BSR is content with the fire safety design to the extent it affects land use planning considerations.

RBC Building Control

4.32 No objection received.

REDA

4.33 No response received.

Ministry of Defence

4.34 *"Confirm that, following review of the application documents, the proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests. The MOD, therefore, has no objection to the development proposed."*

Wokingham Borough Council

4.35 Confirm no objection.

South Oxfordshire District Council

4.36 No response received

Reading Civic Society

4.37 No response received.

Conservation Area Advisory Committee

4.38 No response received.

Network Rail

4.39 "Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure

that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

- 4.40 Network Rail seeks to ensure that the proposed development maintains appropriate permeability for rail users exiting and accessing the station from the south and west via the main Platform 7 gate line, in particular for those travelling towards Station Hill. Adequate and convenient pedestrian routes should therefore be retained wherever possible. Consideration should also be given to any potential impacts on the location of, or access to, taxi ranks and bus stops serving the station via Station Hill.
- 4.41 Network Rail has a retaining wall near the dashed red line on the submitted site plan. A minimum 2-metre access strip along the boundary should be retained as part of the proposals to ensure access is maintained for maintenance of assets.
- 4.42 Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [ASPRO Network Rail Implementation](#).
- 4.43 **Access To Railway**
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.
- 4.44 **Noise**
Network Rail would remind the council and the applicant of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary.
The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains.
- 4.45 There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running which can lead to increased levels of noise.
We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

Environmental Issues

- 4.46 The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway."

Great Western Railway

- 4.47 No response received

Caversham GLOBE

- 4.48 No response received

REDA

- 4.49 No response received

Thames Water

- 4.50 No response received

Scottish and Southern Energy

- 4.51 No response received

Southern Gas Networks

- 4.52 No response received

BT (Openreach)

- 4.53 No response received.

Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (NHS)

- 4.54 No response received.

Public consultation

- 4.55 Ten site notices were displayed around the perimeter of the site. One letter of support has been received from the occupier of 3 Friars Walk
- 4.56 *"I wish to provide a comment in support of the proposed Station Hill development. I believe this development will improve the attractiveness of Reading town centre, provide more housing and drive significant local economic and social benefits.*
- 4.57 *Building new housing with great public transport access through the adjacent train station is a great idea.*
- 4.58 *Additional schemes like Station hill should be more common across Reading and this development is a terrific example of ambitious planning."*

5. RELEVANT LEGISLATION, POLICY, AND GUIDANCE

- 5.1 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.
- 5.2 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Local Planning Authority shall have 'special regard' to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 5.3 In terms of impact of development on the setting of a scheduled monument, whether any particular development within the setting of a scheduled monument will have an adverse impact on its significance will depend upon such variables as the nature, extent and design of the development proposed, the characteristics of the monument in question, its relationship to other monuments in the vicinity,

its current landscape setting and its contribution to our understanding and appreciation of the monument.

- 5.4 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'.

EIA Regulations

- 5.5 The application proposals are subject to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and are supported by the Environmental Statement approved pursuant to these Regulations under the Outline permission 192032. Further assessment to account for any subsequent changes in significant effects is contained within the ES Addendum submitted with this current application.

- 5.6 Policy Context:

National Planning Policy Framework (NPPF) (2024)

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
- 16. Conserving and enhancing the historic environment.

Planning Practice Guidance (NPPG)

Sections of particular relevance include:

- Air Quality
- Build to Rent
- Climate Change
- Community Infrastructure Levy
- Design: process and tools (and associated National Design Guide)
- Environmental Impact Assessment
- Healthy and Safe Communities
- Historic Environment
- Housing needs of different groups
- Housing for older and disabled people
- Land affected by contamination
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations

- Renewable and low carbon energy
- Town centres and retail
- Transport evidence bases in plan making and decision taking
- Travel plans, Transport Assessments and Statements
- Use of planning conditions
- Viability
- Water supply, wastewater and water quality

Other Government Guidance which is a material consideration

Historic England: Advice Note 4 “Tall Buildings” (2022).

DCLG: Accelerating Housing Supply and Increasing Tenant Choice in the Private Rented Sector: A Build to Rent Guide for Local Authorities (2015)

National Standards for Sustainable Drainage Systems (SuDS) 2025

5.7 The following local policies and guidance are relevant:

Reading Borough Local Plan 2019

CC1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

CC2: SUSTAINABLE DESIGN AND CONSTRUCTION

CC3: ADAPTATION TO CLIMATE CHANGE

CC4: DECENTRALISED ENERGY

CC5: WASTE MINIMISATION AND STORAGE

CC6: ACCESSIBILITY AND THE INTENSITY OF DEVELOPMENT

CC7: DESIGN AND THE PUBLIC REALM

CC8: SAFEGUARDING AMENITY

CC9: SECURING INFRASTRUCTURE

EN1: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT

EN2: AREAS OF ARCHAEOLOGICAL SIGNIFICANCE

EN3: ENHANCEMENT OF CONSERVATION AREAS

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

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

EM2: LOCATION OF NEW EMPLOYMENT DEVELOPMENT

EM3: LOSS OF EMPLOYMENT LAND

EM4: MAINTAINING A VARIETY OF PREMISES

H1: PROVISION OF HOUSING

H2: DENSITY AND MIX

H3: AFFORDABLE HOUSING

H4: BUILD TO RENT SCHEMES
 H5: STANDARDS FOR NEW HOUSING
 H6: ACCOMMODATION FOR VULNERABLE PEOPLE
 H10: PRIVATE AND COMMUNAL OUTDOOR SPACE
 TR1: ACHIEVING THE TRANSPORT STRATEGY
 TR2: MAJOR TRANSPORT PROJECTS
 TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS
 TR4: CYCLE ROUTES AND FACILITIES
 TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING
 RL1: NETWORK AND HIERARCHY OF CENTRES
 RL2: SCALE AND LOCATION OF RETAIL, LEISURE AND CULTURE DEVELOPMENT
 RL5: IMPACT OF MAIN TOWN CENTRE USES
 RL6: PROTECTION OF LEISURE FACILITIES AND PUBLIC HOUSES
 OU1: NEW AND EXISTING COMMUNITY FACILITIES
 OU5: SHOPFRONTS AND CASH MACHINES
 CR1: DEFINITION OF CENTRAL READING
 CR2: DESIGN IN CENTRAL READING
 CR3: PUBLIC REALM IN CENTRAL READING
 CR4: LEISURE, CULTURE AND TOURISM IN CENTRAL READING
 CR5: DRINKING ESTABLISHMENTS IN CENTRAL READING
 CR6: LIVING IN CENTRAL READING
 CR7: PRIMARY FRONTAGES IN CENTRAL READING
 CR8: SMALL SHOP UNITS IN CENTRAL READING
 CR9: TERRACED HOUSING IN CENTRAL READING
 CR10: TALL BUILDINGS
 CR11: STATION/RIVER MAJOR OPPORTUNITY AREA
 CR15: THE READING ABBEY QUARTER
 CR16: AREAS TO THE NORTH OF FRIAR STREET AND EAST OF STATION ROAD

5.8 **Supplementary Planning Documents**

- Station Hill South Planning and Urban Design Brief (March 2007)
- Reading Station Area Framework (December 2010)
- Sustainable Design and Construction (December 2019)
- Parking Standards and Design (October 2011)
- Employment, Skills and Training (April 2013)
- Affordable Housing (July 2013)
- Planning Obligations under S.106 (2015)
- Town Centre Public Realm Strategy (2026)

5.9 **Other Reading Borough Council Documents:**

- Reading 2020 Partnership: Sustainable Community Strategy (2010/11)
- Central Reading Parking Strategy (2004) and Interim Parking Strategy (2011)
- Reading Borough Council's Cultural Strategy: A Life Worth Living
- Reading Biodiversity Action Plan (2006)
- Local Transport Plan 4: Local Transport Strategy 2040 (June 2024)
- Tall Buildings Strategy 2008
- Tall Buildings Strategy Update Note 2018
- Reading Open Space Strategy (2007)
- Reading Tree Strategy 2010
- Strategic Housing Market Assessment (2016)

6. APPRAISAL

(i) Principle of Development

- 6.1 Consideration of this Reserved Matters (RM) application must sit firmly within the scope of the existing Outline planning permission. Planning permission has already been granted subject to the Reserved Matters and it is not possible to change the permission or to introduce new requirements beyond the scope of the outline permission at RM stage. For instance the amount of floorspace or the maximum number of dwellings already approved. The maximum heights of buildings and the extent of their footprint and upper levels is also already approved as set out in the decision notice and associated Parameter Plans.
- 6.2 The Outline permission in effect sets out the development envelope within which the current reserved matters are to be considered. Relevant policies should be applied to the consideration of these, but within the scope of the outline. New requirements should not be imposed at this stage.
- 6.3 Some conditions attached to the outline planning permission require details to be submitted “concurrently with Reserved Matters” and these will be the focus of this current Reserved Matters application. A significant proportion of the conditions require details to be submitted at a future time, with triggers relating mostly to commencement or occupation of the new development. These matters remain reserved for the future and will not be dealt with in detail in this report.
- 6.4 There is also no scope to insist on any changes to the S106 agreement which is completed and sits alongside the planning permission (192032). The amount of affordable housing for instance and the terms on which this is secured are already set out in detail in the s106 and are not required to be reviewed at this stage, except at the request of the developer. In this instance a Deed of Variation to the S106 is sought to vary the Energy Strategy to allow for the use of Exhaust Air Heat Pumps within each flat. It also seeks to allow for all the Affordable Housing to be provided within Blocks A and B (i.e. not Block D) whereas the current obligation is to provide the same proportion in each block. These matters are discussed in more detail in the relevant sections of this report below.
- 6.5 Within this context, the overarching Development Plan policy for the site and surrounding area is contained in Policy CR11 Station/River Major Opportunity Area. This states that
“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.

Development of the station and interchange was completed in 2015. Development in surrounding areas will be in line with the following provisions for each sub-area...

- 6.6 The relevant sub area is 'Station Hill & Friars Walk' site allocation under Policy CR11c of the Local Plan. The southern part was recently granted permission under 190441/190442/190465/190466. The current application addresses the northern part. The policy states that:

"This area will be developed for a mix of uses at a high density, including retail and leisure on the ground and lower floors and residential and offices on higher floors. There will be enhanced links through the site, including in a north-south direction into the Station Hill area and through to the station, and a network of streets and spaces. Frontages on key routes through the site should have active uses. The edge of the site nearest to the areas of traditional terracing west of Greyfriars Road will require careful design treatment."

- 6.7 Paragraph 10.1.5 of the Reading Borough Local Plan 2019 confirms that the Reading Station Area Framework 2010 (RSAF) relates to the development allocation under CR11 and remains in place. It is therefore a material consideration in the determination of the current application. The RSAF is a detailed planning framework for the station area, focused on the upgrade of Reading Station and the consequent regeneration of the surrounding area. It provides a masterplan for the development of the wider area and allowing the various land parcels to come forward in a coordinated manner.

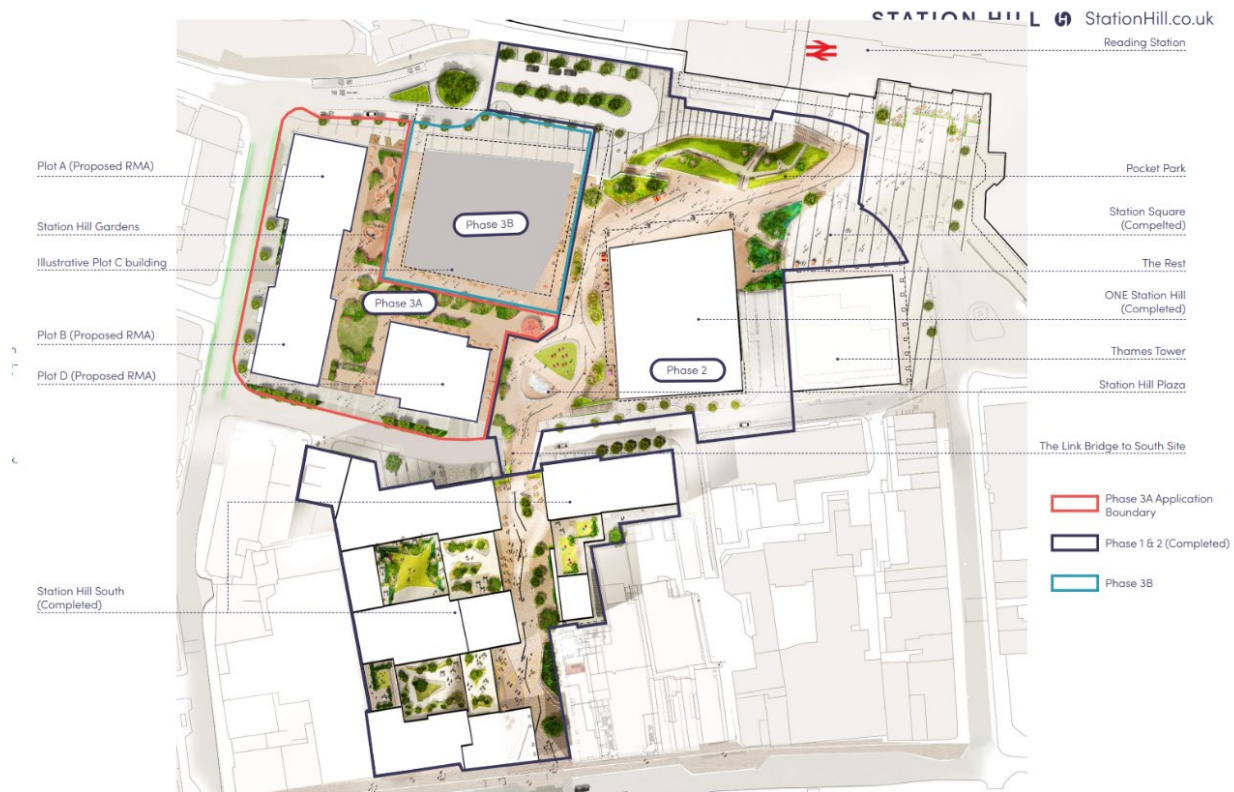
(ii) Design

- 6.8 The design of the Reserved Matters scheme is governed by the Design Codes and Parameter Plans approved under the outline permission 192032. The Reserved Matters design currently under consideration has been developed following detailed pre-application discussions, including an independent design review by the Council's chosen reviewers - FRAME projects. It is considered that the design accords with the requirements of the Design Codes and Parameter Plans.

Layout

- 6.9 It is considered that the layout of the Reserved Matters proposals represents a significant improvement on the permitted maximum parameters which at their greatest extent would allow a continuous L-shaped building across Plots A, B and D. In particular, the provision of a substantial gap between the building on Plot B

and Plot D offers multiple benefits in terms of relieving the mass of the development as a whole, allowing daylight into the public space (and inward-facing windows) and offering a much better route down to Garrard St/Greyfriars Road in place of the previous passageway underneath Plot B.



6.10 The relatively square footprint of the building proposed on Plot D is considered to be a very positive design compared with the indicative form shown within the original outline/hybrid Parameter Plans and is a positive outcome of the design evolution of the scheme. This results in a much more slender, less bulky, form to the Plot D building, which is an aim of Policy CR10 (Tall Buildings). This policy specifically seeks to avoid an overly dense townscape and seeks to allow buildings to be viewed as individual forms.

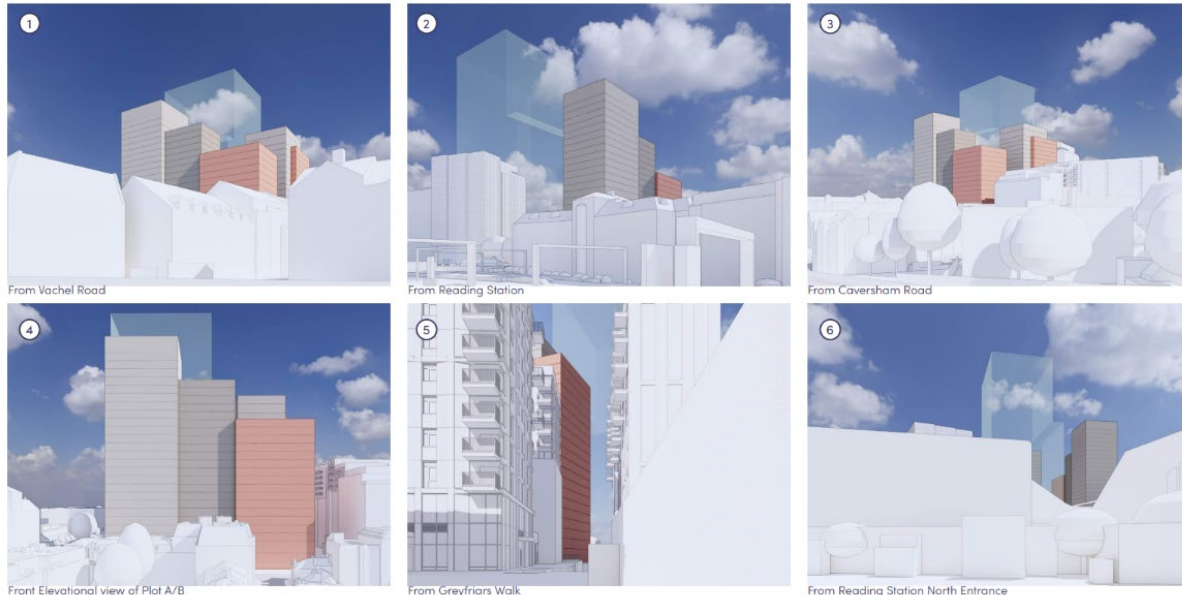
6.11 The 18m spacing between buildings on all levels is a significant improvement on the permitted parameters which allowed spacings as close as 9 metres.

Height and Massing

6.12 The form of Plot D extending upwards to the top of the approved height parameter will achieve a strongly vertical form when combined with the more constrained footprint (compared to what is possible under the Outline approval). This approach offers a degree of elegance which might otherwise be lost if the full parameter envelope were used. The block has a primary, taller part and a more subservient secondary wrap-around part - which together add visual interest and serve to emphasise the verticality of the proposed building. This is another key benefit arising from the applicant's design approach of choosing not to use the full approved parameter envelope and providing a substantial gap between Blocks B and D and emphasising the height.

6.13 Plots A and B are shown as a single building but broken up into three strongly articulated sections with strong vertical emphasis. Each section is shown stepping down in height from north to south at the breakpoint between each section –

offering an impression of three distinct buildings and with each continuing to natural ground level at its base. It is acknowledged that perhaps the design could be further improved if Blocks A and B were to be physically separate buildings (something highlighted by the Council's design reviewers 'FRAME' in their review). However the Outline permission parameters permits a single block and as such this approach must be accepted at Reserved Matters stage. The gap between Block B and Block D (the improvement described above) provides significant relief to the overall mass of all three Blocks and it is considered that the overall approach results in a successful interpretation of the design codes and Parameter Plans in terms of height and massing.



Massing modelling (Plot C shown for illustrative purposes only).

Architectural Detailing

- 6.14 Policy CR2 states that *“The architectural details and materials used in the central area should be high quality and respect the form and quality of the detailing and materials in areas local to the development site”*
- 6.15 Policy CR10a states that *“Tall buildings should... Contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high quality of public realm... and Policy CR10 “v) In addition to the area-specific requirements, all tall building proposals should be of excellent design and architectural quality, and should:*
- ☐ *Enhance Reading’s skyline, through a distinctive profile and careful design of the upper and middle sections of the building;*
 - ☐ *Contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape;*
 - ☐ *Contribute to high-quality views from distance, views from middle-distance and local views;*
 - ☐ *Take account of the context within which they sit, including the existing urban grain, streetscape and built form and local architectural style;*
 - ☐ *Avoid bulky, over-dominant massing;*
 - ☐ *Conserve and, where possible, enhance the setting of conservation areas and listed buildings;*
 - ☐ *Use high quality materials and finishes;*

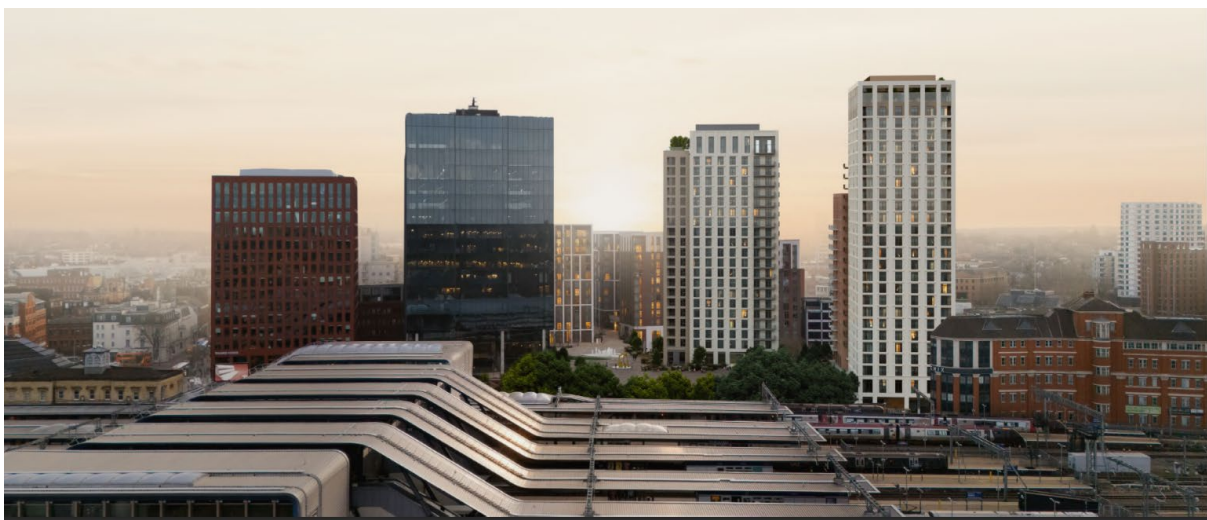
...

□ *Incorporate appropriate maintenance arrangements at the design stage*".

- 6.16 The recently constructed Phases 1 and 2 provide much of the context for the cluster of buildings referred to in the policy and the proposals are considered to respect and build upon this new and emerging architectural approach which forms a key part of the regeneration of the Station Area.
- 6.17 The Design Codes set out fundamental principles such as the need for buildings to be designed with a bottom section which relates to the street and provides openness and activity, a middle which emphasises the vertical and a top section with amenity areas and to provide a 'crown' to the building.

Building Tops

- 6.18 The top of each building is particularly important and must appear clearly defined when viewed from all angles. This has been the subject of some discussion at pre-application stage and something highlighted by the FRAME design review.
- 6.19 The 'Roof Level Amenity' on Plot A includes an open terrace with tall vertical openings and this will provide a clear and well-articulated 'break' to the building elevation, and the submitted design emphasises the top 'in the round'. Strong articulation, textured brickwork with elongated vertical openings and terraces which allow daylight to pass through are considered to strike an appropriate balance between distinguishing the top whilst ensuring it maintains a unified approach with the floors below. The design of the top storeys of Blocks B and D are considered acceptable with Block B appearing clearly subservient to Block A (stepping down in accordance with the Design Codes) and Block D having a clearly-defined top marked by the lower wrap-around element sitting lower, and by the change to the proportions of the openings at the top of the building.
- 6.20 The proposed design response, grouping top windows and contrasting colours to emphasise the primacy of the vertical framing elements is a significant improvement on the outline/hybrid indicative scheme and serves to define the crown of Plot A more effectively, when viewed from all sides. The external lighting strategy will also need to play a part in this. A condition securing lighting details is recommended.



View from the North showing proposed Block A (RH side) Block D (Centre Right), with existing ONE Station Hill office and Thames Tower to the left.

Materials

- 6.21 The extensive use of brick is considered to be the right approach given the historic use of brick in Reading, but also because of its longevity in terms of both style and weathering properties. The proposed use of three contrasting brick colours to the three sections of Plot A-B serves to emphasise the vertical and reinforces the appearance of three distinct 'buildings'.



Illustrative view towards corner of Greyfriars Rd and Station Hill – looking southeast

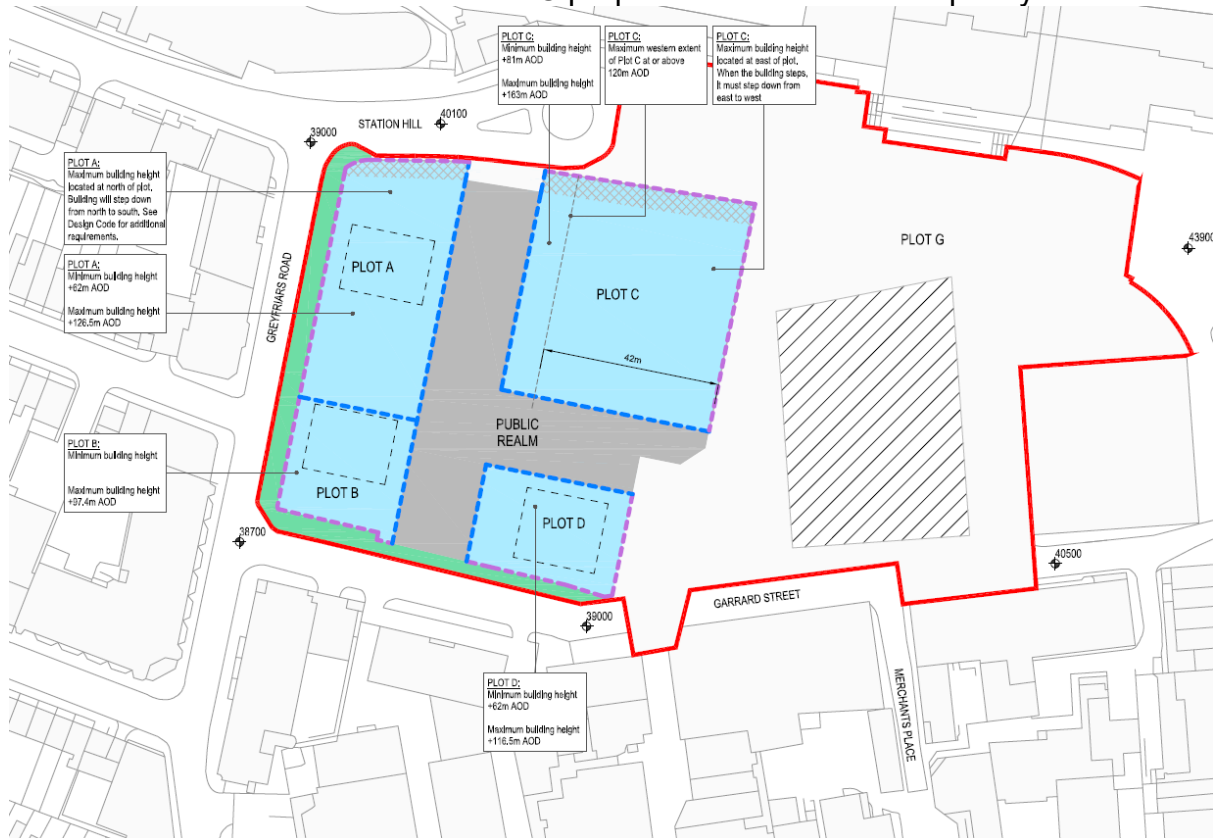
- 6.22 The details and samples of the 'type' of brick is required to be submitted at Reserved Matters stage (condition 75(i)) with the precise specification secured as a pre-commencement condition (75(ii)).
- 6.23 The proposal includes highly textured bricks which complement the design and ensure that the crisp lines of the building are matched by a texture within the brickwork which ensures visual interest.
- 6.24 The use of bricks with a good amount of texture to the face of the brick is a particular focus at street level where different brick bonds and creative use of mortar joints would be best used on lower levels. Higher up the building, the finer detail would be lost to view and here texture and interest is proposed to be achieved through greater articulation. A condition is recommended to secure large-scale drawings of ground floor and lower ground floor brickwork prior to construction, to ensure the detail shown in the Design and Access Statement is carried through into the final details. Precise details of the materials are already secured at pre-commencement stage by Condition 75(ii) and the large scale drawings to be secured by condition would complement this.

Balconies

- 6.25 Balconies are a generally a positive addition to the facades and offer multiple benefits to future residents in terms of a private space to sit out, grow plants etc. The balconies also add texture and depth to the façade. The detailing of the balconies will be important and the proposals are considered acceptable. The final detail is reserved by Condition 75 for future consideration.

Relationship to Plot C

- 6.26 Plot C does not form part of the current proposals and therefore remains the last remaining plot without detailed proposals under the Outline Permission. The Outline Permission allows the plots to be developed independently, although Policy CR11 Station/River Major Opportunity Area requires proposals to, “demonstrate that it is part of a comprehensive approach to its sub-area...”. It is apparent that whilst Plot C would contain the tallest building, it occupies just over a quarter of the Phase 3 site and a relatively small portion of the Station Hill site as a whole. The Plot C scheme remains governed by the Parameter Plans and Design Codes which provides a good degree of certainty regarding the scale, layout and appearance of the future proposals for Plot C. The proposals on Plots A/B/D also comply with the Parameter Plans and Design Codes and as such there can be confidence that the Plot C proposal would relate acceptably.



Plot Parameters

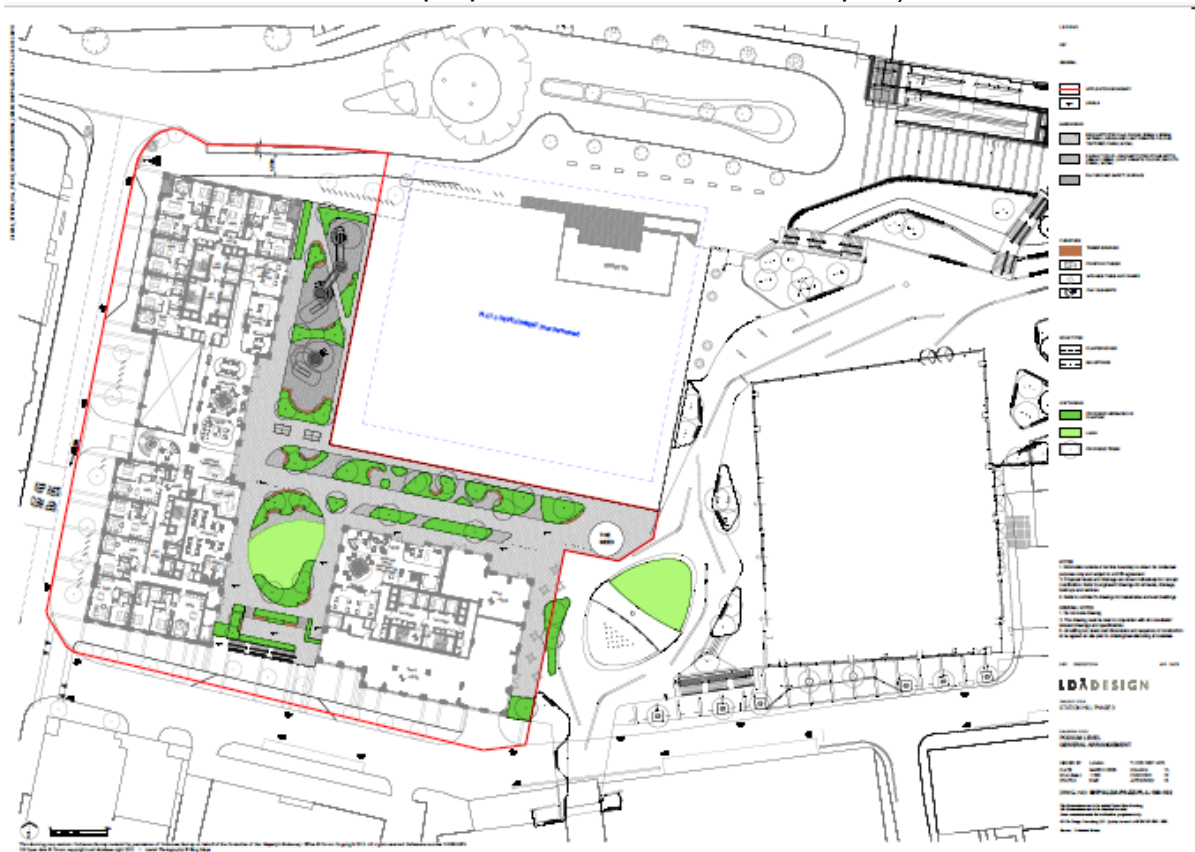
Public Realm, Routes and Integration with Surrounding Streets

Public Realm

- 6.27 A substantial amount of new and improved public realm has been delivered following the completion of Phases 1 and 2 with the provision of the Pocket Park close to the station, the completion of Friars Walk, the footbridge across Garrard Street, new public squares and the improvements to the Station Underpass (to allow cycling through it). A cycleway has been implemented on Greyfriars Road linking from Friar St down to the junction with Tudor Road/Station Hill.
- 6.28 An early design change with the approved Phase 1 scheme (Friars Walk and Plots E and F) was to maintain a level public realm throughout the scheme with primary routes and spaces matching the level of surrounding main routes at Friar Street, Station Square and Station Road. This led to a design predicated on a podium construction across much of the site. The multiple benefits of this approach are

clear in providing opportunities for a high quality, continuous, level public realm that is legible and straightforward to pass through for the majority of users. It also allows for a greater amount of active frontage facing onto the main routes and spaces. The podium does however have the potential drawback of presenting an 'edge' to the street below – however this is mostly resolved by bringing the buildings down to natural ground level at the edges of the site. The only exposed areas are to the gaps between Plots A and C at the northern edge and B and D at the southern edge which are considered to be relatively limited in their extent and would be mitigated by soft landscaping and also the visual link with the activity occurring above at podium level.

- 6.29 The Reserved Matters proposals include significant areas of public realm and landscaping, providing a large broadly T-shaped area of public realm, level with the existing main routes which is proposed to extend from the new Station Hill Square immediately north of the footbridge. The new public realm is shown as 18 metres wide at all levels (the buildings above do not pinch in) and this is a significant improvement on the previously approved parameter plans which allowed a spacing down to 9 metres (something which was described as a harmful element of the Outline proposals in the 2021 PAC report).



Proposed landscaping to podium level (above)



Illustrative landscaping to podium level (above)



View looking east through Station Hill Gardens towards the Seed and Station Hill Square*



View 2 looking west towards the entrance to Building A/B

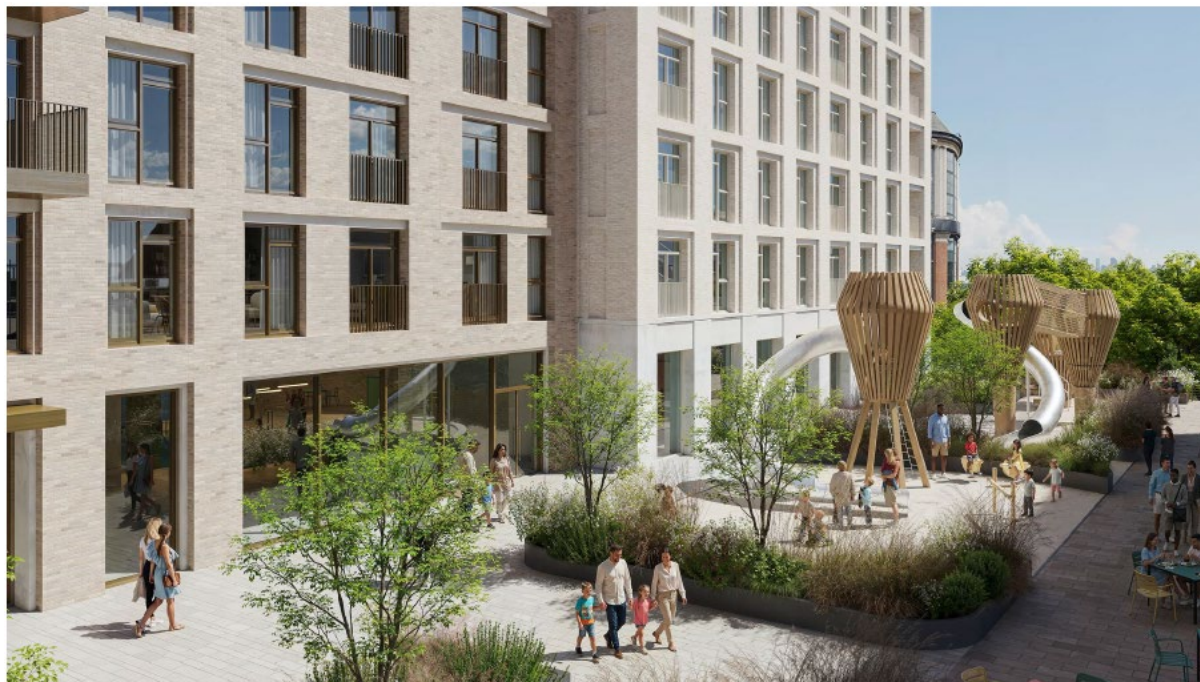
- 6.30 The 18-metre spacing would provide for a well-proportioned and useable space which, together with the addition of the gap between Plot B and D, would result in significant improvements over the Outline approval. The layout provides good legibility for users of the space with clear routes through. The route down to Garrard Street would be accessed via the new square and which would be clearly visible to those passing through the space.

- 6.31 The proposed landscaping arrangements would continue the 'rivers and currents' concept established under the first two phases through a combination of more direct main routes leading to building entrances and quieter spaces to the sides allowing for seating.

- 6.32 The east-west route would provide for a good quality access route to Plot D, continuing westwards to a new square which echoes the existing Station Hill Square would allow for sitting out, community uses and other public events. It is situated outside the part of the building indicated for community use.

- 6.33 The northern arm of the space provides for a quieter area in terms of footfall which would be occupied by a children's play area. This would be a positive enhancement to the space and would offer significant wider public benefits given the lack of playspace within this part of the town centre. The layout is considered acceptable and full details of the play equipment are recommended to be secured by condition.

- 6.34 The intention is that the play equipment would provide opportunities for artwork as part of the wider Public Art and Cultural Strategy. It is also considered appropriate for the landscaping to form a focus of other small scale artistic interventions woven into the detailed landscaping to enhance the social and cultural value of the space.



Elevated view of the play space looking northwest

Illustrative view of play area

Routes and Integration with Surrounding Streets

- 6.35 A north-south route through the scheme is a key requirement of specific policies relating to the Station Hill site, including CR11 and the RSAF. The Station Hill site allows for a range of routes in a north-south direction reflective of the wide range of desire lines which already exist converging on the station. These include through Station Square, through Friars Walk and to the western edge along Greyfriars Road/Station Hill.
- 6.36 The Greyfriars Road route has been identified as key north-south route linking to the wider town due to links to the south via West Street/St. Mary's Butts and to the north via Station Hill and the station underpass toward the Christchurch Bridge. The Phase 3 proposals include final improvements and landscaping to this route including new tree planting, a raised table crossing to the junction with Garrard Street and the provision of a shared footpath/cycleway along the eastern side of Greyfriars Road.
- 6.37 Overall the proposals are considered to result in a high-quality public realm which will provide good quality areas of open space to serve future residents of the development, and which would provide an appropriate setting to the buildings, including future Plot C. This is a benefit in itself. Further benefits would also be secured as the public realm areas are required to be accessible to all members of the public (secured by S106 agreement) and therefore the new areas of public realm would offer wider public benefits in terms of sitting out areas, space for community uses, children's playspace and the visual amenity of trees and other planting.
- 6.38 The improvements to Greyfriars Road and Garrard Street would also be significant benefits, creating a more welcoming, less visually stark environment with new areas of tree planting and improved hard landscaping.

- 6.39 The proposed landscaping is secured by conditions on the outline permission. Final full details are required to be submitted, and these are recommended to be secured by condition.
- 6.40 On this basis the proposals are considered to comply with the requirements of the Outline permission and Policies CR2, CR3, CR10 and CR11, the RSAF and the Public Realm Strategy.

Active Frontages

- 6.41 Active Frontages are an important requirement for the successful regeneration of the area. The pre-existing situation at the Station Hill site was dominated by unattractive dead frontages (Garrard Street Car Park, Friars Walk Shopping Centre (including overbridge), Xafinity House etc.) and restoring the vitality of streets needs to be an important part of the regeneration of the area. The parameter plans mark areas to be activated which are largely focused at podium level which is the primary area of public realm. The detailed Reserved Matters drawings show an entirely active frontage to Plot D at podium level with Plot A/B showing the majority as active facing onto the new public spaces with some elements such as a post room and parcel store designed with outward-facing windows to allow views into the interior. Overall, it is considered that the podium level would offer an acceptable amount of activation to the building complemented by the good quality open areas of public realm.
- 6.42 Garrard Street has less activity which is largely dictated by the technical requirements of The Building Safety Act 2022 which requires residential buildings to be separated across all floors and requires additional stair/lift cores together with additional water stores and other firefighting arrangements with access to external doors for fire access. These requirements all compete for space at the base of the building. Within this context it is considered that the active uses proposed at the street corners fronting onto Garrard St/Greyfriars Road/Station Hill are reasonable and that there is little scope for additional activation at this level. The landscaped staircase leading down from the podium public realm areas would offer a degree of activation and the rain garden landscaping and tree planting would assist in softening the Garrard Street frontage.

Townscape, Views and Heritage

Townscape

- 6.43 Policy CR10 requires all tall buildings “*should be of excellent design and architectural quality, and should:*
- *Enhance Reading’s skyline, through a distinctive profile and careful design of the upper and middle sections of the building; ...*
 - *Contribute to high-quality views from distance, views from middle-distance and local views; ...*
 - *Avoid bulky, over-dominant massing...*”
- 6.44 Policy CR10a specifically requires tall buildings in the Station Area Cluster to:
- *Follow a pattern of the tallest buildings at the centre of the cluster, close to the station, and step down in height from that point towards the lower buildings at the fringes;*
 - *Contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high quality of public realm;*
 - *Ensure that adequate space is provided between the buildings to avoid the*

creation of an overly dense townscape and to allow buildings to be viewed as individual forms;...”

- 6.45 Supporting text at paragraphs 5.3.42 to 5.3.44 of the Local Plan advises that:

“From longer distances, the overall massing and proportion is most important, and the relationship between the silhouette and the skyline should inform the design. In the case of mid-distance views, the overall composition and detail are perceived in balance, and the hierarchy and articulation of elevations are particularly important. Finally, for local views, the interrelationship of the building’s base and the immediate setting will be particularly visible, and the quality of materials and the detailing will be critical.

The contribution that tall buildings can make to views in terms of their locations should also be taken into account. Aligning tall buildings to terminate or frame views can create a strong reference point, allowing greater urban legibility.

There are some key panoramic views of the central area that tall buildings should make a positive contribution to. These include the views of the central area from Balmore Park, Caversham Park, Kings Meadow, Reading Bridge, and from Oxford Road to the west of the centre, the Whitley Street area to the south and Wokingham Road to the east.”

- 6.46 It was noted at the time that permission was granted (the outline permission) that a development of the scale envisaged within the Tall Buildings policy (Policy CR10) and the Station Area Framework will be highly visible and cannot be hidden or masked from view. In fact para. 6.13 of the RSAF requires 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.”* The new structures will therefore have a strong dominant presence, within most views within the town centre and from further afield from higher ground surrounding the town. This visual effect is already approved and is reflective of the great importance of the site to the regeneration of this part of the town centre.
- 6.47 ‘Heritage’ has been included in this section as the site itself does not contain any heritage assets, but the scale of the proposals means that they will affect the setting of a wide range of heritage assets at short, medium and potentially long-range views. Chapter 7 of the Reading Station Area Framework focuses on ‘Views’ and provides a set of 61 short, medium and long-range views that need to be considered. These matters were considered in detail at Outline stage.
- 6.48 The Environmental Statement submitted at Outline stage and updated at Reserved Matters stage includes a Townscape and Visual Impact Assessment which assessed the effects on townscape character and views in detail based on wireline diagrams of the maximum parameters viewed from various key vantage points. The current Reserved Matters sits within the approved parameters and follows the Design Codes which seek to ensure that the detailed form, massing and appearance of the buildings fit well within the existing townscape and develop the overall skyline envisaged for the area. The Reserved Matters are also an improvement upon the approved parameters due to the significant gap now proposed between Plots B and D and the strongly vertical form of Plot D itself, together with the greater spacing between all Plots due to the wider public realm. The increased spaciousness between plots and the more slender form of Plot D assists in delivering a high-quality built form with building profiles that complement one another and which relate well to the other buildings already constructed within

the Station Hill site. It is considered that the resulting skyline would be acceptable in views of the site.

Heritage

- 6.49 As identified when granting the Outline permission, the effects on heritage are closely bound up with 'views' and the effect on the setting of heritage assets. This is both in terms of views outwards from the individual heritage asset towards the proposed development, and views towards assets with the Station Hill development as a backdrop or forming part of the view. The effects on surrounding heritage assets, including Greyfriars Church, Minster Church of St. Mary and the St. Mary's Butts Conservation Area, were discussed at Outline stage and were found to be acceptable when balanced with the public benefits in accordance with Para. 196 of the NPPF.
- 6.50 The starting point for assessment of the current Reserved Matters application is the amount of development (floorspace) permitted under the Outline Planning Permission 192032 and the way in which this is expressed as three-dimensional forms through the associated Parameter Plans and Design Codes. Inevitably the resulting buildings would be highly visible and the scale and general massing permitted under the Outline parameters would achieve the "dramatic" effect sought by policy (RSAF para 6.13). Given that the scale and basic massing is already approved, the remaining considerations relate largely to the quality of the architectural detailing viewed within the setting of surrounding heritage assets. The proposed architectural detailing, built form and massing are discussed above and are considered to be of good quality. It is considered that these would be appropriate additions within the setting of the listed buildings, conservation areas and Scheduled Monuments both immediately adjacent to the site and those within longer-range views across the town centre and beyond.
- 6.51 Historic England have confirmed that they have no objection to the proposed Reserved Matters details.

Public Realm and Streets

- 6.52 It is important to note that the proposals fit within the amount of development already permitted, in fact the amount of development proposed is less than the maximum permitted.
- 6.53 The adopted Town Centre Public Realm Strategy (Supplementary Planning Document) (adopted 23 June 2026) (PRS) raises a range of issues and concerns with the existing town centre situation. The Station Hill site is an important regeneration scheme in the town centre and has a vital role to play in the delivery of the aims of the Public Realm Strategy. The regeneration requires positive change to the streets within and surrounding the site. It is considered that the current poor quality vehicle-dominated streets are no longer of sufficient quality in the context of this regeneration and would not provide the level of residential amenity required for future occupiers, or provide a sufficiently high quality setting which future commercial occupiers would expect in order to invest.
- 6.54 Key action points within the PRS include the "Lack of Green" and "Vehicular Dominance" which the SPD identifies as follows:

- 6.55 *"Lack of green - Biodiversity, raingardens, planting beds and vegetation are sorely lacking throughout the town centre. Lots of spaces and hidden corners could be reclaimed for green to turn Reading into a leader in green infrastructure. The introduction of planting and trees could help soften, integrate and reconnect heavily engineered roads, whilst working towards achieving the carbon neutral target of 2030 as set out in the Local Plan."*
- 6.66 *"Vehicular dominance - In many streets and spaces, vehicular traffic movement negatively impacts the quality of the public realm through traffic, speed, noise and on street parking."*
- 6.67 The proposals involve significant new tree planting to Station Hill, Greyfriars Road and Garrard Street with the addition of ground level planting within a rain garden planting bed to Garrard Street. It is noted that the proposals maintain the existing carriageway alignment and widths and do not seek wide ranging reconfiguration of the existing road network.
- 6.68 Section 5.2 of the Public Realm Strategy SPD explains the "Purpose of Reclaiming Road Space" and explains that *"An important ambition for Reading Town Centre is to redress the balance between vehicles and pedestrians. This can be achieved by reclaiming road space, reducing road widths and introducing more comfortable and visually pleasing environments. Reclaiming road space has huge social, safety and ecological impacts, making more equitable streets. Greener streets have a profound impact. Schemes such as introducing rain gardens, green verges and improved planting, as well as narrowing road widths have a multitude of benefits. Greener streets are more sustainably resilient to climate change and create a reduced sense of vehicular dominance. There is also the added advantage of improved road safety, where road widths are narrowed and planting introduced, It tangibly redresses the balance between vehicles and pedestrians."* Also relevant is the fact that Abbey Ward has relatively low tree canopy cover (11.6%) and the introduction of trees here would support the aims of the Reading Borough Tree Strategy 2021 which seeks to achieve at least 12% canopy cover in all wards by 2030.
- 6.69 The proposals would see significant environmental improvements, and would go some way to achieving the PRS vision, particularly in terms of introducing a more comfortable and visually pleasing environment. It is important to note that the PRS has only recently been adopted and the Outline permission was granted significantly earlier and before the PRS existed. Arguably much more could be achieved in terms of reclaiming road space on Garrard Street, but it is accepted that there remain pressures to retain a clear route for taxis, possible future bus services and a general desire to maintain sight lines.
- 6.70 The Highway Authority raises concerns regarding trees affecting visibility splays at the exits from the service areas beneath the buildings and at the junctions of Garrard Street with Greyfriars Road and Greyfriars Road with Station Hill/Tudor Road. This is acknowledged however this should be balanced against the specific requirements for these trees as wind mitigation (microclimatic conditions created by tall buildings) - as well as the multiple benefits which trees bring to the street in terms of visual amenity, air quality, biodiversity, surface water attenuation, urban shading/cooling, as well as reducing vehicle speeds - and that these trees have an important role to play in the regeneration of the area. The Public Realm Strategy SPD specifically refers to visibility and sightlines when considering planting and explains that trees should have a minimum clear stem height of 2.3-

3m. It seeks to increase, rather than prevent the number of trees and ensuring a clear stem is the way this is to be achieved. The DfT document, Manual for Streets (para 7.8.6) addresses obstacles to visibility and explains that in general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian including a child or wheelchair users will not have a significant impact on road safety. In these cases any obscuring would be momentary as road users move past the trees. A clear stem can be controlled through the recommended landscaping condition. Overall it is considered that the benefits of the trees outweighs any residual concern which will require drivers to modify their behaviour to suit the changed local street environment.

- 6.71 Trees have been proposed on the southern side of Garrard Street to the application site as part of the wind mitigation strategy and as part of environmental enhancements. The proposals are street trees and are proposed to be contained within the highway. It is not considered that the canopies would conflict with users of the street or surrounding buildings, existing or future. Highway Authority concerns that these trees would reduce the available footway width are noted, however there is no particular evidence to suggest that a suitable tree pit design with a continuous surface could not be accommodated to allow pedestrians to pass by the trees relatively unhindered. It is relevant to note that Garrard Street is a secondary route with lower footfall and most desire lines from the south would use the northern footway which is being significantly widened as part of the proposals. Ultimately it is considered that any residual concerns regarding the position of the two trees would not warrant refusal of the application.
- 6.72 The provision of the street trees and wind baffles as part of the street landscaping and wind mitigation scheme as shown on submitted drawings and subject to further refinement as set out in the recommendation is to be secured through a variation to the S106 agreement which will also require subsequent tree maintenance under a s142 licence (highway trees to have 2.4 metre minimum single stem). Provision of wind mitigation baffles would be installed and maintained under a s115e licence (allowing the developer to carry out and maintain works on the highway at their expense and insured by them). Trees, baffles and all associated works would be incorporated into the s278 agreement (allowing the works set out in the s106 agreement to be carried out on the highway to an agreed specification).
- 6.73 Raised planting beds are proposed adjacent to the vehicle entrance serving Plot A on Greyfriars Road. These are intended to deflect pedestrian and cycle movement away from the building edge to ensure drivers of vehicles emerging have sufficient visibility. The Highway Authority requests enlargement of these to provide greater protection at the entrance. The entrance is not likely to be heavily used by vehicles as the internal area it serves comprises only two disabled parking spaces and a van loading bay. On balance it is considered that the current arrangement would be sufficient to discourage pedestrians and cyclists to pass close to the entrance and any residual harm would not be sufficient to warrant refusal.
- 6.74 Overall it is considered that Phase 3 provides for good quality landscaped streetscape on Greyfriars Road, Garrard Street and Station Hill. It is considered that this complies with Local Plan Policy CR11c (Station Hill & Friars Walk) which requires that, *“There will be enhanced links through the site, including in a north-south direction into the Station Hill area and through to the station, and a network of streets and spaces”*. Policy CR2 (Design in Central Reading) requires a continuation of *“the existing grid layout, and provision of continuity and enclosure*

through appropriate relationships between buildings and spaces... contributing towards enhanced ease of movement through and around the Central Area". The policy continues, requiring *"well designed public spaces and other public realm including squares, open spaces, streetscape*. It also complies with *Policy CR3 (Public Realm in Central Reading) which requires developments of this size to provide new public open space or civic squares*" and these should include opportunities for flexible uses and *"The provision of water features, trees (including street trees) and other planting as well as hard landscaping, to create high quality spaces, will be expected, where appropriate*". The aims of the Public Realm Strategy (adopted June 2026) are achieved through an appropriate balance between highway layout and the need to accommodate urban greening and visual enhancement through the provision of street trees and other planting.

Servicing

- 6.75 Provision is made in the Phase 2 permission for an undercroft servicing bay accessed from the South-West Interchange to allow servicing through to future Plot C (not part of the current RM application) with a direct route under the podium. This is considered acceptable on the same basis as the newly-constructed Plot G office (ONE Station Hill).
- 6.76 Servicing of Plots A/B and Plot D are separated due to fire safety requirements. Separate entrances from Greyfriars Road and Garrard Street respectively allow for smaller service vehicles to access beneath the buildings with larger vehicles using on-street servicing laybys.
- 6.77 This servicing arrangement is considered acceptable.

Sustainable Transport

- 6.78 Policy TR1 states that "All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling". The overarching policy priority is therefore to secure sustainable modes of transport.
- 6.79 Policy CR2 requires development to contribute *"towards enhanced ease of movement through and around the central area"*.
- 6.80 Policy CR11 requires development in the Station/River Major Opportunity Area to *"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"* and Policy CR11c specific to Station Hill and Friars Walk requires *"enhanced links through the site, including in a north-south direction into the Station Hill area and through to the station, and a network of streets and spaces"*.

Walking

- 6.81 The proposals introduce new level, paved, landscaped pedestrian routes which are well laid out and which offer clear views along streets which aids legibility whilst providing for seating and tree planting in a way which enhances the streets above the purely functional and which would create a good quality public realm which integrates well with and extends the Phase 1 and 2 scheme.

Cycling Routes

- 6.82 Policy TR4: Cycle Routes and Facilities states that:

“Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.”

- 6.83 The Station Area Framework (SPD) and Local Plan Policies CR11 and TR4 seek to improve North-south routes through the town centre. It is considered that links north to Christchurch Bridge and southwards to the town centre (West Street, St Mary's Butts, Kennet Cycleway) should be fully integrated and facilitated by the Station Hill proposal given its size, location and strategic importance.
- 6.84 The only direct link north-south across the railway is via the existing Station Underpass. Cycling is now permitted through this tunnel following works secured by S106 agreement linked to the Phase 2 development.
- 6.85 A basic cycleway is secured has now been provided on Greyfriars Road as part of Phase 2 works including dedicated on-carriageway lanes in both directions on Greyfriars Road to cater for more confident cyclists. This is enhanced in Phase 3 with requirements for a shared cycle/pedestrian path on the eastern pavement to cater for less confident cyclists, those with young children etc. These link with the Station Underpass and onwards to the Christchurch Bridge via a shared cycle/pedestrian path along the southern edge of Station Hill. The proposals have been amended to include a bollard at each end of the Plot A colonnade to discourage cyclists from passing beneath the building and guiding them to the shared path/on street route beyond the colonnade.

Cycle Parking and Storage

- 6.86 The cycle parking provided by the applicant complies with the Council's standards in relation to the number of spaces required. The Active Travel England comments regarding the provision of space for non-standard cycles is also noted. Space is available within the quite spacious storage rooms and the space could be reconfigured to suit particular circumstances on a case-by-case basis. Importantly this was not a specific requirement of the Outline permission and is not a requirement of the Council's standards. Refusal of Reserved Matters would not be warranted on this basis.
- 6.87 The Highway Authority and Active Travel England raise concerns regarding the access arrangements to the cycle store within Plot A. However, on review it is considered that the location of the store more centrally within the building and away from the street would in fact be desirable in discouraging unauthorised access and cycle theft and that access for cyclists would not be unnecessarily compromised, this is provided that all doors leading to the street are automated. This is recommended to be secured by condition.

- 6.88 Cycle Parking is shown to serve the future commercial uses to allow staff to park their cycles secured. The Highway Authority raise concerns that these share a space with bin stores. However, it is noted that the spaces are separated by a corridor and it is considered that the slightly more informal nature of the parking is not entirely inappropriate in a professional setting. Ultimately secure parking is provided, and it is not clear that any harm would arise from the proposed layout. Sheffield stand style cycle hoops are proposed on Station Hill and at podium level to the east of Plots A and B to provide for members of the public visiting the site.

Disabled parking

- 6.89 The site is in a highly accessible location with some of the best rail links in the country, a high-quality network of bus routes, and good access for cycling and walking. This high level of access by sustainable modes of transport means that the site should not be required to provide for vehicle parking and could be considered suitable as “car free”.
- 6.90 Set against this baseline, the Highway Authority have raised concerns that the proposals do not address the Revised Parking Standards and Design SPD requirement that *“Where centrally located flats/ apartments do not contain parking for able bodied residents, disabled spaces must be provided based on level of units proposed for disabled persons”*.
- 6.91 All flats (600) are proposed to be built to Part M4(2) of the Building Regulations’ accessibility standards with 30 flats as M4(3). It would not be feasible or desirable to provide vehicle parking for each of the 600 dwellings in this sustainable location. Furthermore, the space at the base of the building is very constrained due to the increased requirements of the Building Safety Act (BSA) to provide double staircores, additional firefighting riser shafts, sprinkler plant rooms, sprinkler water tank storage and other firefighting provisions. The BSA further requires separation between buildings which prevents sharing of bin stores/bike stores etc. This means that the space available is at a premium and it is apparent that the space within the building for parking within the proposed building has been maximised. Two parking spaces are proposed to serve Plot A/B and two spaces are proposed to serve Plot D. It is apparent that this is the maximum possible and 100% of these spaces are dedicated to disabled parking. Any other parking would be displaced to on street where the option to increase street-parking would rest with the Council as Parking Authority. It is considered that the applicant has demonstrated that they have accommodated the maximum amount of parking possible within the buildings and allocating all of these to disabled users is the most equitable approach.

EV Charging

- 6.92 Electric vehicle charging is accounted for in the existing outline permission with Condition 88 requiring details to be submitted prior to first occupation. As this condition seeks only 10% of spaces to be electric, and because only 4 spaces are proposed, it is considered reasonable to require all 4 spaces to have EV charging fitted and a condition to this effect is recommended.
- 6.93 Overall the Transport aspects of the current proposals are considered to be in accordance with Policies CR11, TR1, TR2, TR3, TR4 and TR5 subject to compliance with the recommended conditions and S106 obligations.

iii) Land Use and Dwelling Mix

- 6.94 Para. 9.2 of the Reading Station Area Framework explains that *“Although the policy sets out appropriate ranges of land uses in certain locations, it contains as little prescriptive detail as possible. Likewise, the Framework does not prescribe specific or rigid land uses, but encourages a flexible approach within the broad parameters of policy, recognising that developers and investors need, as far as reasonably possible, to be free to define the particular mix and content of individual schemes.”* This is reflected in the Outline permission which also allows a wide range of possible uses but requires these uses to be shown on the details submitted at Reserved Matters Stage.

Ground Floor Uses

- 6.95 The ground floor (podium level) and lower ground floor (street level) uses in Plots A, B and D contain a combination of functions ancillary to the residential uses and Class E retail/restaurant etc uses. Two units are shown as Class E or Class F2 (Local Community uses) to allow flexibility in complying with S106 obligations in respect of community uses. The proposals are considered to comply with Policies CR1, CR5, CR11 and the RSAF. The nature of the uses and controls on their impacts are subject to recommended conditions and planning obligations as described elsewhere in the report.

Residential Use - Class C3

- 6.96 Policy CR6 states that *“All proposals for residential development within the central area will be required to contribute towards a mix of different sized units within the development. This will be measured by the number of bedrooms provided within individual units. Ideally, a mixture of one, two and three bedroom units should be provided. As a guide, in developments of 15 dwellings or more, a maximum of 40% of units should be 1-bed/studios, and a minimum of 5% of units should be at least 3-bed, unless it can be clearly demonstrated that this would render a development unviable.”*
- 6.97 An indicative residential mix of 10% studio, 46% one-bedroom (i.e. 56% one-bed, 42% two-bedroom, and 2% three-bedroom) was permitted under the Outline with the final unit mix required to be submitted at Reserved Matters stage under Condition 63. The dwelling mix details are set out in the submitted Planning Statement as follows.

Unit Type	Block AB	Block D	TOTAL	Total %
Studio (ST)	15	19	34	5.6%
1 Bed	249	81	330	55%
2 Bed	138	76	214	35.7%
3 Bed	15	7	22	3.7%

- 6.98 The proposed mix is considered to be broadly in accordance with the approved indicative mix with the reduction in studio units and the increase in the number of three bed units representing a positive change which is considered to outweigh the reduction in two bed units across the scheme given the particular need for three-bedroom or larger dwellings within the Borough.

6.99 Policy H5 provides standards for new housing. The nationally-described space standards (NDSS) are not a policy requirement within the Central Area. However, they are a good indicator of quality. Seventy-seven percent of dwellings meet or exceed the NDSS. This is considered acceptable in the town centre, and the main focus must be on the layout, outlook, daylight and overall ‘feel’ of the units for future occupiers and the quality of residential amenity to be provided. Consistent with the recently constructed Plots E and F (“Ebb” and “Flow”) it is important to note that the Build to Rent tenure allows access to floorspace throughout the building with access to shared lounges and roof terrace areas which provide significant areas of additional space available for residents and which is considered to compensate for any shortfall in space within individual flats themselves.

6.100 Policy H5 requires all new build housing to be accessible and adaptable in line with Part M4(2) of the Building Regulations, unless it is built in line with M4(3) and at least 5% of dwellings will be wheelchair user dwellings in line with M4(3). The Design and Access Statement (section 7.3.3) confirms that all dwellings will meet M4(2) and 5% will be M4(3) with twenty three 2-bedroom units in Block A and seven 3-bedroom units in Block D (5% of the 600 flat total) meeting M4(3).



Location of M4(3) Accessible Flats

6.101 It is considered that the accommodation complies with Policies CR6, H5 on this basis.

iv) **Affordable Housing and Housing Need**

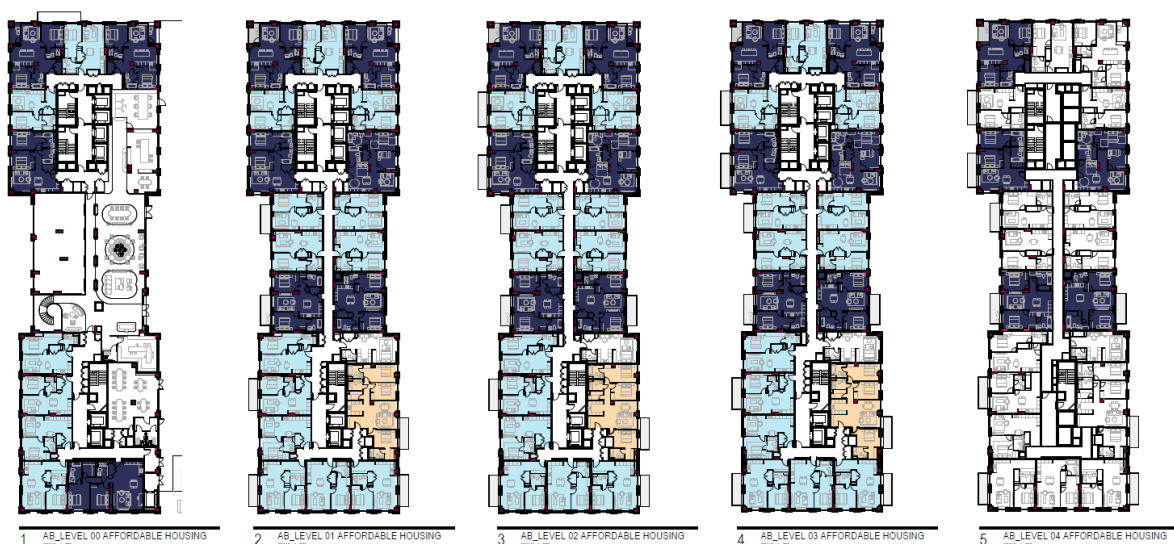
6.102 The Outline Planning Permission 192032 secures 12.5% of the dwellings to be provided within Phase 3. Seventy five of the six hundred dwellings are proposed to be Affordable Private Rent in accordance with the S106.

6.103 The current s106 requires the same proportion of affordable dwellings in each residential Plot (A, B and D). This was secured prior to the detailed design being known. The applicant now proposes to focus the affordable housing in Plots A and B. It is considered that this is a reasonable approach given this is the largest block with the most amenities. Consistent with the recently constructed Ebb and Flow

residential blocks, the units would be 'tenure blind' and residents would have full access to all amenities within the building.

- 6.104 The mix of affordable dwellings reflects the mix of dwelling sizes as required under the terms of the S106. Following comments from the Council's Housing Service the applicant has agreed to remove the four studio flats from the Affordable Housing provision and replace these with one-bedroom flats. This would meet identified housing needs much better and offers a significant improvement in favour of the proposal.

Unit Type	Unit Quantity	Affordable Provision	Total Affordable Units
1 Bed	330		45
2 Bed	214		27
3 Bed	22		3
Total	600	12.5%	75



Proposed Affordable Housing arrangement – to be secured under the terms of the S106 agreement.

- 6.105 Four of the affordable dwellings would also be M4(3) wheelchair accessible
- 6.106 All matters relating to the provision, allocation, management and rent levels are already secured under the terms of the s106.
- 6.107 It is considered that the arrangement of Affordable Housing provision remains acceptable on this basis, in accordance with Policies H3 and H4.

v) **Social and Cultural Infrastructure**

Public Art and Culture

- 6.108 The current S106 obligation requires the public art and cultural strategy for Phase 3 to be submitted for approval – no later than six months following commencement of Phase 3. This is therefore not a matter to be considered in

detail at Reserved Matters stage, other than to consider any potential barriers to delivery. In this respect it is considered that there are no apparent conflicts within the proposals which might prevent artwork and other cultural aspects being integrated into RMA scheme. The applicant has indicated that the children's playground will be a focus for artistic interventions. There is also a good degree of scope for provision within the wider landscaping scheme.

Public Art and Cultural Strategy (Phase 3) means a scheme for the provision (at the Owner's cost) of public art, cultural and community benefits as part of Phase 3 at a total cost of not less than five hundred thousand pounds (£500,000) (exclusive of value added tax) Index Linked until the date on which the scheme is required to be submitted to the Council for Approval in accordance with this Agreement PROVIDED THAT:

- (a) the scheme shall include a timetable for the provision of the proposed public art, cultural and community benefits including (without limitation) artistic lighting, landscaping, street furniture and children's play features integrated with and informed by local heritage assets including the Abbey Quarter; and
- (b) a reasonable sum (but no more than ten percent (10%)) for design fees may be included in the overall cost of five hundred thousand pounds (£500,000);

S106 extract – Public Art and Cultural Strategy

Community Facility

6.109 A 70 square metre community use unit is secured within Phase 3. This is linked to the demolition of the existing Biscuit Tin structure which currently sits on Plot C (not part of the current proposals). In a similar way to Public Art above, the only consideration at Reserved Matters stage is to ensure that sufficient space is provided for within the Plots to enable the use to be accommodated under the terms of the S106. In this instance two possible locations have been shown on the submitted layout plans, one in Block B fronting onto the new public square and the other in Block A fronting onto Station Hill. It is considered that both appear well-positioned and well-proportioned and would not prejudice future compliance with the relevant obligation.

vi) Residential Amenity (Neighbouring Occupiers, Future Occupiers).

6.110 In general, the nature of the proposal as an urban, large scale, high density, residential scheme has been established by the site-specific policies and the extant outline permissions. The scale of buildings supported by these policies will inevitably impact on the surrounding area consistent with introducing such a large degree of change into a constrained setting. The majority of impacts have already been considered assessed against 'worst-case' scenarios using the maximum scale parameters already approved. The proposals are considered to be in accordance with the Design Codes and Parameter Plans already approved and propose a building of the scale approved at Outline stage, with a regular arrangement of windows and balconies within these guidelines in a manner that follows and does not depart from the approved approach.

Daylight, Sunlight and Solar Glare

6.111 Condition 96 of the outline permission requires a detailed daylight and sunlight assessment to be submitted. Officers have commissioned an independent assessment of the daylight and sunlight characteristics and solar glare impacts of the current proposals from DPR consultants.

- 6.112 DPR confirm that the assessment submitted by the applicant is comprehensive and has been undertaken in accordance with the published guidelines. Appropriate assessment criteria have been used.

Effect on Neighbouring Properties

- 6.113 DPR confirm that the proposed Reserved Matters massing is smaller and less dense than the 2020 (outline) consented massing and therefore the daylight and sunlight results generally show an improvement. Due to the dense regeneration proposed, the impacts to some areas are significant, but this level of impact was already identified and approved under the 2021 outline permission. The worst-case impacts were set out in detail when assessing the outline permission. The proposals are considered to sit within these and would not result in any additional harmful effects.

Effects on Future Occupiers

- 6.114 With regard to the internal daylighting of habitable rooms, DPR advise:
"The applicant has assessed all proposed habitable rooms within Blocks A, B and D, with 58% meeting the strict application of the daylight recommendations, rising to 64% using the more flexible application of the guidelines which is considered appropriate for this type of development [i.e. a high-density development in a central urban location]."

The east-facing rooms in Blocks A and B, as well as the north-facing rooms in Block D have their potential to receive daylight hindered by the density of the development and are expected to receive relatively low levels of daylight.

The sunlight exposure assessment indicates that 64% of proposed dwellings will satisfy the BRE guidelines. This is considered reasonable for this type of urban regeneration scheme, as it is inevitable that a proportion of the units will face predominantly north.

The direct sunlight levels to the proposed amenity areas are generally low, however, they appear to be similar to other consented parts of the Station Hill development."

- 6.115 The large scale and relatively close spacing are already permitted under the terms of the outline permission. North-facing dwellings have been minimised, which is positive. The relatively low compliance with daylight criteria is consistent with expectations set at outline permission stage and it would appear unlikely that any further improvements could be realised within the scope of the permitted parameters. Other requirements including achieving a high quality built form, high densities and Building Regulations requirements in respect of heat insulation and the need to avoid overheating (which restricts window sizes) further restrict daylight availability. Ultimately this is a high density residential-led development in a town centre location and it is considered that the daylight and sunlight characteristics would be acceptable in this context in accordance with Policies CC8 and CR10.

Privacy

- 6.116 The proposed residential blocks would allow a degree of overlooking towards residential properties within recently constructed Plots E and F (Ebb and Flow) and the extant co-living planning permission for 20-30 Greyfriars Road as well as dwellings located on the west side of Greyfriars Road. It is considered that this is

consistent with that expected when granting outline permission 192032 with the report at that time stating *“The location and potential uses of plots A, B and D could also allow views out onto Plot E of Station Hill, 20-30 Greyfriars Rd and nos 9 to 53 Greyfriars Rd (odds). As with Plot G. The outlook would be across the public realm towards public-facing parts of these neighbouring buildings”*. The relationship between buildings remains as described, across public areas and not overlooking the rear of buildings. The proposals are not considered harmful to the privacy of neighbouring buildings.

- 6.117 Privacy internal to the scheme is considered acceptable. The spacing of 18 metres façade to façade is considered sufficient to offer a suitable degree of privacy and is consistent with the recently granted Ebb and Flow buildings on Plots E and F. There are no concerns regarding intervisibility between flats. In most cases flats are set at least one storey above the surrounding public realm. The one exception, the flat to the north east corner of Block A would have a suitable landscaped buffer to provide ‘defensible space’ between public and private areas.
- 6.118 The Reserved Matters proposals are considered to be in accordance with Policies CC8 and CR10 on this basis.

Outlook

- 6.119 Outlook from residential properties is considered to be generally good, with flats facing outwards from rectangular blocks with no obvious obstructions at close quarters. Occupiers of all flats would also have access to roof terraces and interior lounges which would also offer good outlook, and in the case of the roof terraces, significant views across the town. As such it is considered that the quality of outlook would be acceptable in accordance with Policies CC8 and CR10.

Overbearing Effects

- 6.120 The report for the Outline permission 192032 explained that *“The very tall buildings proposed will undoubtedly have an overbearing effect on their surroundings and is perhaps an unavoidable result of the dramatic increase in scale envisaged within the policy. The scale of the buildings cannot be ‘hidden’ and the only way of ensuring no impact would be to locate buildings well away from the surrounding streets, which is not the approach set out in policy, including the RSAF. The degree of any overbearing effect would be subjective and different people will experience it differently, but the reasonably positive findings of the daylight and sunlight assessments, which are matters associated with overbearing effects, tend to suggest that the buildings would not be excessive in this regard, in accordance with Policies CC8 and CR10.”* The buildings proposed under the current Reserved Matters application fit within the Parameter Plans which this assessment was based on and would not extend to fill the whole permitted envelope. As such it is considered that the effects would remain acceptable in accordance with Policies CC8 and CR10.

Noise and Disturbance

- 6.121 The Council’s Environmental Protection Team (EP) has considered the various updated studies included in the current Environmental Statement regarding noise affecting residential uses within the scheme. Conditions already exist under the Outline permission, which control matters relating to construction noise (controls to be submitted for approval prior to commencement) and measures to protect future occupiers from environmental noise (a scheme to be submitted for approval prior to first occupation). It is considered reasonable to expect a certain level of disturbance within a densely developed mixed use town centre setting. The

existing Outline permission is considered to make adequate mitigation for the mitigation of noise and disturbance, including any noise from the nearby railway, with the decision notice including a range of restrictive conditions.

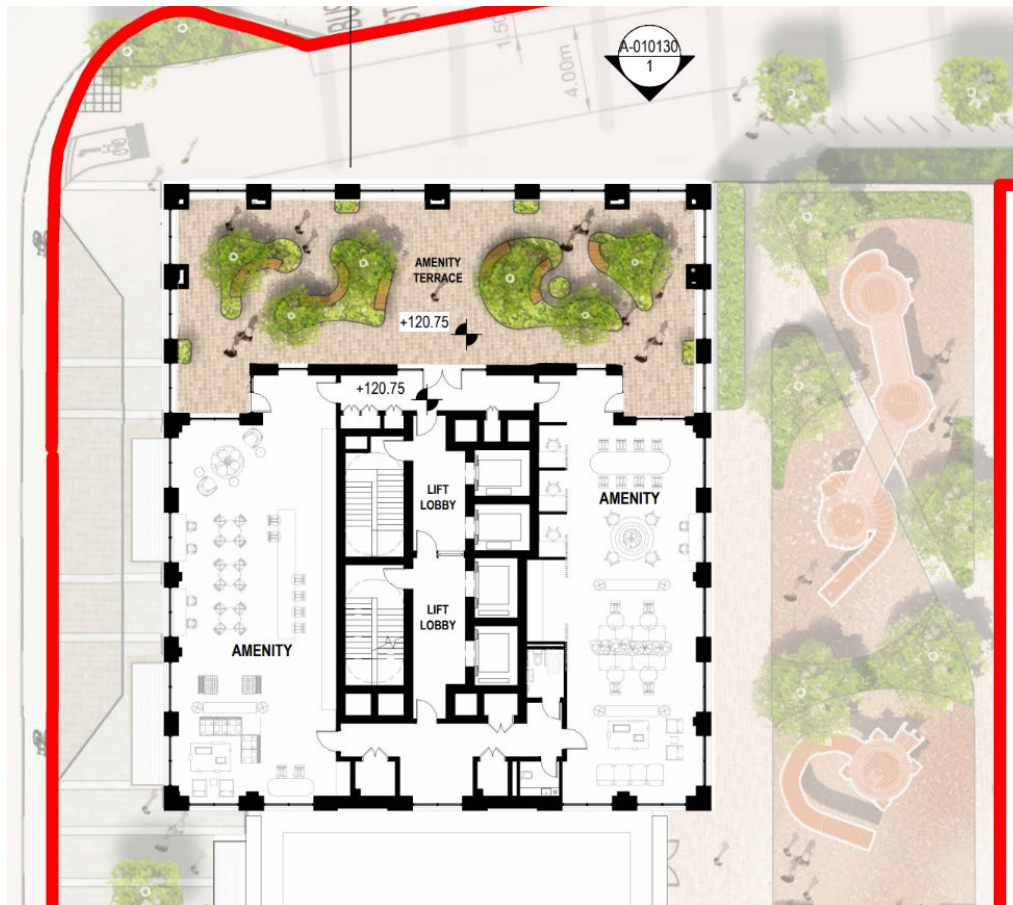
- 6.122 Assessment of any noise generating equipment (air conditioning, refrigeration, kitchen extract etc) is secured by condition 102 of the Outline permission and is not a matter to be considered under the current Reserved Matters application.
- 6.123 Gym uses can be particularly problematic with structure-borne noise and vibration affecting occupiers of the building and any future noise assessment should address this. Condition 108 secured suitable mitigation prior to commencement of any gym use.
- 6.124 Recommendations in respect of hours of use, hours of deliveries and hours of construction and demolition are also noted and incorporated in the recommendation.
- 6.125 There is no particular evidence to indicate that the submitted Reserved Matters details would prevent compliance with these conditions.
- 6.126 The proposals are considered to be acceptable on this basis in accordance with Policies CC8 and CR10.

Outdoor Amenity Space

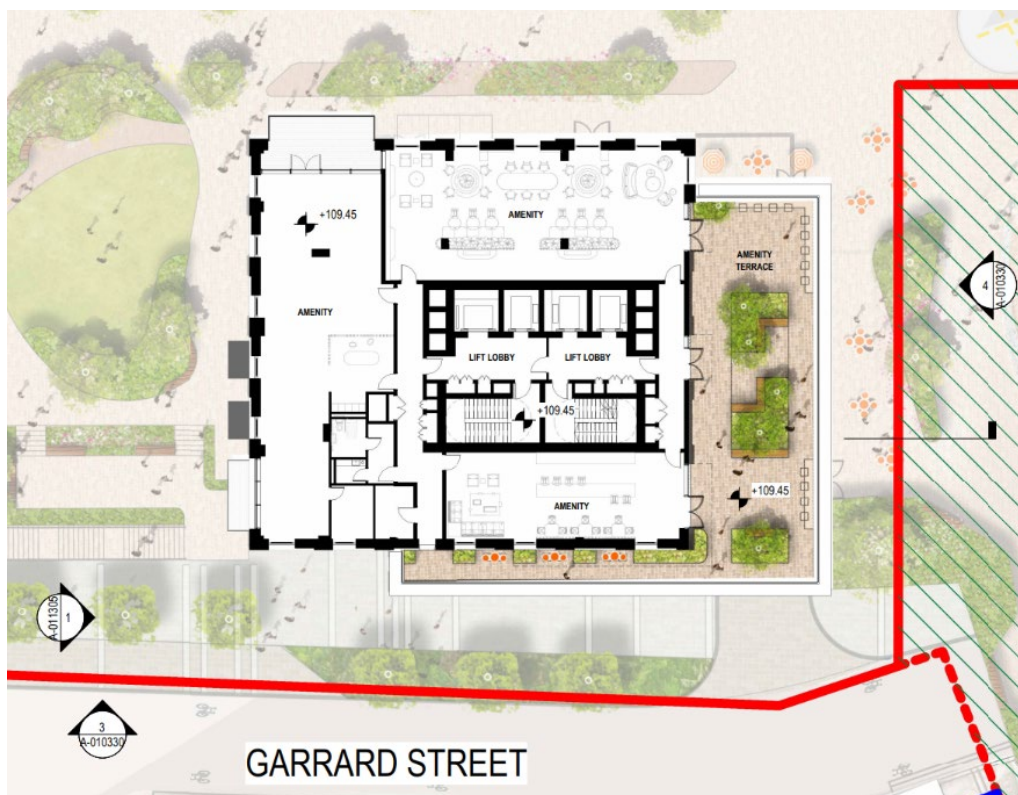
- 6.127 It is considered that the proposals would provide good quality space to serve the flats in the form of rooftop terraces. In addition, each flat would have either an inset balcony, a Juliette balcony or a projecting balcony to provide actual outdoor space, or in the case of a Juliette balcony an area adjacent to the opening with a greater sense of outdoors. The site also provides good quality areas of public realm which will benefit occupiers of any dwellings provided within Phase 3.
- 6.128 It is considered that the design allows sufficient potential for appropriate amenity space provision for future occupiers to be secured at Reserved Matters stage in accordance with Policy H10.

Indoor Amenities (Build to Rent)

- 6.129 Good quality indoor amenities are a defining characteristic of the Build-to-Rent model.

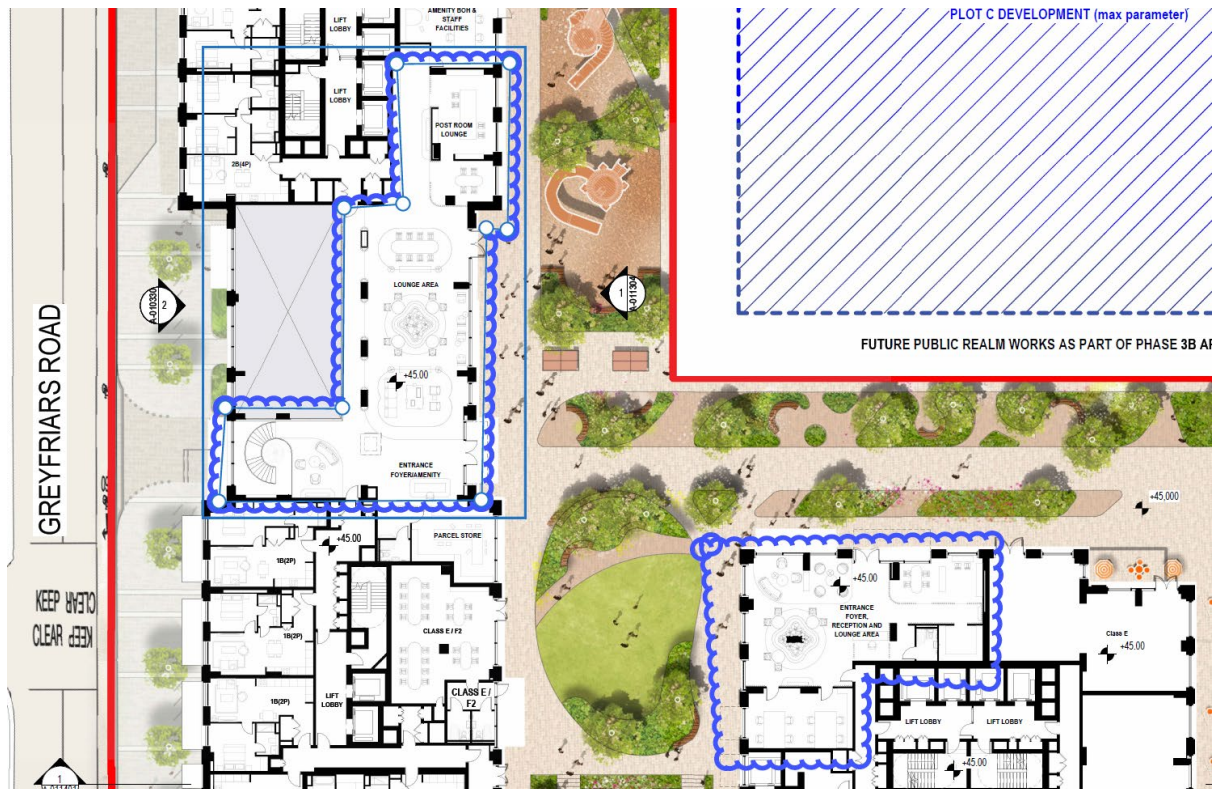


Block A/B top floor amenity area (above)



Block D top floor amenity area (above)

Further amenity areas would be provided at ground floor fronting onto the areas of public realm:



Ground floor amenity areas (highlighted blue)

6.130 Condition 111 of the Outline permission requires all approved private amenity areas (including balconies) and approved communal amenity areas to be provided and made available for use by occupiers prior to occupation.

6.131 It is considered that the proposals would offer a good standard of communal indoor amenity space to serve future occupiers in accordance with Policies H4 and CC8.

vii) **Ecology**

6.132 The Outline permission already granted under 192032 includes the following condition.

99. Details of habitat mitigation works and timetable for their provision shall be submitted to the Local Planning Authority for approval concurrently with the submission of Reserved Matters in respect of Scale, Layout, or Appearance for each Plot in Phase 3.

The Details shall include a report detailing the following habitat mitigation works for each Plot:

A. Locations and specifications for Bat roosting and habitat enhancements
B. Locations and specifications for bird nesting habitats for Black Redstarts, Swifts and Peregrine Falcons

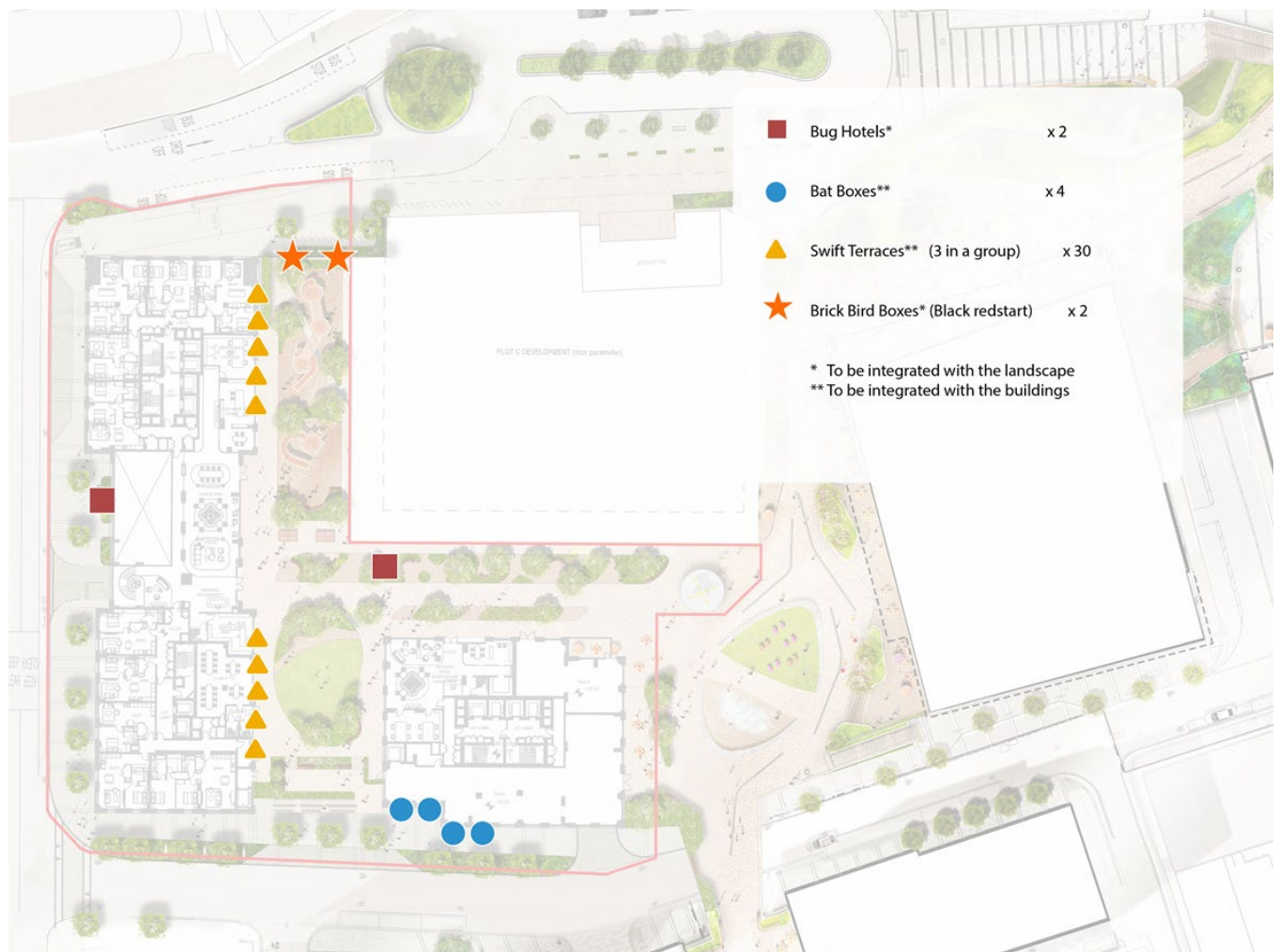
C. Details of integration with the ground level planting scheme (demonstrating how it has been designed to maximise its benefit to wildlife within the context of the scheme).

D. Green and Brown Roofs which shall cover 25% of the roof area of each Plot.

The habitat mitigation works shall be provided in accordance with the approved Details and timetable and retained and maintained as approved at all times thereafter.

Reason. To ensure that suitable habitat is created/re-provided for within the development, in the interests of biodiversity in accordance with Policies EN12 and EN14 of the Reading Borough Local Plan 2019.

- 6.133 The submitted Ecological Management Plan sets out the provisions of bat roosting and bird nesting. Artificial nesting sites will be provided comprising thirty single cavity swift boxes, deployed in threes incorporated into the building at 7m+ above ground level. The boxes will be located on the easterly façades, with a clear adjacent airspace for the swifts to fly into. Two black redstart brick boxes will be fixed to the side of the planted podium at 2 to 5m above ground level.
- 6.134 The submitted report states that it is not possible to provide a Peregrine Falcon nesting box due to the height of the buildings. This may or may not be the case. However, it is noted a nesting box for Peregrine Falcon has been located on the north-eastern corner of the top of Level 16 of the already-constructed One Station Hill office (Plot G). On this basis it is considered that reasonable provision has already been made and that ultimately not providing further nesting boxes on Plots A/B/D would not warrant refusal.
- 6.135 The Ecological Management Plan confirms that at least 25% of the roofs will be green/brown roofs as per the requirements of the condition.
- 6.136 The Council's Ecologist is satisfied that the report satisfies Condition 99 in terms of habitat mitigation/enhancements and that full details of ground level planting information and living roof specifications should be secured through a landscaping condition on the Reserved Matters approval.



Biodiversity enhancements

- 6.137 The applications are considered to comply with Policy EN12 (Biodiversity and The Green Network) on this basis.

viii) **Environmental Matters**

Wind and Microclimate

- 6.138 Policy CR10 requires tall buildings proposals to “*Mitigate any wind speed or turbulence or overshadowing effects through design and siting*”.
- 6.139 The Parameter Plans were wind-modelled at Outline stage and the Council’s independent advisor at that time, the Building Research Establishment (BRE) advised that they did not foresee any ‘Show Stoppers’ for Phase 3 but that further testing of the final design will be required at Reserved Matters stage: “*The evidence suggests that reducing the height of the Plot A building is likely to improve the general wind conditions around the Phase 3 site. Additional planting, careful choice of entrance locations, increasing balcony balustrade heights, and providing higher level perimeter glazing around the roof terraces are all options – however unpalatable they might be to a developer*”.
- 6.140 Condition 94 of the Outline Permission secures additional wind tunnel testing and any proposed wind mitigation measures to be submitted for approval at Reserved Matters stage.
- 6.141 For this application, Architectural Aerodynamics Ltd have been commissioned by the Council to independently assess the wind and microclimate reports submitted by the applicant’s wind and microclimate consultants and to advise the Council on wind safety matters.
- 6.142 The current independent assessment agrees that the wind environment would be broadly acceptable. This is subject to the provision of street-level wind baffles and street-tree planting which are proposed to be secured by condition and through the off-site highway works secured under the s106 agreement. However, they also identify that some residual wind hazard would remain in Garrard Street and on Station Hill close to the junction with Greyfriars Road. This would have the potential for winds to destabilise more vulnerable members of the public. Architectural Aerodynamics Ltd (independent advisors) advise that the safety threshold would only be exceeded for 2.5 hours in any year which is only slightly above their threshold of concern which is the 2.2 hour (132 minute) threshold – an exceedance of 18 minutes in any year. Further mitigation could possibly assist in reducing the 18-minute exceedance, however it is noted that a range of constraints exist at these locations including highway visibility, underground services and visual amenity considerations. As such it is not demonstrated that significant further tree planting, wind baffles or other structures would be feasible, beyond those already proposed. The application is therefore to be assessed on the current proposal.
- 6.143 In this instance the proposals would involve exceeding the set limit by 18 minutes in any year. It is agreed that best practice would be for standards to be met. It is also apparent that these standards already allow an exceedance for 2.2 hours a year during which winds could destabilise more vulnerable members of the public. This indicates that it is acceptable for higher hazardous wind speeds to exist for a period of time and therefore that exceedance cannot equate to absolute harm in all cases. It has not been possible to demonstrate that further mitigation is achievable beyond that which is already proposed. On balance it is considered that the exceedance is slight and by a small margin and that it would be acceptable

in the context of the scheme as a whole. Any residual harm arising from the 18 minutes per year remains to be weighed in overall planning balance.

- 6.144 The modelling uses the 'illustrative scheme' for Plot C as opposed to maximum parameters. In both cases the design is not yet known. It is considered that this approach is permissible under the terms of the Outline which allows Plots to be developed independently of one another and will require further wind testing of Plot C if proposals are submitted for that Plot in due course. It is noted at this stage that this may act as a constraint on the design of Plot C in the future.
- 6.145 The Lawson Wind Comfort Criteria are used to measure the degree to which the wind environment will be pleasant for future users. Generally the development performs well. The independent assessment (by Architectural Aerodynamics Ltd) has identified a few areas where the comfort thresholds would be exceeded, at the corner of Garrard St and Greyfriars Rd; a bus stop to the north side of Station Hill (and another point adjacent to the railway wall immediately to the east); the seating area of the public house at the corner of Stanshawe Road; and within the seating area within the square between Plots C and G. The independent assessor has confirmed that *"The Applicant has provided the percentage of comfort at the receptors with marginal comfort exceedances. The exceedances range from 5.3% to 5.6%, which are considered minor and thus are acceptable."*
- 6.146 The applicant has confirmed to Architectural Aerodynamics Ltd that the wind mitigation details are shown on the submitted drawings. Three free-standing wind baffles similar to those already installed around Plot G (ONE Station Hill) are shown between street trees on Garrard Street. Other mitigation is within the building design with canopies and balconies acting as integral building elements which also serve a wind-mitigation function.
- 6.147 Overall it is considered that the scheme as a whole will provide a reasonable wind environment which balances the large scale of buildings and the amount of development already permitted under the Outline permission with the need to provide a high quality and pleasant public realm in accordance with Policy CR10.

Solar Glare

- 6.148 Condition 95 of the permission requires a solar glare assessment to be submitted in support of the RM application.
- 6.149 The Council's independent light consultant (DPR limited) advises that the effect of solar glare on train drivers travelling westbound on the mainline railway is considered short term, local and of Minor Adverse significance and when Phase 3B Plot C is implemented the effects would be negligible.
- 6.150 The effect of glare on drivers of vehicles using the Caversham Road/Great Knollys Street/Tudor Road, Junction is identified. The report suggests that the effects could be major between 6pm and 7pm mid-March to mid September provided the sun is shining (10-30% chance). However this effect is mitigated by the ability of drivers to use their sun visor as most reflections would occur above the cut of line of a typical visor. There are also several traffic signals, thereby reducing reliance on any one traffic signal. Additionally, the distance from the facades to the affected junction, and the way in which the facades are broken up with punched windows and extensive brickwork reduces the extent of any reflections and therefore any residual glare would be at an acceptable level.

6.151 DPR's independent review confirms that:

"In total 11 test points have been considered approaching the station from the west and 8 from the east, as well as 3 points at nearby road junctions which have also been tested. The assessment has considered two scenarios, the first does not include the Phase 3B massing and the second does include Phase 3B which masked large parts of the proposed scheme when approaching the station from the west. Scenario 1 represents the worst-case situation.

The significance of the solar glare effects appears to be correctly stated with potential moderate adverse effects to viewpoints approaching the station from the west and to the junction of Great Knolly Street and Caversham Road."

6.152 Overall it is considered that whilst there will be some solar glare effect, these are mostly mitigated by the range of factors referenced above and that the effects are not harmful and would not warrant refusal.

ix) Environmental Sustainability

Carbon Emissions

6.153 Station Hill is a key regeneration site in the Borough and certainly the most prominent. It is considered that it should set a standard for other regeneration schemes and should demonstrate exemplary sustainability compliance.

6.154 Policy CC2 (Sustainable Design and Construction) requires that the design of buildings and site layouts to use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change. It is shown as an allocated site for decentralised energy in the Sustainable Design and Construction SPD 2019.

6.155 All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible. The application indicates this will be achieved. A condition is already attached to the outline permission to secure this.

6.156 Policy CC2 requires major residential developments to achieve 'Zero Carbon' and that in doing so, the preference is to achieve true carbon neutral development on-site. If this is not achievable, it must achieve a minimum of 35% improvement in regulated emissions over the Target Emissions Rate in the 2013 Building Regulations, plus a Section 106 contribution of £1,800 per remaining tonne towards carbon offsetting within the Borough (calculated as £60/tonne over a 30 year period). Contributions will be ring-fenced for projects which deliver a carbon saving in Reading. The zero carbon standard, or equivalent offset contribution, as per the SPD formula is already secured through the S106 legal agreement (the SPD confirms that a S106 planning obligation is the correct method to secure this):

8.1 To ensure a minimum of thirty five percent (35%) improvement in regulated emissions over the target emissions rate as set out in the 2013 Building Regulations is provided for in each and every Housing Unit that is provided as part of the First 2021 Development.

(s106 extract)

6.157 The emissions standard is therefore already set under the terms of the outline permission and no further consideration is required at Reserved Matters stage. The developer is bound into an at least 35% improvement over the 2013 Building Regulations using the associated SAP 2012 methodology.

Water

6.158 Policy CC2 also requires that all non-residential development or conversions to residential should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective. A condition securing this is included in the outline permission.

Decentralised Energy

6.159 In addition to the carbon performance referenced above, Policy CC4 states that *“In meeting the sustainability requirements of this plan, developments of the sizes set out below shall demonstrate how consideration has been given to securing energy for the development from a decentralised energy source. Any development of more than 20 dwellings and/ or non-residential development of over 1,000 sq m shall consider the inclusion of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision.”*

6.160 The supporting text to this policy at para 4.1.15 explains that *“ air-source or ground-source heat pumps should be considered in the first instance, as these methods are less carbon intensive than [fossil-fuel powered] Combined Heat and Power”*.

6.161 The Sustainable Design and Construction SPD 2019 explains in para. 8.5 that *“the preference for air-source and ground-source heat pumps over CHP is set out in the Local Plan, but in general GSHPs should be investigated as a priority over ASHPs. This is because they enable greater seasonal efficiencies.”*

6.162 Policy CR10(v) requires Tall Buildings to “Maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings...”

6.163 The recently constructed Phase 2 development (ONE Station Hill/Plot G) includes an Air Source Heat Pump system with infrastructure to connect to other buildings in Station Hill or any other available heat network in the future.

6.164 For Phase 3 (the current application), the current S106 agreement requires a Ground Source Heat Pump system, subject to a study which explores whether or not an open loop (or closed loop) system is technically possible. The next sequential step (if GSHP is not feasible) is to consider an Air Source Heat Pump system.

10.2 If, before Commencement of Phase 3, a feasibility study that demonstrates that an open loop or closed loop ground source **heat** pump is not technically possible has been submitted to, and Approved by, the Council, to submit to the Council for Approval full details (including a programme for implementation and a specification) of a Decentralised Energy System (to be **heated** by an air source **heat** pump or such other alternative decentralised energy technology as may be Approved by the Council) PROVIDED THAT such details shall be in accordance with the Energy Strategy and the SPD.

6.165 It is also requirement of the S106 that Phase 3 complies with the “Energy Strategy” approved at outline stage which requires connection to a heat network:

When Phase 3 comes forward the scheme will be designed for the peak loads across the entire site and therefore when the system isn't running at peak capacity then there would be an opportunity to export or share on a wider network in line with Reading's aspirations. This would depend on how a wider heat pump network is designed and being able to make suitable commercial agreements across sites. A provision will be provided for connecting the Phase 2 Air Source Heat Pump network with the Phase 3 Energy network in the future, with the location of the Phase 3 Energy Centre to be agreed once the design is determined.

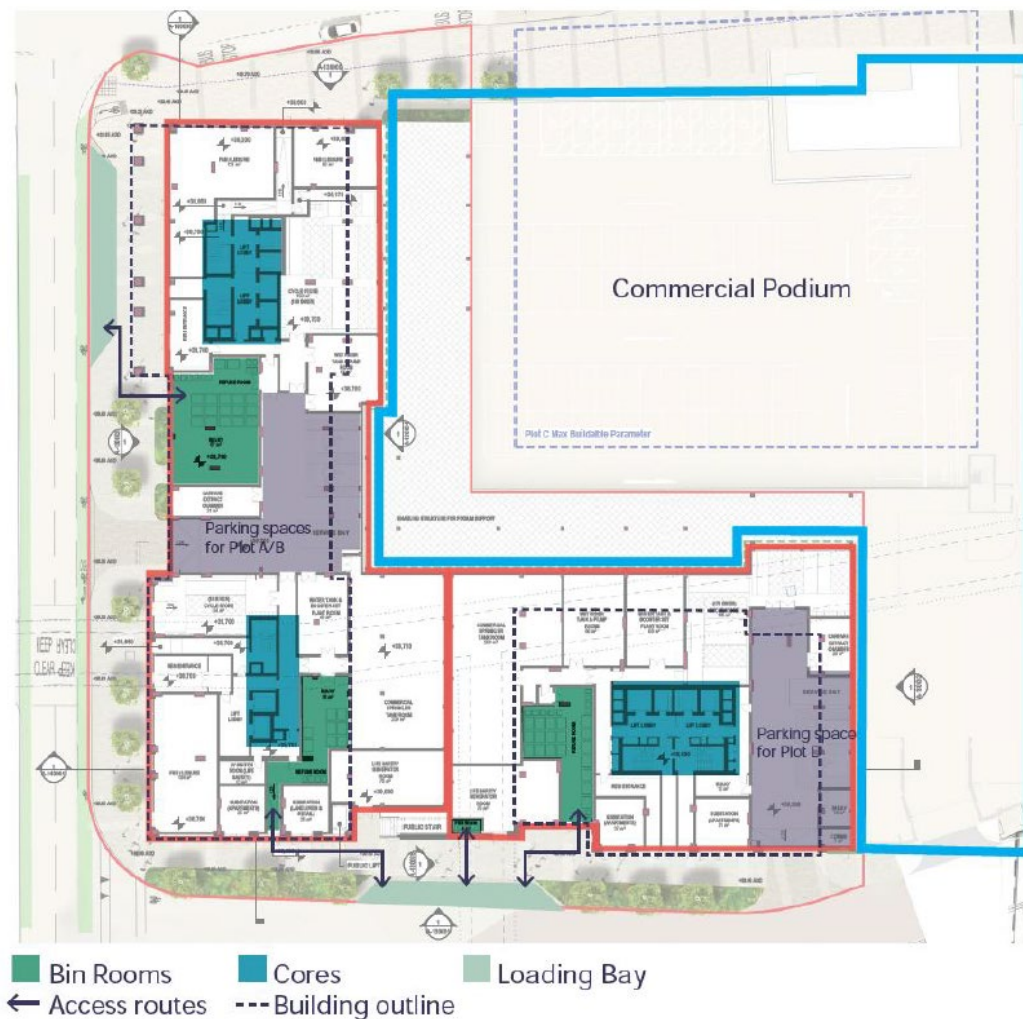
- 6.166 The Applicant now proposes a different approach to heating, still using heat pumps, but instead of using a combined system connected to a network, it is proposed to provide individual Exhaust Air Heat Pumps in each flat. The proposed equipment would provide for both the space heating and water heating demand.
- 6.167 This revised Energy strategy for Phase 3 has been the subject of detailed discussions with the Council's RBC Sustainability Manager. It remains Officers' opinion that Ground Source Heat Pumps would be 'technically possible'; but it is also understood that boreholes would be problematic as they are likely to need to be located on land outside of the site boundary beyond the control of the applicant that it would be problematic to the extent that it is could potentially be a barrier to delivery of the development.
- 6.168 Based on the submitted details it is apparent that there is insufficient space for a Closed Loop GSHP system due to the large number of boreholes required and the constrained nature of the site, including a main water sewer which passes through the site. There is also limited space for an Open Loop system which requires only two boreholes but requires approximately 100 metres distance between inlet and outlet boreholes (open loop) which cannot be fitted within the available plots.
- 6.169 It is also the case that space at the base of the buildings is very limited due to the new requirements of the Building Safety Act which requires additional lift cores and fire-fighting plant and equipment. It also requires each building to be separate, making sharing infrastructure between buildings difficult. When taken together with all other servicing, plant and other necessities there is very little space to accommodate heat pump plant and the extensive pipework required.
- 6.170 Although a ground source remains the ideal heat source, it is accepted in this instance that there are practical limitations to the approach especially given the need to meet new fire safety requirements and all other ancillary functions required to enable the building to operate. It is considered that the proposals demonstrate that ground source heat is not a feasible option in this instance. As such it is necessary to arrive at a reasonable 'low carbon' alternative which delivers on similar environmental objectives.
- 6.171 During pre-application discussions it was confirmed by the applicant that the coefficient of performance of the Nilan Compact P units would be 3.7 and as such that the system can be considered a "low carbon source". The system is capable of providing both water heating and space heating to the flats without the need for additional heaters other than underfloor heating within the bathrooms for comfort.
- 6.172 In order to accept the proposed approach it is necessary to secure the specific type of heating - the Nilan Compact P system and it would be necessary to secure the particular model - the Nilan Compact P - (or a model of proven equivalent performance) under any future permission. A condition is recommended to achieve this.
- 6.173 It is noted that the Nilan Compact P units are 'PassivHaus' certified and energy A-rated. This suggests a good level of environmental performance in isolation but still remains heavily reliant on the thermal performance of the building itself. The thermal performance of the dwellings is set out in Table 6 of the submitted Energy Statement:

- 6.174 The submitted statement suggests a generally good level of thermal performance to the extent that the heat demand can be met by the EAHP units and without the need for auxiliary heating from panel heaters or immersion heaters. Window performance and thermal bridging could be improved.
- 6.175 The ground floor/lower ground floor commercial units and the shared amenity areas serving the proposed dwellings are proposed to be heated with Air Source Heat Pumps.
- 6.176 A role for other decentralised power sources is also part of the proposal with 93 m2 Photovoltaic array is proposed for the Development, it will serve the communal areas of the proposed residential development.
- 6.177 It is considered that this approach would comply with Policy CC2 in respect of BREEAM zero carbon and water use on the basis of the existing conditions and planning obligations already secured under the Outline permission.
- 6.178 The overall approach to decentralised energy and heating has been assessed against Policy CC4 and associated Sustainable Design and Construction SPD (2019). This policy and guidance seek to secure heat from a decentralised energy source *“unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision”* and seeks to prioritise Ground Source Heat and connection to heat networks. In this instance it is considered that it has been demonstrated that the scheme is not suitable, feasible or viable due to the specific constraints of the site as described above. It remains the case that the proposal would secure a form of decentralised provision in the form of individual Exhaust Air Heat Pumps and that the performance of these, in combination with the thermal performance of the proposed building fabric would ensure an appropriate standard of energy use with reduced reliance on the national grid. Any residual reduction in performance relative to the ideal approach of a Ground Source Heat pump connected to a wider heat network within and beyond the site remains to be weighed in the overall Planning balance at the end of this report.
- 6.179 It is recommended that the existing S106 agreement is varied to allow for this new approach as set out in the recommendation.

x) Waste Management

- 6.180 The S106 agreement secured under the Outline permission includes an obligation on the owner of the building
“Not to position commercial or residential waste bins within the public highway or Public Realm Areas and to ensure that the collection of commercial and residential waste is carried out from within the service areas of the Buildings.”
- 6.181 This is fundamental as it prevents waste from overspilling from the development into surrounding public areas and acts as a strong incentive on the owners and occupiers to manage the waste properly within the site.
- 6.182 As described in the decentralised energy section above, the space within the building is at a premium due to the additional requirements of the Building Safety Act and the requirements of the approved Design Codes and Parameter Plans to secure appropriate amounts of active frontage.

Figure 5.2: Bin and Core Plan



- 6.183 This results in the bin stores being necessarily deep in terms of their footprint (it would not be desirable for them to occupy more of a frontage than is strictly necessary) and also constrains their size to a degree which limits the amount of waste which can be stored at any one time. As to the case in the town centre this will not fit with the Council's standard collection arrangements and will necessitate a private collection. The submitted details confirm that the storage is designed around three collections per week for all waste and which reflects the approach already undertaken with the 598 flats constructed at Plots E and F ("Ebb" and "Flow") within the wider Station Hill site.
- 6.184 The main bulk of refuse and recycling is proposed to be delivered to the Lower Ground Floor stores via waste chutes, in the same way as is currently approved and operational on Plots E and F.
- 6.185 The comments of the Council's Waste Service are noted and it is considered that the majority of points will be resolved through the proposed three times a week collections. The glass and food collection would be best dealt with using smaller containers carried down using the lifts rather than chutes due to the nature of the waste. This is not considered onerous or unworkable given the lifts and easily accessible waste storage. Any difficulties would be capable of being managed by the management company in keeping with the Build to Rent setup which operates as a single managed building.

- 6.186 Commercial waste is provided for separately from residential waste with a dedicated store beneath Block D (where the majority of commercial uses are to be located).
- 6.187 Given the scale of the development and the densely urban nature of the development with 600 flats in tall buildings on a relatively small footprints, it is inevitable that collections will require some management by on site staff, which is what is proposed. The submitted statement explains that estate management staff will be on hand to manage the bins so that each bin can be collected by the waste operative from the doorway to the street, thereby minimising the distance between bin and collection vehicle.
- 6.188 A condition requiring compliance with the submitted waste statement is recommended. It is considered that this, together with the S106 restriction preventing waste being left anywhere outside the buildings, would offer a suitable strategy for waste management in accordance with Policy CC5 and the terms of the existing Outline permission.

xi) Surface Water Drainage and Flood Risk

- 6.189 Matters relating to Surface Water drainage by condition 92 of the Outline permission requiring submission of a Sustainable Drainage Strategy including details of the design, management and maintenance of surface water drainage for each plot using SuDS methods prior to commencement. This therefore remains subject to future review separately from the current RM application.

xii) Air Quality

- 6.190 The proposals involve a large increase in development floorspace and associated activity within the Air Quality Management Area (AQMA). Condition 109 of the Outline permission requires a detailed AQ Assessment for each plot to be submitted prior to commencement. This therefore remains subject to future review separately from the current RM application.

xiii) Contaminated Land

- 6.191 Condition 72 secures contaminated land assessment and remediation prior to commencement. This is also for future review separately from the current RM application.

xiv) Security

- 6.192 Policy CC7 requires development to “*Create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion*”.
- 6.193 Condition 113 requires a Security/Anti-Crime Management Plan to be submitted pre-commencement to include Hostile Vehicle Mitigation measures, access controls to buildings, blast-resistant glazing and an analysis of the structure, emergency access, bin location, extents of café seating etc.
- 6.194 The specifics therefore remain subject to future review separately from the current RM application and this would be the appropriate time for detailed consultation with the Police (noting their consultation comments in respect of the current application) and other relevant consultees. The integration of the works will need careful coordination with landscaping and other similar requirements where these are also currently reserved by condition.

xv) Building Maintenance Arrangements

6.195 Condition 76 requires details of building maintenance arrangements to be submitted alongside the Reserved Matters. The proposal involves the use of abseiling anchor points around the roof of each building which is set out in detail in the submitted maintenance strategy document and associated drawings. This is considered to offer a visually discreet solution which will not affect the appearance of the buildings whilst allowing the buildings to be cleaned and maintained appropriately. Detailed arrangements for the safe use of the abseil for both the operators and passers by are not planning matters and would be a matter for the building owner to consider. It is recommended that the details should be approved pursuant to Condition 76.

xvi) Phasing

6.196 Condition 62 secures a detailed phasing strategy for the Phase 3 site to be submitted for approval prior to commencement. This is therefore not a matter for consideration under the Reserved Matters application and will be considered in detail in due course prior to any work commencing on site.

xvii) Equality

6.197 In determining this application, the LPA 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. There is no indication or evidence (including from consultation on the application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application. Matters relating to accessibility between the level changes across the site are addressed elsewhere in this report. In terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

7. Conclusion and Planning Balance

7.1 The Station Hill site occupies a key strategic location in the town centre. The Phase 1 and 2 works have successfully regenerated those parts of the site with new office, retail and residential buildings, together with new pedestrian and cycle routes through a high quality landscaped public realm.

7.2 The Phase 3 proposals are considered to continue this positive progress with a substantial amount of further development which builds on the current successes of the wider site.

7.3 When approaching making a decision on the current proposals it is important to remember the flexible 'discretionary' nature of the UK planning system, set out in s.38(6) of the 1990 Act and repeated in the NPPF. A whole range of (sometimes competing) policy considerations and other material considerations must be weighed and balanced taking into account the particular circumstances of the case. This is particularly useful in reaching a decision in complex regeneration schemes such as Station Hill where it will be impossible (and probably undesirable) to resolve these competing demands.

7.4 The starting point for assessment of the current proposals is the extant Outline Planning Permission 192032. Permission has already been granted for the

'amount' of development. Added to this, a good level of detail has already been set out in the Parameter Plans in respect of the maximum extent of buildings and the spaces between them as well as their basic form. This is refined further within the approved Design Codes which are intended to ensure a good quality design at Reserved Matters Stage. It is considered that the current Reserved Matters proposals comply with the approved Parameters and Design Codes. The application of Development Plan policy and other policy is therefore necessarily constrained to being within the scope of the already-approved parameters.

- 7.5 The existing Outline Permission is granted subject to conditions addressing a wide range of matters. Most relate to future requirements, but a number (listed in the description) require details to be submitted at Reserved Matters Application stage, and this has been complied with through submission of the relevant details alongside the Reserved Matters and are addressed as part of the recommended decision.
- 7.6 Turning to the merits of the Reserved Matters proposal, it is considered that the design of buildings would offer a high quality of architecture which would have a positive effect on the townscape at close quarters and from other viewpoints in the town. The silhouette of the buildings would also appear acceptable from more distant vantage points and would contribute to the policy aims of a dome of taller buildings clustered around the Station.
- 7.7 The proposals would introduce a substantial amount of new, good quality, public realm which acts as a continuation of that already provided in Phases 1 and 2. It is considered that the proposed landscaping arrangement would offer multiple benefits in terms of the quality of the spaces around the buildings, providing an accessible and legible pedestrian route, significant new tree planting, new seating areas and public squares. This is a significant benefit of the proposal.
- 7.8 Previous harm identified at Outline stage in respect of an overly dense townscape and harm to the setting of heritage assets has been largely overcome through the current proposals. The change from a continuous L-shaped building comprising Blocks A, B and D joined together to a separate Block D with an 18-metre gap between has allowed a good quality area of public realm, improved pedestrian routes, a less overbearing massing, and improved daylight and sunlight into the podium area. This weighs significantly in favour of the current proposals.
- 7.9 The proposed Affordable Housing exceeds the basic requirement for the size of dwellings to reflect the overall dwelling mix within the scheme, with studio flats being omitted and replaced with one-bed flats as set out above. This is also positive benefit of the current proposals.
- 7.10 The choice of Exhaust Air Heat Pump technology over the arguably more efficient Ground Source Heat Pumps is addressed the report. It is considered that the non-feasibility has been adequately demonstrated and any residual harm in environmental sustainability terms is outweighed by the wider benefits of the scheme.
- 7.11 The report refers to the small exceedance of the wind speed threshold for a period of 18 minutes in any year. This is considered to be a small margin which would not materially alter the quality of the development or the way it is experienced at street level. The substantial benefits of the proposal are considered to outweigh this slight residual harm in this instance.

- 7.11 The regeneration benefits of the scheme are considerable, and it is considered that that the application successfully negotiates the various competing demands of this highly constrained site to arrive at a high-quality form of development.
- 7.12 It is considered that the benefits of the proposal weigh strongly in favour of the proposal and that there are no adverse impacts which would suggest a different approach, having regard to the Development Plan and national policy set out in the NPPF and associated guidance. It is recommended that Reserved Matters Approval should be granted on this basis, subject to completion of the varied s106 agreement.

Case Officer: Steve Vigar

APPENDIX 1 – HIGHWAY AUTHORITY COMMENTS

“10/06/2026

Planning Application Ref: PL/26/0415

Officer: Steve Vigar

Application Type: Approval of reserved matters

Address: Station Hill, Reading, RG1 1NF

Proposal: Reserved Matters application pursuant to Outline Planning

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

Transport Comments

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

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

Site Location

The application site forms part of the wider Station Hill Masterplan and is located immediately south of Reading Station. Part of the site is currently occupied by Xafinity House and a temporary car park and hard standing. The surrounding area comprises the completed Phase 1 and Phase 2 developments at Station Hill, including residential buildings (Ebb & Flow), One Station Hill, public realm and key pedestrian connections. The site is located in Reading Town Centre, with Reading Railway Station approximately 100m north-east of the site. To the south of the site is Garrard Street which travels in the east – west direction between Station Road and Greyfriars Road bisecting the southern and northern parcels of Station Hill.

Proposal

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

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

Table 4.1: Residential Development Schedule

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

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

Table 4.2: Commercial/ F&B Development Schedule

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

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

Pedestrian and Cycle Access/Improvements and Public Realm

The proposal seeks to provide improvements to pedestrian and cycle movements that surround the application site by providing enhancements to landscaping and increased widths to the footways whilst also providing a footway / cycleway along Greyfriars Road. At the northern end of Greyfriars Road a 5m wide footway / cycleway is secured as part of the outline permission with a section of which allowing servicing to take place with flush kerb demarcation to identify the loading bay location. This still retained a width of 2m for pedestrians and cyclists with cyclists also able to utilise the on carriageway advisory cycle lane. This has been replicated within the proposed design but in addition a further area is provided within the colonnade for pedestrians. This is therefore deemed acceptable.

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

At Paragraph 4.5.7 of the Transport Statement the applicant has stated cyclists will be discouraged from using the area beneath the colonnade through improved signage and roundels to prioritise cyclists externally to the colonnade to include shared cycle roundels around the colonnade and along Greyfriars shared footway / cycleway similar to the current provision on Station Hill near Pocket Park.

This is not deemed acceptable to the Highway Authority given that this is not a physical deterrent and as such the design is still unacceptable in Highway safety terms.

As agreed at the Outline application stage the proposed scheme includes the provision of the raised table crossing at the Garrard Street / Greyfriars Road junction and the realignment of the kerb radius at the Greyfriars Road/ Tudor Road junction. Both of these measure will aid pedestrian d cycle movements around the development and is therefore a significant enhancement to the area.

The proposed scheme now also includes the provision of 3 Sheffield stands under the colonnade however these are poorly located as they create a pinch point between the Sheffield stands and the proposed column. This will make it difficult for pedestrians to travel through this space especially those that are blind or partially sighted and as such these Sheffield stands must be removed.

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

Trees have been proposed on the opposite side of Garrard Street to the application site, but this does not consider the permitted scheme for 20-30 Greyfriars Road and would result in the reduction of the available footway width. The Highway Authority has undertaken a site visit to establish the width of the footway and this established that the footway is 3.52m at the western point, 3.04m at the central point by the pedestrian entrance to 20-30 Greyfriars Road and 2.68m at the most eastern point. It is noted that the applicant has stated in email correspondence that the 'Two evergreen trees are required on the southwest corner of Garrard Street for wind mitigation purposes' however this does not mean they can just be proposed as per the submitted plan.

The Highway Authority are concerned that the two trees would be located within the pedestrian visibility splay at the raised crossing on Garrard Street. The application states that the trunks of the trees will be in the region of 0.5m in diameter and as such this is likely to result in a detriment to Highway safety.

Should the trees be set back closer to the centre of the footway the Highway Authority would have further concern that the trees will result in an obstruction in the centre of the footway and therefore will not be supported.

There are also concerns about the canopy overhang into the carriageway and potential conflict with the existing building at 20-30 Greyfriars Road which would also need to be detailed should the existing tree position be acceptable.

Notwithstanding the above and as referenced previously it would need to be confirmed what the maximum estimated width of the crown and trunk would be for all the proposed trees to ensure that there is no conflict with the adjacent carriageways or buildings.

Trees are proposed on the corner of Greyfriars Road and Station Hill which was identified at the pre-application stage as potentially resulting in a detrimental impact on visibility for pedestrians, cyclists, and drivers at that junction. This has been assessed by the applicant whilst providing information on the proposed tree species. It is evident that the proposed tree species could have a trunk girth of up to 60cm and given that 2 trees would be located within the visibility splay this cannot be supported. In addition, the vehicle visibility splay has not been taken from the centre of the road and therefore will need to be reassessed.

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

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

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

I would remind the applicant that S278/38 Highway works are there for the benefit of the public and should not be proposed to be for the benefit of individual developments. There are numerous doors that are opening outwards and this would be contrary to Section 153 of the Highways Act and therefore it would need to be confirmed that any doors opening outwards are in fact fire doors and if not they will need to be adjusted to open inwards.

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

Active Travel

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

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

Vehicle Access

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

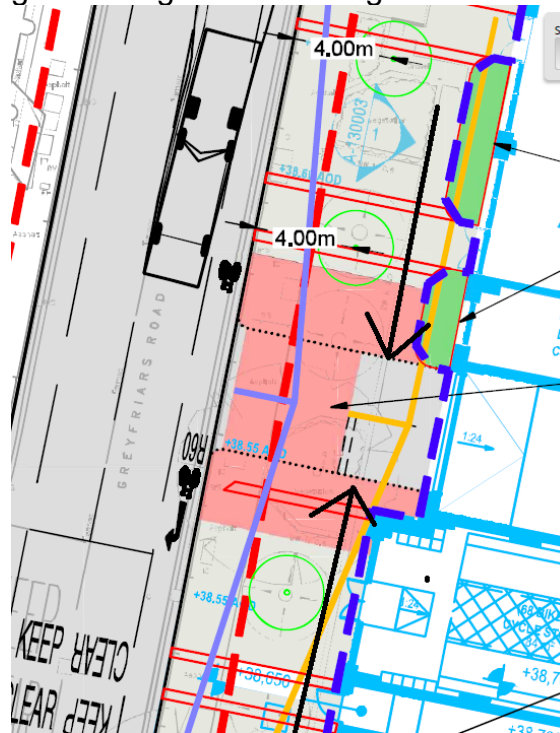
At the Outline application stage the access onto Greyfriars Road was designed as an entry only however as part of this planning application the access will include the provision of access and exit from the car park. Given that this parking area will only accommodate 2 parking spaces and loading bay the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

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

Visibility splays for the vehicle accesses have been illustrated and the Greyfriars Road splay is deemed acceptable. A cycle visibility splay has been illustrated at the access onto Greyfriars Road but the give way line has been positioned along the desire line for pedestrians and cyclists. The applicant has stated that the landscaping around the access onto Greyfriars Road pushes cyclists away from building edge and the raised table now provides a desire line for pedestrians away from the give way line. However, as Image 1 below illustrates by way of the black arrows there is still a desire line for

pedestrians and cyclists right adjacent to the building line especially as a cycle store and residential entrances are located directly south of the vehicle access.

Image 1 – Diagram illustrating desire line



As had been previously discussed and agreed at the pre-application meeting some form of increased physical measure is required to effectively direct pedestrians and cyclists away from the building edge to ensure that adequate sightlines are provided. It had been agreed that low level landscaping would be provided similar to what has been proposed to the north but a larger area on both sides of the access but this has not been illustrated on the submitted plans. A proposal similar to that provided at Image 2 below must be incorporated into the scheme design or the give way line would need to be set back into the site and the building line adjusted to facilitate the visibility splay.

Image 2 – Diagram illustrating the required landscaping



Notwithstanding the above comments and what is illustrated in Image 2 above the Highway Authority would still contest that the visibility splay to the south does not provide sufficient visibility to cover the full width of the footway / cycleway. The scheme at present does include the provision of Sheffield stands adjacent to the building and cyclists travelling north from these will not be fully visible to drivers exiting the car park. Should these cycle stands be removed you could also have cyclists utilise the area adjacent to the building as this does become a desire line for cyclists travelling south to north. As a result, the cycle visibility splay to the south is still unacceptable as it does not cover the full width of the footway/cycleway.

The visibility splay for the proposed vehicle access onto Garrard Street has been illustrated with a tree within it and at the pre-application stage it was advised that this will be dependent on the tree species located within the visibility splay. The applicant has provided details of the proposed tree including the maximum truck size which proposed as a *Carpinus Betulus Fastigiata* with a truck girth of 50cm diameter and will have 2.5-3m clear stems to maintain visibility.

This may have been accepted should driver visibility be available beyond the proposed tree but this would be obstructed by the further two trees west of the closest tree. This results in the visibility splay being reduced to 2.4m by 16m which is unacceptable to the Highway Authority. The tree closest to the access must therefore be removed or the tree species altered so that the girth of the tree trunk is reduced.

Cycle Parking

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

P2 illustrates 234 cycle spaces for Plots A/B and 96 spaces for Plot D the number of cycle spaces on the plan is therefore accepted.

However, the cycle parking layouts are not acceptable given that the Sheffield stands are not provided with 1m centres and they are not all located 0.55m from an adjacent wall of feature. The cycle parking layout must therefore be updated to correct this.

In addition, to this the Highway Authority agrees with Active Travel England regarding access to the cycle store located to the north of the site. To aid cycle movement to the north an improved cycle access should be provided along the northern elevation and the number of doors cyclists are required to navigate must be reduced to ensure an easier access route.

Residential visitor cycle parking is proposed by the applicant within the public realm along Station Hill and Greyfriars Road. The Reading Borough Council standards make no requirement for cycle visitor cycle parking and therefore the applicant has utilised London Plan standards which equates to 1 space per 40 units requiring 15 spaces. The Phase 3A proposes 24 additional visitor cycle stands distributed along Greyfriars Road and Station Hill, able to accommodate 48 bicycles, the development also necessitates 3 existing cycle stands to be re-positioned whilst 13 are retained on Station Hill.

Although the provision of the visitor cycle parking is applauded the Highway Authority would still question the number of spaces proposed. The site is already located directly adjacent to 13 Sheffield stands that are not currently used and there would not be a significant demand as a result of other surrounding uses. The cycle parking spaces located area the Phase 1 residential scheme are also not well used currently either.

The Highway Authority does however have some concern / issues with the proposed locations and these are listed as follows:

- As has been explained above there are 3 spaces under the colonnade that are not acceptable and must be removed
- There are 3 spaces in an alcove along Garrard Street which are not particularly well located but it would appear that the location of the cycle stands conflicts with the access door for the F&B Refuse Room as indicated on drawing SHP3 -GEN - XX - P2 - D - A-011208 Rev P06.
- There are cycle stands that are still located under the trees to the north of the site which could have large canopies and as such these Sheffield stands should be removed.
- It is noted that arrival spaces are provided at the podium level and cycling will be permitted at that level as agreed through the Outline permission however the scheme includes no cycle parking at the podium level for visitors of the residential development. Should the applicant wish to re-provide for the cycle parking numbers to be removed as indicated above they can be re-provided for at the podium level.

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

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

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

Block A 210sqm 2 staff spaces and 1 visitor space

Block B 249sqm 3 staff spaces 1 visitor space

Block C 543 sqm 6 staff spaces 2 visitor spaces

Across Plots A/B and D, a total of 11 staff cycle spaces and 4 visitor cycle spaces are required. The staff cycle parking storage will be provided internally within dedicated

stores as part of the back of house facilities. These have been within Figure 4.2 of the Transport Statement but no updated plans have been provided so that the layouts can be fully assessed. These updated plans must be submitted for review although it would appear that the bin and cycle stores are shared even if they are separated by doors, this does not help promote cycling as an alternative mode and the cycle stores will need to be separated completely from the bins stores.

Further to the above it is noted that the access door to the cycle store would be obstructed by the 3 Sheffield stands located under the colonnade. The Highway Authority have advised previously in this response that these cycle spaces must be removed but this conflict provides further reason for their removal.

The applicant has stated that the development proposes a good level of external cycle parking provision within the public realm, which is considered sufficient to accommodate the visitor cycle spaces for the commercial units. It is accepted by the Highway Authority that the number is sufficient even though as stated above some locations are not acceptable however, it is noted that the proposed development includes commercial units at the podium level and as such the visitor cycle parking for the commercial units must be located with close proximity of the units themselves. A revised layout is therefore required illustrating visitor cycle parking at the podium level.

Car Parking

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

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

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

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

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

Rather than provide zero blue badge spaces within the development, Phase 3A will provide 4 spaces with 2 dedicated spaces for Plot A/B and 2 spaces for Plot D. The applicant has considered this sufficient to meet the future needs of the development given that the adjacent Phase 1 (Ebb & Flow) has experienced no demand for Blue Badge Spaces. Although the applicant has stated that the spaces are prebooked in line the leases and it has been confirmed by the operator that none of the Blue Badge Spaces

within Phase 1 have ever been reserved for a disabled user to date, the Highway Authority have requested actual survey evidence of the disabled bay usage. Without sufficient evidence the statements provided by the applicant is opinion/anecdotal evidence and therefore a survey must be undertaken in accordance with the Lambeth Methodology as has been requested during the pre-application discussions.

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

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

Reading Borough Council Parking Standards require a provision of 2 car club spaces to be provided, the applicants current proposal is to contribute towards the funding of two on-street car club spaces in close proximity to the site. The outline planning application for Phase 3 proposed for these to be provided within the development. However, the applicant has sited experience from the running of a car club facility within Ebb & Flow found that the demand was low for an internal site only facility, which led to the scheme becoming unviable.

The applicant has therefore stated that proposing external car club facilities which can be used by the development as well as other members of the public is therefore believed to be a more viable and attractive facility to operators. This is agreed by the Highway Authority however, should the applicant want a car club scheme on the Highway they would need to fund this as they would it being located on site but propose a location for the car club bays which would need to be included within the S278 Highway works extent. The Highway Authority cannot accept a one off contribution for the car club which would be for the Council to set up.

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

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

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

The applicant has stated that the parking provision for town centre occupiers will continue be considered depending on the final level of car parking delivered within Phase 3B however given the amount of other sustainable modes of travel to and from the town

centre this would not be required and would appear to be difficult to provide given that access would need to be via the car park permitted as part of Phase 2.

Servicing and Deliveries

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

The servicing strategy has been designed to clearly differentiate between day-to-day deliveries and larger operational activities to minimise the impact on the surrounding highway network. Refuse collection is undertaken directly from the on-street bays, with refuse stores positioned to provide safe, efficient, and unobstructed access for collection, thereby reducing dwell times on the carriageway. It is noted that a refuse vehicle can get to within approximately 10m of the refuse store door but it is the Highway Authorities understanding that the Waste Department require the 10m distance to be to the far end of the refuse store. This must be clarified with the Waste Department.

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

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

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

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

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

It is noted that the scheme as presented allows for no servicing route from Garrard Street or Greyfriars Road to Plot C which is outside of this reserved matters planning application. However, given the existing bus stops (secured for use as part of the Royal Elm Park development), taxi rank bay and south west interchange there would appear currently to be no available option for servicing from Station Hill. The application for Plot C would therefore appear to be landlocked by the proposed development and therefore the applicant should provide clarity over indicative servicing arrangements prior to the determination of this reserved matters application. Should this not be possible then the development for Plot A/B and D would need to be revised to facilitate an indicative access to Plot C.

Existing Temporary Car Park

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

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

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

Travel Plan

The Travel Plan will need to be updated to reflect the changes to cycle parking I have commented on above.

Within Table 7.1 it is stated that the development will provide funding for a car club provision however this would still be for the developer to fund as if the car club would be located within the development. The Highway Authority will not be bringing forward a car club on the developers behalf. The information in the table must therefore be updated. At Year 6 of the Monitoring and Review schedule it should also be added that the Travel Plan is updated and resubmitted until the targets have been met.

Balconies

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

Given the above comments the proposed development has numerous areas that have either not been assessed adequately or are unacceptable and therefore the Highway Authority objects to the development. Reasons for refusal will follow should the above not be addressed.

S106

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

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

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

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

Condition 76 – Building Maintenance

It is stated within the DAS that the proposed development is to be maintained by way of an abseil system which in principle is deemed acceptable however the maintenance strategy does not provide a conclusion as to what methodology would be utilised and

therefore a definitive proposal must be provided to allow for the condition to be discharged.

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

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

However, until the above has been provided the Highway Authority would not be in a position to discharge the condition.

Condition 86 – Wheeling Ramp on Greyfriars Road

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

The Highway Authority has reviewed the Transport Statement and DAS and although the DAS states that the wheeling ramp will be provided no details have been provided on the design of the wheeling ramp and it has not been clearly illustrated on any of the submitted drawings.

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

Condition 94 – Wind Mitigation

The proposed wind mitigation measures include the provision of trees and baffles located on the Public Highway surrounding the application site. The Highway Authority will not be commenting on the effectiveness of these measures however, as they are located on the Public Highway information must be provided as to how the applicant will be complying with the requirement of the condition that stipulates that the measure must be retained and maintained thereafter.

As has been stated above this information was requested during the pre-application discussions but the applicant has failed to provide the required clarification as part of the planning application. As previously explained the Highway Authority will not accept the financial liability for maintaining the trees and baffles and I reiterate previous comments that works on the Public Highway must be for the benefit of the public and not for individual developments.

Given the above the Highway Authority are unable to recommend the discharge of condition.

Darren Cook

Transport Development Control Manager”

APPENDIX 2 – ACTIVE TRAVEL ENGLAND COMMENTS



Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: PL/26/0415
Our Ref: ATE/26/00565/RM
Date: 15 April 2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Reading Borough Council

Application Ref: PL/26/0415

Site Address: 26 STATION HILL, READING, RG1 1PT

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

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1. Overview and Recommendations

- 1.1. Active Travel England (ATE) welcomes the opportunity to provide comments on the above submitted Reserved Matters application. The proposed development would deliver 600 homes, and create a community of around 1,000 new residents.
- 1.2. ATE considers that the proposed development's proposed masterplan and delivery of public realm comply with **National Planning Policy Framework paragraphs 115 and 117**, however, further work can be undertaken to provide adequate and convenient cycle parking facilities.
- 1.3. ATE recommends the applicant undertake the following:
 - Re-assess cycle parking requirements in accordance with the minimum suggested standards set out in **Local Transport Note (LTN) 1/20 (Cycle Infrastructure Design) Table 11.1**, with particular emphasis on the provision of spaces for non-standard cycles.
 - Provide a convenient access to cycle parking within Building A of the proposed development, which would encourage everyday cycling.

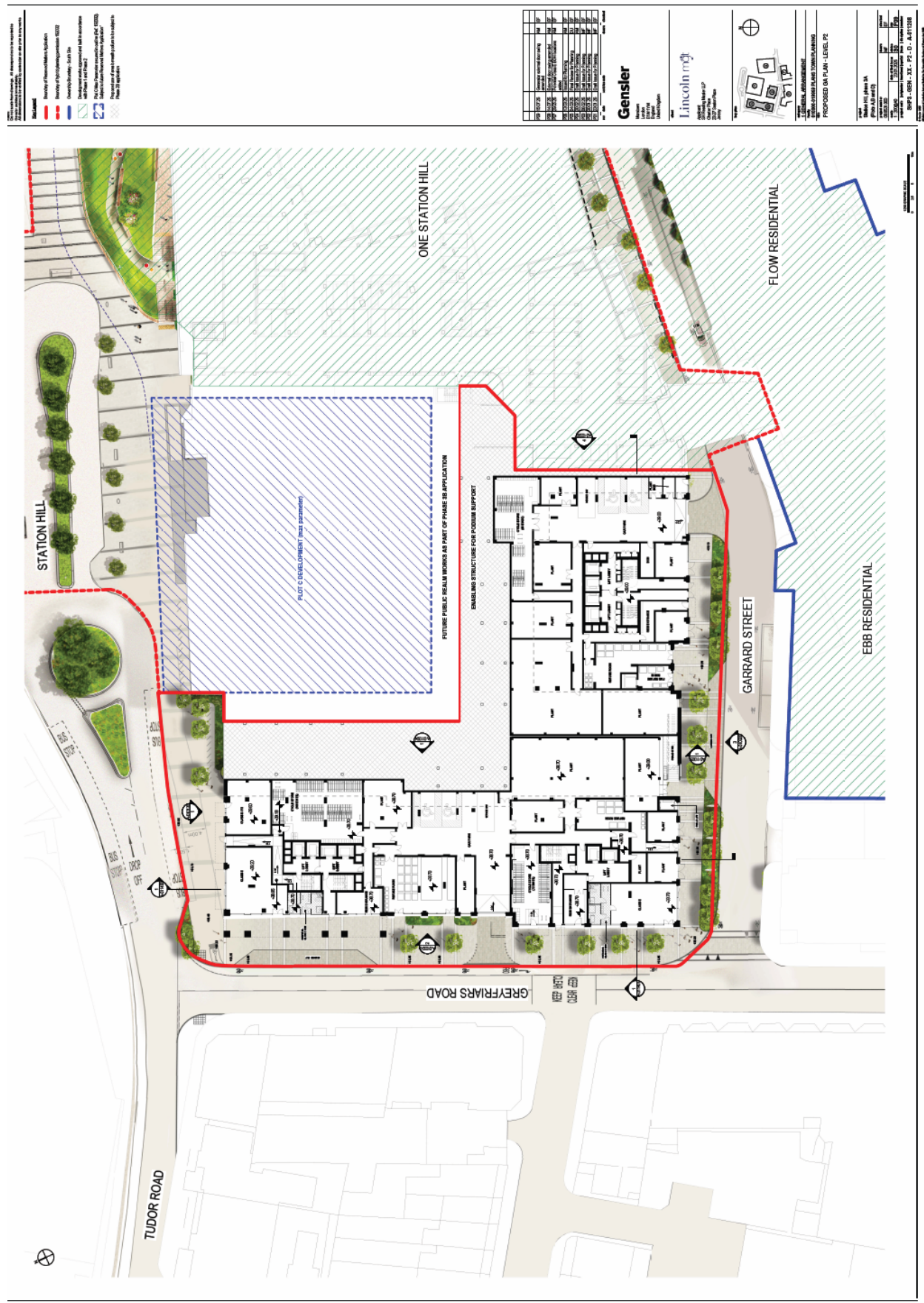
2. Planning Application Assessment

Cycle Parking and Trip-End Facilities

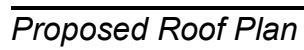
- 2.1. ATE considers that the current level of cycle parking provision proposed by the applicant would not meet the requirements of residents, particularly . It is noted that Reading Borough Council's Cycle Parking Standards were published in 2011, and that **LTN 1/20 Table 11.1** suggests a minimum cycle parking capacity of 1 space per bedroom. Furthermore, the applicant has provided no detail on provision for non-standard cycles to accommodate people with mobility impairments. **LTN 1/20 paragraph 11.3.2** suggests typically 5% of spaces should be provided, and this is of particular importance given the use of two-tier stands by the applicant.
 - 2.2. ATE considers that the cycle store, located in Building A for 160 bikes, would not support the applicant's desire (Design and Access Statement 7.8.4) or **LTN 1/20 paragraph 11.2.5**, to provide convenient access from each residential core given that users would be required to traverse three gates/doors from Greyfriars Road.
-

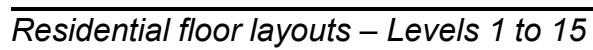
Proposed Ground Floor (Podium) Level Plan





Proposed Lower Ground Floor (Street Level) Plan

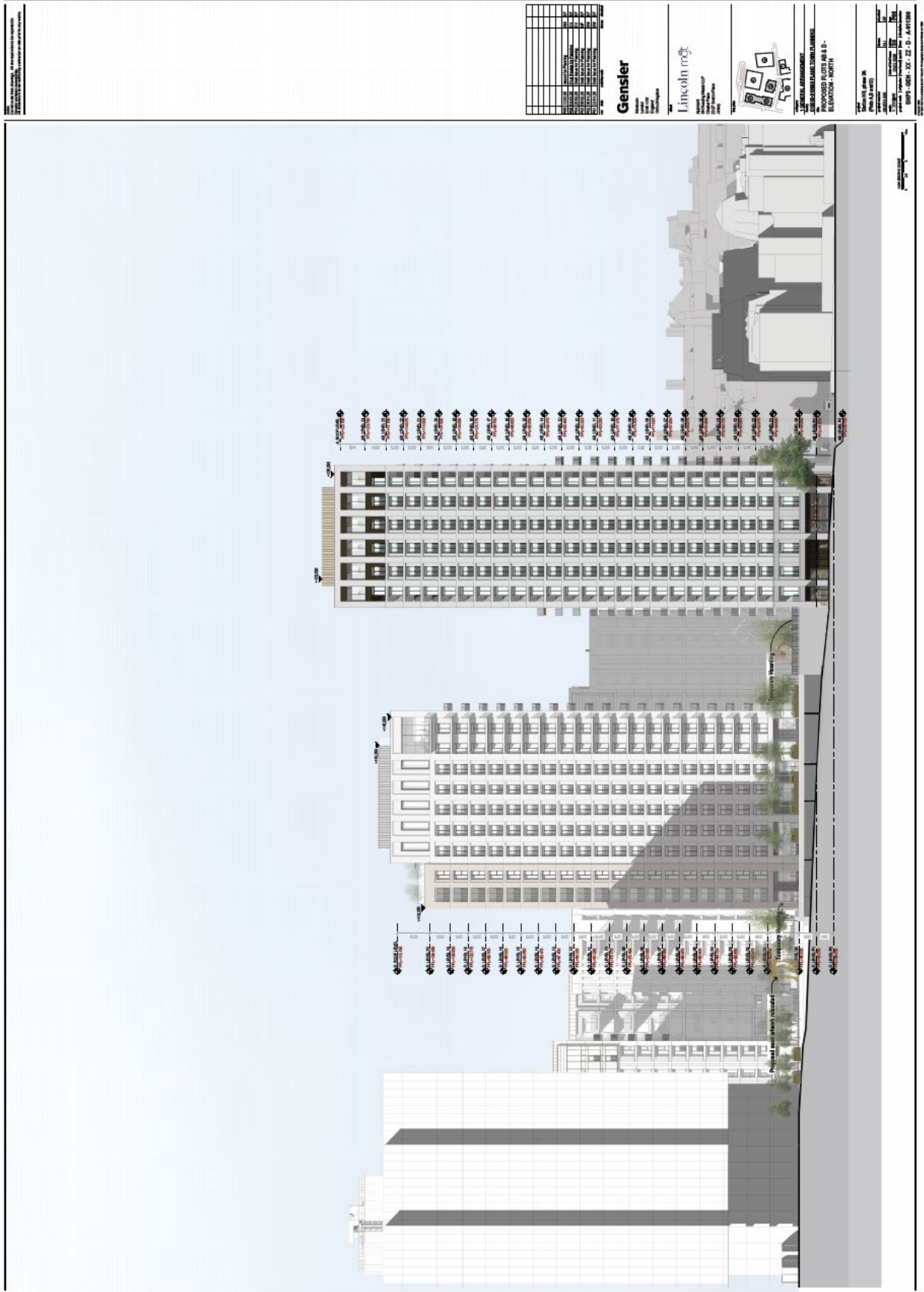






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SHP3-GEN - XX - ZZ - 0



North Elevation

Item	Quantity	Unit	Material	Notes
1. Concrete	1000	sq ft	4" thick	Foundation
2. Steel	100	lb	Structural	Reinforcement
3. Masonry	1000	sq ft	Brick	Exterior walls
4. Windows	100	sq ft	Double-pane	Exterior walls
5. Doors	10	sq ft	Wood	Exterior walls
6. Siding	1000	sq ft	Vinyl	Exterior walls
7. Roofing	1000	sq ft	Asphalt	Roof
8. Insulation	1000	sq ft	Fiberglass	Roof
9. Foundation	1000	sq ft	Concrete	Foundation
10. Foundation	1000	sq ft	Concrete	Foundation

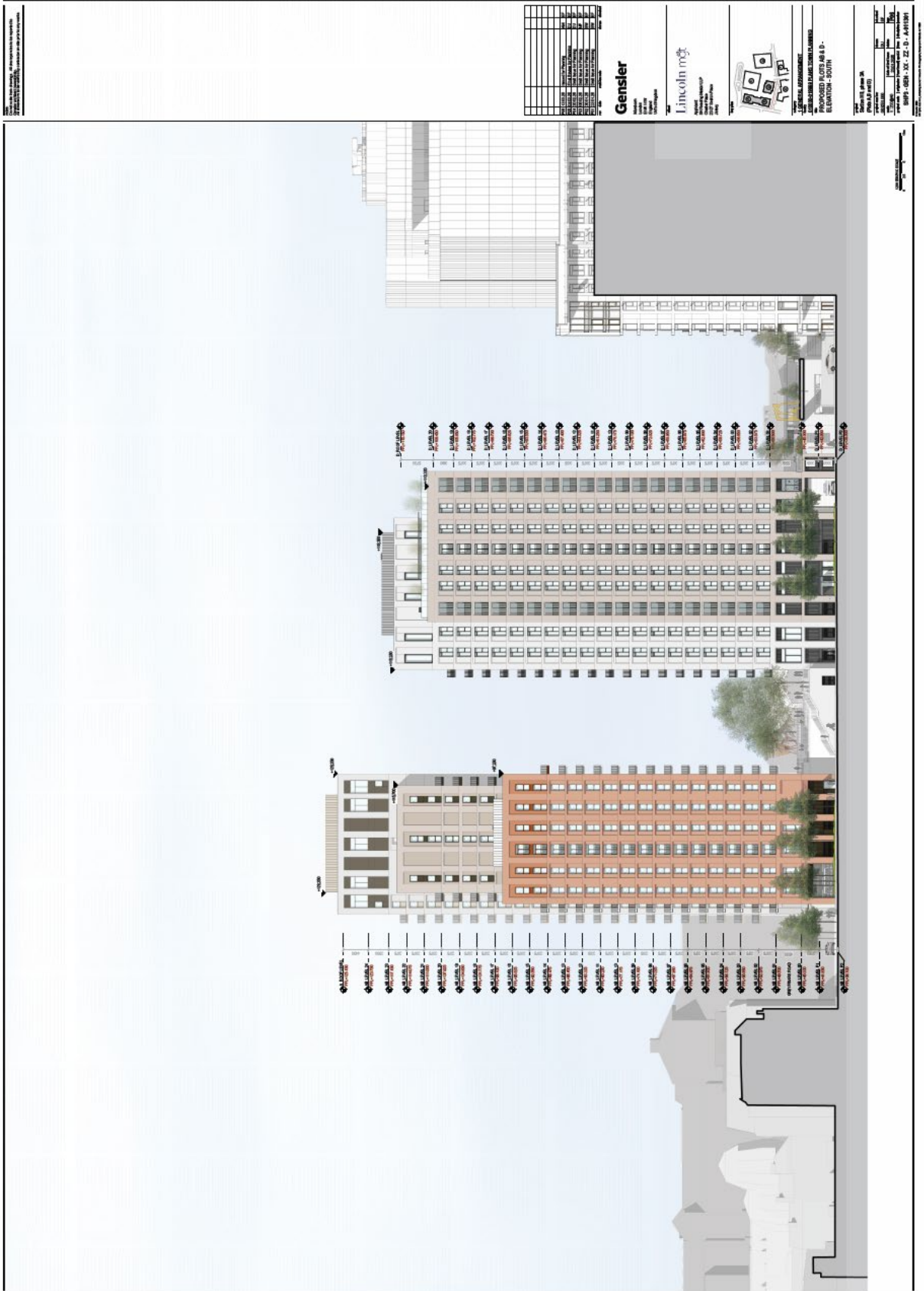
Gensler

Lincoln



PROPOSED PLANS AND ELEVATIONS - NORTH

Item	Quantity	Unit	Material	Notes
1. Concrete	1000	sq ft	4" thick	Foundation
2. Steel	100	lb	Structural	Reinforcement
3. Masonry	1000	sq ft	Brick	Exterior walls
4. Windows	100	sq ft	Double-pane	Exterior walls
5. Doors	10	sq ft	Wood	Exterior walls
6. Siding	1000	sq ft	Vinyl	Exterior walls
7. Roofing	1000	sq ft	Asphalt	Roof
8. Insulation	1000	sq ft	Fiberglass	Roof
9. Foundation	1000	sq ft	Concrete	Foundation
10. Foundation	1000	sq ft	Concrete	Foundation



South Elevation

NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	100	CU YD	120.00	12000.00
2	BRICK	500	SQ YD	15.00	7500.00
3	GLASS	200	SQ YD	20.00	4000.00
4	ROOFING	50	SQ YD	10.00	500.00
5	PAINT	100	GAL	1.00	100.00
6	LANDSCAPE	10	SQ YD	5.00	50.00
7	WATER	100	CU YD	1.00	100.00
8	ELECTRICAL	100	CU YD	1.00	100.00
9	MECHANICAL	100	CU YD	1.00	100.00
10	PLUMBING	100	CU YD	1.00	100.00
11	FOUNDATION	100	CU YD	1.00	100.00
12	ROOFING	100	CU YD	1.00	100.00
13	PAINT	100	GAL	1.00	100.00
14	LANDSCAPE	100	SQ YD	1.00	100.00
15	WATER	100	CU YD	1.00	100.00
16	ELECTRICAL	100	CU YD	1.00	100.00
17	MECHANICAL	100	CU YD	1.00	100.00
18	PLUMBING	100	CU YD	1.00	100.00
19	FOUNDATION	100	CU YD	1.00	100.00
20	ROOFING	100	CU YD	1.00	100.00
21	PAINT	100	GAL	1.00	100.00
22	LANDSCAPE	100	SQ YD	1.00	100.00
23	WATER	100	CU YD	1.00	100.00
24	ELECTRICAL	100	CU YD	1.00	100.00
25	MECHANICAL	100	CU YD	1.00	100.00
26	PLUMBING	100	CU YD	1.00	100.00
27	FOUNDATION	100	CU YD	1.00	100.00
28	ROOFING	100	CU YD	1.00	100.00
29	PAINT	100	GAL	1.00	100.00
30	LANDSCAPE	100	SQ YD	1.00	100.00
31	WATER	100	CU YD	1.00	100.00
32	ELECTRICAL	100	CU YD	1.00	100.00
33	MECHANICAL	100	CU YD	1.00	100.00
34	PLUMBING	100	CU YD	1.00	100.00
35	FOUNDATION	100	CU YD	1.00	100.00
36	ROOFING	100	CU YD	1.00	100.00
37	PAINT	100	GAL	1.00	100.00
38	LANDSCAPE	100	SQ YD	1.00	100.00
39	WATER	100	CU YD	1.00	100.00
40	ELECTRICAL	100	CU YD	1.00	100.00
41	MECHANICAL	100	CU YD	1.00	100.00
42	PLUMBING	100	CU YD	1.00	100.00
43	FOUNDATION	100	CU YD	1.00	100.00
44	ROOFING	100	CU YD	1.00	100.00
45	PAINT	100	GAL	1.00	100.00
46	LANDSCAPE	100	SQ YD	1.00	100.00
47	WATER	100	CU YD	1.00	100.00
48	ELECTRICAL	100	CU YD	1.00	100.00
49	MECHANICAL	100	CU YD	1.00	100.00
50	PLUMBING	100	CU YD	1.00	100.00
51	FOUNDATION	100	CU YD	1.00	100.00
52	ROOFING	100	CU YD	1.00	100.00
53	PAINT	100	GAL	1.00	100.00
54	LANDSCAPE	100	SQ YD	1.00	100.00
55	WATER	100	CU YD	1.00	100.00
56	ELECTRICAL	100	CU YD	1.00	100.00
57	MECHANICAL	100	CU YD	1.00	100.00
58	PLUMBING	100	CU YD	1.00	100.00
59	FOUNDATION	100	CU YD	1.00	100.00
60	ROOFING	100	CU YD	1.00	100.00
61	PAINT	100	GAL	1.00	100.00
62	LANDSCAPE	100	SQ YD	1.00	100.00
63	WATER	100	CU YD	1.00	100.00
64	ELECTRICAL	100	CU YD	1.00	100.00
65	MECHANICAL	100	CU YD	1.00	100.00
66	PLUMBING	100	CU YD	1.00	100.00
67	FOUNDATION	100	CU YD	1.00	100.00
68	ROOFING	100	CU YD	1.00	100.00
69	PAINT	100	GAL	1.00	100.00
70	LANDSCAPE	100	SQ YD	1.00	100.00
71	WATER	100	CU YD	1.00	100.00
72	ELECTRICAL	100	CU YD	1.00	100.00
73	MECHANICAL	100	CU YD	1.00	100.00
74	PLUMBING	100	CU YD	1.00	100.00
75	FOUNDATION	100	CU YD	1.00	100.00
76	ROOFING	100	CU YD	1.00	100.00
77	PAINT	100	GAL	1.00	100.00
78	LANDSCAPE	100	SQ YD	1.00	100.00
79	WATER	100	CU YD	1.00	100.00
80	ELECTRICAL	100	CU YD	1.00	100.00
81	MECHANICAL	100	CU YD	1.00	100.00
82	PLUMBING	100	CU YD	1.00	100.00
83	FOUNDATION	100	CU YD	1.00	100.00
84	ROOFING	100	CU YD	1.00	100.00
85	PAINT	100	GAL	1.00	100.00
86	LANDSCAPE	100	SQ YD	1.00	100.00
87	WATER	100	CU YD	1.00	100.00
88	ELECTRICAL	100	CU YD	1.00	100.00
89	MECHANICAL	100	CU YD	1.00	100.00
90	PLUMBING	100	CU YD	1.00	100.00
91	FOUNDATION	100	CU YD	1.00	100.00
92	ROOFING	100	CU YD	1.00	100.00
93	PAINT	100	GAL	1.00	100.00
94	LANDSCAPE	100	SQ YD	1.00	100.00
95	WATER	100	CU YD	1.00	100.00
96	ELECTRICAL	100	CU YD	1.00	100.00
97	MECHANICAL	100	CU YD	1.00	100.00
98	PLUMBING	100	CU YD	1.00	100.00
99	FOUNDATION	100	CU YD	1.00	100.00
100	ROOFING	100	CU YD	1.00	100.00

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 Website: www.lincolnmg.com

DATE: 01/15/2015
PROJECT: 1000 15th St, Suite 1000
LOCATION: NEW YORK, NY
ELEVATION: SOUTH

SCALE: 1/8" = 1'-0"
DATE: 01/15/2015
PROJECT: 1000 15th St, Suite 1000
LOCATION: NEW YORK, NY
ELEVATION: SOUTH



Unit Breakdown

Unit Type	Unit Quantity	Affordable Provision	Total Affordable Units
1 Bed	330		45
2 Bed	214		27
3 Bed	22		3
Total	600	12.5%	75

APPENDIX 4 – Submitted Details

DRAWINGS FOR APPROVAL

SHP3 – GEN – XX-XX-D-A-010020 P05 Site Plots A,B and D – Existing Site Plan dated 13 March 2026

SHP3 – GEN – XX-XX-D-A-010030 P05 Site Plots A,B and D – Proposed Site Plan dated 13 March 2026

SHP3 – GEN – XX-XX-D-A-010200 P05 Site Plots A,B and D – Proposed Site Plan dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-012301 P06 Enlarged Bay Study – 01 dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-012302 P06 Enlarged Bay Study – 02 dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-012303 P06 Enlarged Bay Study – 03 dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-012304 P06 Enlarged Bay Study – 04 dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011300 P06 Proposed Plots AB & D – Elevation – North dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011301 P06 Proposed Plots AB & D – Elevation – South dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011302 P06 Proposed Plots AB & D – Elevation – East dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011303 P06 Proposed Plots AB – Elevation – West dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011304 P06 Proposed Plots AB – Elevation – East dated 13 March 2026

SHP3-GEN-XX-ZZ-D-A-011305 P06 Proposed Plot D – Elevation – West dated 13 March 2026

SHP3 – GEN-XX-00-D-A-011210 P06 Proposed GA Plan – Level 00 – dated 13 March 2026

SHP3 – GEN-XX-00-D-A-011211 P06 Proposed GA Plan – Levels 01 to 15 – dated 13 March 2026

SHP3 – GEN-XX-16-D-A-011226 P06 Proposed GA Plan – Level 16 – dated 13 March 2026

SHP3 – GEN-XX-17-D-A-011227 P06 Proposed GA Plan – Levels 17 to 19 – dated 13 March 2026

SHP3 – GEN-XX-20-D-A-011226 P06 Proposed GA Plan – Level 20 – dated 13 March 2026

SHP3 – GEN-XX-21-D-A-011231 P06 Proposed GA Plan – Level 21 (Plot D Roof) – dated 13 March 2026

SHP3 – GEN-XX-22-D-A-011232 P06 Proposed GA Plan – Level 22 – dated 13 March 2026

SHP3 – GEN-XX-23-D-A-011233 P06 Proposed GA Plan – Level 23 – dated 13 March 2026

SHP3 – GEN-XX-24-D-A-011234 P06 Proposed GA Plan – Level 24 – dated 13 March 2026

SHP3 – GEN-XX-P1-D-A-011209 P06 Proposed GA Plan – Level P1 – dated 13 March 2026

SHP3 – GEN-XX-P2-D-A-011208 P09 Proposed GA Plan – Level P2 – dated 15 July 2026

SHP3 – GEN-XX-RF-D-A-011290 P06 Proposed GA Plan Combined Roof Plan – dated 13 March 2026

SHP3 – GEN – XX- ZZ- D- A-011400 P06 Proposed GA Section North-South Building A-B – dated 13 March 2026

SHP3 – GEN – XX- ZZ- D- A-011401 P06 Proposed GA Section West-East Building B-D – dated 13 March 2026

SHP3 – GEN- XX -P2- D- A- 011213 Rev. P01 – Proposed GA Plan - Affordable Housing - dated 16 June 2026

16200XXXXX-RAM-XX-XX-FA-004 dated 16 January 2024 east elevation (building cleaning)

16200XXXXX-RAM-XX-XX-FA-005 dated 16 January 2024 west elevation (building cleaning)

SHP3-LDA-P3-ZZ-PL-L-100-101 – Street Level General Arrangement dated March 2026
SHP3-LDA-P3-ZZ-PL-L-100-102 – Podium Level General Arrangement dated March 2026

SHP3-LDA-P3-ZZ-PL-L-100-103 – Roof Terraces General Arrangement dated March 2026

SHP3-LDA-P3-ZZ-PL-L-100-101 'Wind Mitigate Landscape' dated June 2026, received 18 June 2026

Public Realm Areas plans (pursuant Schedule 6 Para 5.5 of the S106 agreement)

DOCUMENTS FOR APPROVAL

Ecological Management Plan C01 14788100-WAT-XX-XX-RP-N-750001_C01_A0 dated March 2026 (pursuant to Condition 99)

Station Hill Phase 3A ES Addendum E14788116-WAT-XX-XX-RP-N-0001_20260311 Rev. 3 dated March 2026 and all appendices (includes daylight/sunlight/solar glare pursuant to Condition 96)

Façade Access & Maintenance ref. RBU2025N01828-RAM-RP-00006 ver.P01 dated 11 February 2026 (Pursuant to Condition 76)

Transport & Waste Statement P04 dated 29 May 2026 (in respect of Waste only pursuant to Condition 107)

Design and Access Statement – following sections approved only:

- 7.3.1 (Accessibility – pursuant to Condition 112)
- 7.3.6 (Mix – pursuant to Condition 63)
- 7.5 and 7.6 (Materials - pursuant to Condition 75)

OTHER SUPPORTING INFORMATION SUBMITTED

Station Hill Phase 3 Reserved Matters Application: Plot A/B and D - Design and Access Statement ref SHP3-GEN-XX-XX-R-A-000014

Phase 3A Drainage Strategy and SUDS Report ref SHP3-RAM-XX-XX-R-C-000003 ver 01 dated 19 February 2026

Energy Statement 5500022-HL-XX-XX-RP-ST-402026-Energy Statement-P04 Rev 02 dated 20 February 2026

Outline Fire Strategy Revision 4 ref KL10133/R1 Issue 4 dated 6 March 2026

Planning Statement Revision 1 dated March 2026

Statement of Community Involvement dated March 2026

Sustainability Statement Revision 02 dated 20 February 2026

SHP3 – GEN – XX-XX-D-A-010300 P05 Building Parameters – Phase 3 – Parameter Plan Compliance dated 13 March 2026

SHP3 – GEN – XX-ZZ-D-A-010330 P05 Building Parameters – Phase 3A – Parameter Elevation Compliance dated 13 March 2026

SH3 – GEN – XX-ZZ-D-A-010130 P05 Existing – Elevation – Greyfriars Road & Station Hill dated 13 March 2026

SH3 – GEN – XX-ZZ-D-A-010131 P05 Existing – Elevation –Landscape Podium of One Station Hill & Garrard Street dated 13 March 2026

END