

Retail Sequential Test Assessment

Date: June 2021

Site: Land south east of Scours Lane, Reading

Proposal: 1 no. retail drive-through pod,
including car parking, landscaping and access arrangement

Client: C/O Cube Advisors Ltd



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Appendix 1: Pre-application response (ref 200912)

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Introduction

1. This Retail Sequential Test Assessment ('Sequential Test') has been prepared by Mark Alexander Consultancy on behalf of the applicant C/O Cube Advisors Ltd and provides an assessment of other potential alternative sites within Reading Borough of Woking Council's jurisdiction. The methodology used is both proportionate to what is proposed (a key principle related to such assessments) and responds sensibly to local and national planning policy requirements.
2. The Sequential Test forms part of the planning application for a proposed 1 no. retail drive-through pod, including car parking, landscaping and access arrangements at land south east of Scours Lane, Reading.
3. This document should be read in conjunction with all documents and drawings submitted alongside the planning application.

The Site and Context

The Application Site

4. The application site ('the site') is an approximately 0.23 ha parcel of land located to the north-eastern corner of the junction between Scours Lane and Oxford Road. The site comprises a hard standing area off Scours Lane and a few trees.
5. To the west and south, the site is separated by the public highway by low railings. To the north and north-east, the site is adjacent to Units 4 and 8 Stadium Way, two industrial buildings, and their vehicular access arrangements. The site's eastern boundary is defined by open grassed land located to the north of Norcot Roundabout which acts as a junction between major thoroughfares within the western part of Reading connecting the western neighbourhood with Reading city centre.
6. The wider area is generally described by employment uses to the north-west, north and east and semi-detached and terraced housing to the west, south west, and south east. To the south of Norcot Roundabout, and along Oxford Road heading eastward, there is a range of various commercial and retail uses, including Reading Retail Park, 145 m to the south of the site.

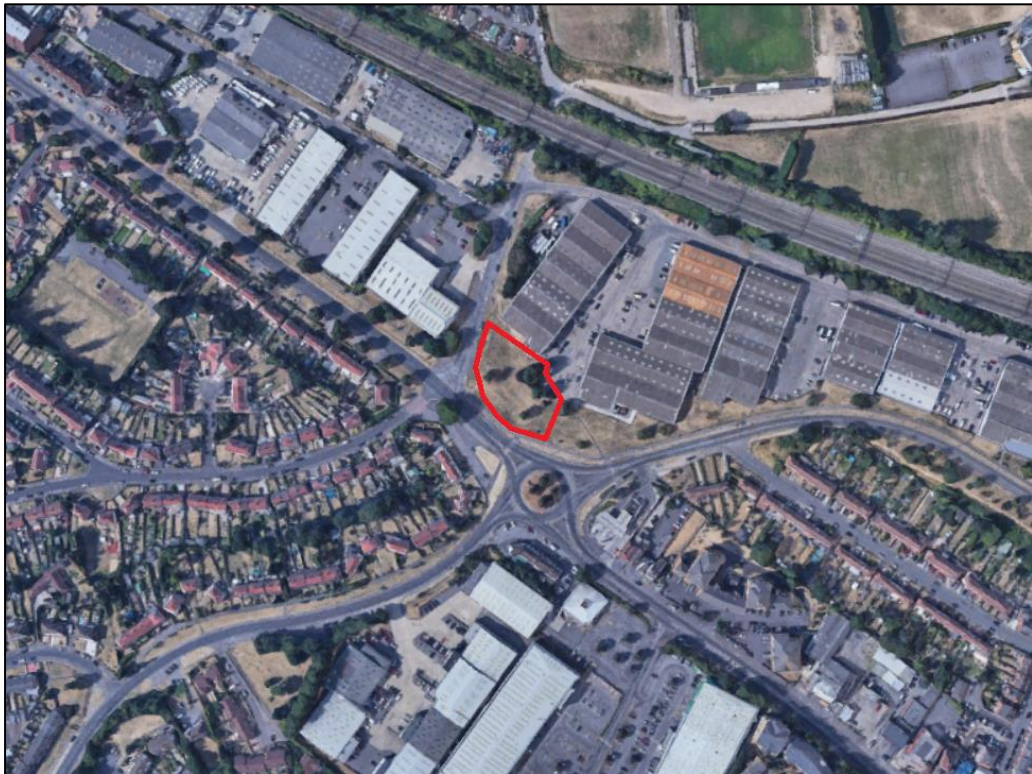


Figure 1: Location of the application site within the wider townscape

The Proposal

Description of Development

7. The description of the proposed development is as follows:

'Proposed construction of 1 retail drive-through pod (Use classes A1, A3 and A5) including car parking, landscaping and access arrangement'

8. The proposal comprises a drive-through retail 'pod' for Use Classes A1, A3 and A5 and includes 20 car parking spaces, landscaping and access arrangements. The retail unit would have approximately 176 sqm of Gross Internal Area.

Planning Policy Considerations

9. This section sets out the planning policy background to the proposed development in relation to national and local planning policy guidance.

Sequential Test

Requirement

10. A pre-application enquiry was submitted to Reading Borough Council (ref 200912) and a response was issued on 5th August 2020 (see Appendix 1). Among other things, the pre-application response to the proposed development states that *'the proposed use is a town centre use in an edge of town centre location. The NPPF specifies that retail development should be located in line with a sequential approach, and that it should have no detrimental impact on the vitality and viability of existing centres. This is reiterated by Policy RL2 that highlights that location outside designated centres will only be allowed in those exceptional circumstances'*.
11. It is worth noting that following the recent changes to The Town and Country Planning (Use Classes) Order 1987 (as amended) which came into force on 1st September 2020, Use Classes A1 and A3 are now defined as Use Class E(a) and Use Class E(b), respectively. Use Class A5 is now considered as a 'Sui Generis' use. This is reinforced by the preamble of Policy RL3 of the Reading Borough Local Plan, which describes retail uses, cafes, restaurants and takeaways as 'centre uses'.
12. Still, at Annex 2 (Glossary), the National Planning Policy Framework (NPPF) is quite clear in identifying retail uses and drive-through restaurants as a 'main town centre use', thus the use class changes do not have a material impact on the sequential approach relevant to the proposed development.
13. The NPPF continues at Annex 2 (Glossary) by defining 'out of centre' locations as not in or at the edge of a defined centre. For retail purposes, an 'edge of centre' location is described as within 300 m of a primary shopping area and for any other main town centre uses as a location within 300 m of a town centre boundary.
14. Paragraph 86 confirms that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not located within an existing centre or not in accordance with an up-to-date development plan. It states that main town centre uses should be located in 'town centres', then in 'edge of centre' locations. If suitable sites are not available, only then should 'out of centre' sites be considered.
15. Paragraph 87 provides clarification on the consideration of edge of centre and out of centres sites. It confirms that preference should be given to accessible sites that are well connected to the town centre. To enable such sites to be considered, both the applicant and the local planning authority must demonstrate flexibility on format and scale.

16. Within the Local Plan, Policy RL1 sets out the network and four-tier hierarchy of the borough's centres: regional centre (Reading), district centres, major local centres and local centres. It seeks to protect and enhance the vitality and viability of these centres.
17. Among other things, Policy RL2 continues that proposals for main town centre uses located outside defined centres or their edges will need to be supported by a sequential test assessment which demonstrates that there are no other alternative sequentially preferable sites, and will need to comply with the relevant provisions set out in national policy.
18. The site lies approximately 930 m to the west of the defined Oxford Road West district centre and 850 m from the local centre of Dee Park; accordingly, the site can be considered within an 'out-of-centre' location for the purposes of retail and main town centre uses.
19. However, it can be argued that the site lies in a location akin to an 'edge of centre' due to the relatively wide range of retail, commercial and other main town centre uses located to the south of the site, immediately to the south of Norcot Roundabout and continuing eastward along Oxford Road, including the Reading Retail Park off Oxford Road and 145 m from the site.
20. Nevertheless, for the avoidance of doubt, the sequential test assessment was undertaken on the basis of the site being in an 'out of centre' location.

Application

21. NPPG 'Ensuring the vitality of town centres' (Paragraph: 011 Reference ID: 2b-011-0190722) confirms that it is for the applicant to demonstrate compliance with the sequential test and that, where possible, the local planning authority should support the applicant in undertaking the sequential test. The application of the test will need to be proportionate and appropriate for the given proposal.
22. Applications for main town centre uses should firstly be directed to town centres, then edge of centre locations and only if suitable sites are not available (within a reasonable period) should out of centre sites be considered. In considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.
23. Paragraph 011 confirms that the following considerations should be taken into account in determining whether a proposal complies with the sequential test:
 - with due regard to the requirement to demonstrate flexibility, has the suitability of more central sites to accommodate the proposal been considered?
 - is there scope for flexibility in the format and/or scale of the proposal?
 - if there are no suitable sequentially preferable locations, the sequential test is passed.

24. Paragraph 011 also states that:

“In line with paragraph 86 of the NPPF, only if suitable sites in town centre or edge of centre locations are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering what a reasonable period is for this purpose, the scale and complexity of the proposed scheme and of potentially suitable town or edge of centre sites should be taken into account.

Compliance with the sequential and impact tests does not guarantee that permission will be granted – all material considerations will need to be considered in reaching a decision.”

25. Paragraph 012 confirms that locational requirements are a material consideration within the sequential test assessment. However, robust justification will need to be provided where this is the case, and land ownership does not provide such a justification.
26. Reading’s local planning guidance echoes NPPF’s intention in protecting the role of main town centres and requires a sequential test to be applied for application for main town centre uses (including retail) that are proposed outside an or at the edge of an existing centre and are not in accordance with an up-to-date Reading Local Plan.

Area of Assessment

27. The pre-application response stated that ‘if a robust assessment of all town centre or edge of centre sites demonstrated that no site was suitable, available or viable, then it is accepted that the next logical step would be to locate on an existing out of town retail park’ (my emphasis).
28. Subsequent communication with the Reading Borough Council Planning Team (see attached) confirmed that the sequential test assessment would have to analyse potential alternative sites borough-wide.
29. Having regard to paragraph 87 of the NPPF, the applicant questions the Council’s approach in the requirement of a borough-wide assessment given the relatively small scale of the proposed development. However, the applicant has agreed to undertake a sequential assessment that covers the entirety of the borough’s jurisdiction.
30. Within the Local Plan, Policy RL1 identifies the following regional, district and local centres:

Hierarchy	Name
Regional Centre	Reading
District Centres	Caversham, Cemetery Junction, Emmer Green, Meadway, Oxford Road West, Shinfield Road, Tilehurst Triangle, Whitley
Major Local Centres	Whitley Street, Wokingham Road
Local Centres	Basingstoke Road North, Christchurch Road, Coronation Square, Erleigh Road, Dee Park, Northumberland Avenue North, Wensley Road, Whitley Wood

31. The sequential test assessment has identified the following out of town retail parks within the borough's jurisdiction:

- Reading Gate Retail Park
- Brunel Shopping Centre
- Reading Retail Park

Site Selection Criteria

32. The NPPG 'Ensuring the vitality of town centres' confirms that the application of the test should be proportionate and appropriate for the given proposal. Paragraph 87 of the NPPF clarifies that *'applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'*
33. The Secretary of State decision (ref APP/A1530/W/16/3147039) dated 4th August 2017 provides further clarity in terms of choosing appropriate site selection at paragraph 12.3.20. In that case, the Inspector stated that *'the sequential test therefore means that whilst a sequentially preferable site need not be capable of accommodating exactly the same as what is proposed, it must be capable of accommodating development which is closely similar to what is proposed'*.
34. Accordingly, it is considered that a 20% allowance either way of the site area and unit size is appropriate in this instance. The proposal includes a drive-through facility, which requires good access from a major thoroughfare, whilst additional site area is required for servicing purposes. Furthermore, sufficient parking spaces would need to be provided for this type of development to satisfy Highways Authority's requirements.
35. Additionally, due to the financial resources necessary to enable the proposed development, the applicant is interested in freehold properties only to allow for a financially viable development.
36. Consequently, the following selection criteria (operational and locational requirements) have been identified for the purposes of undertaking the sequential assessment:
- Commercial or retail property, or land available for retail development;
 - Freehold properties;
 - Businesses only advert, excluded;
 - Site area between 1,879 sqm and 2,818 sqm;
 - Gross floorspace between 140 sqm and 211 sqm;
 - Avoidance of unacceptable impact on existing residential amenity;
 - Good transport connection (road, pedestrian and public transport);
 - Good visibility from public highway;

Retail Impact Assessment

Requirement

37. Paragraph 89 confirms that an 'impact assessment' is only required for main town centre uses that are outside town centres, that are not in accordance with an up-to-date Local Plan and where they exceed a proportionate, locally set, floorspace (default figure of 2,500 sqm). Paragraph 90 states that where an application cannot satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 89, it should be refused.
38. In this case, Policy RL5 of the Local Plan sets out a lower threshold of 1,000 sqm of gross floorspace. In these cases, the policy expects an impact assessment to be undertaken which should demonstrate that the proposal would not result in an unacceptable impact on an existing centre. Therefore, in this instance, due to the proposed new additional gross internal floor area being approximately 176 sqm, a retail impact assessment is not required.
39. The proposed retail unit is not considered to have an adverse impact on any nearby centres due to the limited floorspace of the proposed development. On the contrary, it is considered that, due to its location adjacent to a retail park and existing retail units, as well as the good transport links to other areas of the city, the proposed development would complement the vitality of the area, akin to a local centre.

Sequential Test Assessment

40. This section seeks to assess the results of the sequential test search against relevant planning policies identified in Section 4.
41. The Sequential Assessment was undertaken between 26th and 31st May 2021. The following national and local estate agencies' online platforms were used to conduct the search for alternative sites:
- Rightmove (<https://www.rightmove.co.uk/>);
 - Zoopla (<https://www.zoopla.co.uk/>);
 - Realla (<https://www.realla.co.uk/>);
 - Shop Property (<https://www.shopproperty.co.uk/>); and
 - CBRE (<https://www.commerciallistings.cbre.co.uk/en-GB>).
42. Additionally, the assessment has analysed potential alternative sites within the Reading's Brownfield Register (<https://digital-land.github.io/dataset/brownfield-land/organisation/local-authority-eng/RDG/>).

Estate agencies

43. The search revealed that within the assessment, without applying any specific criteria, only five alternative sites were available. Please refer to Appendix 2 for the full details of the sites that have been examined, analysed and discounted when the site requirement criteria were applied. Their location in relation to the application site is identified in Figure 2 below. The assessment clearly highlights the lack of properties for sale within, or at the edge of, local and district centres within the Borough of Reading that would be suitable to accommodate the proposed development.
44. Please refer to the table below for a summary of these findings:

Ref.	Site	Area (Sqm)	Location	Freehold	GIA (sqm)	Good Accessibility	Good Visibility	Sequentially preferable
1	Caversham Park, Peppard Road	10383	Edge of Centre	Yes	N/A	No	No	No
2	Baker Street	1578	Edge of Centre	Yes	N/A	No	No	No
3	Bedford Road	N/A	Reading Centre	Yes	511	Yes	Yes	No
4	St. Marys Butts	1434	Reading Centre	Yes	N/A	Yes	Yes	No
5	37 Broad Street	200	Reading Centre	Yes	174	Yes	Yes	No

Reading Brownfield Register

45. This sequential test assessment has also analysed all sites within the Reading Brownfield Register, which includes 137 sites (See Appendix 3). Out of these sites only two had a site area between 0.18 and 0.29 hectares (or roughly 20% either side from the application site):
- 52-55 Friar Street and 12 Greyfriars Road
 - 361-363 Oxford Road
46. Both these sites are located in sequentially preferable locations, namely Reading town centre and Oxford Road West centre. However, the site at the corner between Friar Street and 12 Greyfriars Road is subject to a full planning permission for 3 new buildings between 6 and 12 storeys. The site has been discounted, as it is unsuitable for the scale and format of the proposed development, including appropriate parking and access arrangements to allow for a drive-through retail unit.
47. The site at Oxford Road is subject to a full planning permission and is under construction for a retail unit and four dwellings. Again, considering these matters, including the mixed-use type of development, it is considered that the site is not suitable to accommodate the format and scale of the proposed development.
48. Moreover, both these sites would carry unnecessary risk of resulting in unacceptable impact on the existing and future residential amenity in terms of noise, odour and other disturbance from the increased comings and goings related to the proposed use.

Findings

49. The assessment was not able to find any sequentially preferable alternative sites within the jurisdiction of Reading Borough Council. It is considered that the main reason is the lack of offer for retail or commercial properties throughout the Borough.
50. The findings echo that of the 'Wester Berkshire Retail and Leisure Study (2017)' which states that there is a demonstrable lack, and therefore need, for new for retail floorspace. Among other things, this study states that much of the need that arises in other regional centres (i.e. Wokingham Borough) occurs '*because of the use of these shopping facilities by residents in Reading Borough*'.
51. In contrast, the application site lies in an accessible location along both Oxford Road (A329) and Norcot Road, both major thoroughfares linking Reading city centre to the western neighbourhoods of Reading. The site is accessible by different means of transport, including cycling using the dedicated cycle lanes on Oxford Road and Portman Road, and by frequent bus services to central Reading, Whiteknights, Tilehurst, Purley on Thames, Goring and beyond (Bus nos. 16, 17, 85, 89 and 143).
52. In summary, the assessment of available, comparable sites demonstrated that the sequential test has been satisfied and the site is considered to be suitable for the proposed use, contributing to the economic, social and environmental dimensions of sustainable development.

Conclusion

53. The application seeks full planning permission for a drive-through retail 'pod' with associated access, parking and landscape arrangements. The application site lies in an 'out of centre' location approximately 930 m to the west of the defined Oxford Road West district centre and 850 m from the local centre of Dee Park.
54. This retail sequential test assessment demonstrates that there are no suitable or available site located within a defined centre, edge of centre, or sequentially preferable out of centre sites capable of accommodating the proposed development, even if a degree of flexibility is applied.
55. The main reasons for this are the overall lack of available retail units/sites; the limited number of the available alternative sites does not meet the specific requirements for the type of development as proposed.
56. Furthermore, it can be argued that the immediate area to the south-east is akin to a local centre, due to the range and variety of retail, commercial and other main town centre uses, and that the site is located at the edge of this area thereby complementing to it's vitality.
57. Any impact on existing centres would be acceptable and the proposal is in line with Policy RL5 of the Local Plan and the provisions and guidance within the NPPF and NPPG.
58. In light of the sequential test having been satisfied the proposed location of the application site is considered to be acceptable in this case and is fully compliant with relevant national and local planning policy.

Appendix 1 – Pre-application Response

PRE APPLICATION RESPONSE

REFERENCE: 200912

SCOURS LANE READING



Client:
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W1B5QA

Local Planning Authority:
Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

Date: August 2020

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- 1. Pre Application Response**
- 2. Transport Comments (Email communication)**

Mr Barry Kitcherside
Via email only:
barry@chartplan.co.uk

Frances Martin

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0118 9373787

Our Ref: 200912

Direct: ☐ 0118 9374085

e-mail: Ethne.Humphreys@reading.gov.uk

5th August 2020

Your contact is: Ms Ethne Humphreys, Planning

Dear Mr Kitcherside,

PRE PLANNING APPLICATION ENQUIRY RESPONSE

Enquiry Reference: 200912

Address: Scours Lane, Reading

Proposal: Pre-application advice for proposed construction of 1 retail drive-through pod (Use classes A1, A3 and A5) including car parking, landscaping and access arrangement

Further to your pre-application request received on 30th June 2020 please see below my advice in relation to your proposal.

At this stage, I have not yet received comments from the Council's Transport Team. Whilst acknowledging the key element of the proposed access and parking proposed (and the Transport Technical Note submitted), given other concerns raised at this stage, this response is supplied with Transport comments to follow in this instance, with my apologies for any inconvenience.

Site Description

The site relates to an area of grassland located on the south east side of Scours Lane, opposite the junction with Oxford Road. The surrounding area to the north and west is predominantly comprised of industrial and commercial units. The area to the south is predominantly residential.

There is a change in site levels and the site slopes up from the north to the south of the site.

The site is located within the Portman Road Core Employment Area (EM2h) as well as within an Air Quality Management Area. There are 3 protected trees on the site reference 30/10. Part of the site is also located within Flood Zone 3 as designated by the Environment Agency.

The following information has been submitted with this enquiry: Supporting Statement, Indicative Site Plan and Technical Note - Highways and Transport.

Proposal:

The pre-application enquiry as described relates to the construction of a retail drive-through 'pod' for Use Classes A1, A3 and A5. Car parking, landscaping and access arrangements are proposed.

The 'pod' would be 176m² in size. A new access is proposed off Scours Lane and 20 car parking spaces are proposed. Indicative landscaping is also proposed.

Relevant Planning History:

None.

Nearby sites:

Scours Lane Hardstanding-

171484 Installation of temporary unit for the cooking and selling of hot food (Use Class A5) to the existing hard standing Installation of temporary unit for the cooking and selling of hot food (Use Class A5) to the existing hard standing. Refused.

Relevant Planning Policy and Guidance:

The following local and national planning policy and guidance is relevant to this pre-application enquiry:

National Planning Policy Framework (NPPF)

Reading Borough Local Plan 2019

CC2: Sustainable Design and Construction

CC3: Adaptation to Climate Change

CC5: Waste Minimisation and Storage

CC6: Accessibility and the Intensity of Development

CC7: Design and the Public Realm

CC8: Safeguarding Amenity

CC9: Securing Infrastructure

EN8: Undesignated Open Space

EN12: Biodiversity and the Green Network

EN14: Trees, Hedges and Woodland

EN15: Air Quality

EN16: Pollution and Water Resources

EN18: Flooding and Drainage

EM1: Provision of Employment

EM2: Location of New Employment Development

EM3: Loss of Employment Land

RL2: Scale and Location of Retail, Leisure and Culture Development

RL3: Vitality and Viability of Smaller Centres

RL5: Impact of Main Town Centre Uses

TR1: Achieving the Transport Strategy

TR3: Access, Traffic and Highway-Related Matters

TR5: Car and Cycle Parking and Electric Vehicle Charging

Supplementary Planning Guidance/Documents

Revised Parking Standards and Design (2011)

Sustainable Design and Construction (2019)

Tree Strategy (2010)

Appraisal:

Principle of development and land use matters

The site is located within a Core Employment Area as per Policy EM2. The proposed development would not, in itself, result in the loss of employment land and there may be a case to support the A1/A3/A5 service proposed to the local workforce in the employment area. However, should such an application be granted planning permission, this would establish a retail use of the land. The proposed use is a town centre use in an edge of town centre location. The NPPF specifies that retail

development should be located in line with a sequential approach, and that it should have no detrimental impact on the vitality and viability of existing centres. This is reiterated by Policy RL2 that highlights that location outside designated centres will 'only be allowed in those exceptional circumstances..'.

If a robust assessment of all town centre or edge of centre sites demonstrated that no site was suitable, available or viable, then it is accepted that the next logical step would be to locate on an existing out of town retail park. As a sequential test has not been submitted at this stage demonstrating that there are no sequentially preferable sites that are available, suitable and viable for the proposed development - and indeed no commentary has been made in this respect - the proposals would appear to be contrary to Policy RL2 and the NPPF.

You are advised that any application will require the submission of a sequential test assessment in line with the NPPF and Policy RL2. In this instance, such a scheme would not be required to undertake an impact assessment because the proposal would be smaller than the default threshold 2500m2 stipulated in the NPPF.

Another concern is the flood risk implications of any proposal. The site is located within Flood Zone 3a. Retail use is classified as a 'Less Vulnerable' use (within the [Planning Practice Guidance](#) - table 2 of the Flood Risk and Coastal Change guidance). This use classification within this flood zone requires the sequential test to be applied and a site-specific flood risk assessment would also be required.

It is considered that the flood risk classification represents a possible significant constraint on any development of the site. At the present point in time it is unclear whether the sequential test would be passed. It may well be the case that suitable sites exist at lower risk of flooding. You are advised to prepare a Flood Risk Assessment, including a detailed assessment of sequentially preferable sites. Please refer to the policy and guidance in the NPPF and National Planning Practice Guidance in the first instance.

You are also advised to engage the Environment Agency at an early stage, also noting the EA [standing advice](#). Any initial enquiry should be sent via email to planning-wallingford@environment-agency.gov.uk

Further to the above, and in direct reference to the A1, A3 and A5 uses currently proposed, you are advised that The Ministry of Housing, [Communities and Local Government](#) (MHCLG) has announced the release of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI

2020 No.757). In this respect, Class A will be revoked and replaced by a new use class in Schedule 2 of the regulations. Classes A1 and A3 will now come under the new use Class E- Commercial, Business and Service and Class A5 will fall into a Sui Generis Category. You are advised to research how this will/may affect your proposals.

Notwithstanding the above in-principle concerns to the proposal the other relevant planning considerations are addressed in turn below.

Design considerations and impact on the character of the area

Policy CC7 aims to preserve or enhance the character of the area in which a development is in terms of layout, landscape, density, scale, height, massing, architectural detail and materials.

Further to the above, Policy EN8 states that ‘There will be a presumption in favour of retention of undesignated open space...Development should not result in the loss of or jeopardise use and enjoyment of undesignated open space...The quality of existing open space should not be eroded by insensitive development on adjoining land’. The definition of open space in the glossary to the NPPF does not limit it to land in public ownership, but all open space of public value. Indeed, the NPPG (Ref: Paragraph: 001 Reference ID: 37-001-20140306) confirms that open space can take many forms, including being an important part of the landscape and setting of built environment.

In this instance, whilst not in recreational use, the piece of land in question has the character and appearance of an open area of managed grassland with protected trees, providing a buffer between the industrial/commercial areas to the north and the busy Oxford Road and residential areas to the south. It is one of the very few large areas of soft landscaping adjacent to the Oxford Road between here and the town centre. It is considered that the public good served by the land is that of amenity value which contributes positively to the area. In this respect, the piece of land is considered to be ‘undesignated open space’ as defined within the Local Plan, and as such there would be a presumption in favour of its retention.

Notwithstanding the above, and as no elevation drawings have been provided, comments on the design and appearance can only be very limited at this time. The site slopes from broadly the south to the north. Looking at the indicative site plan, whilst acknowledging that the proposed ‘pod’ itself would not appear to be excessive in terms of footprint, the development as a whole including the proposed hardstanding, access and parking spaces would take up a large proportion of this grassland verge. Given the change in site levels, it is not clear how the proposed ‘pod’ would relate to the parking spaces proposed to the north or indeed the existing industrial buildings. Furthermore, given its highly prominent location, such a building - height not known - could result in a visually dominant addition,

which, combined with the amount of hardstanding proposed would result in a stark appearance in this highly visible location.

Whilst acknowledging the commercial and industrial nature to the north, it is largely residential to the south and this a key road in to the town centre. The significant reduction in this verge proposed is considered to result in an urbanising effect on the area, detrimental to the amenity of the Oxford Road and contrary to Policy EN8.

A full assessment of the design and materials cannot be made at this stage due to no elevational drawings being provided to see if these would comply with Policy CC7 (Design and the Public Realm).

Impact on neighbouring properties

Policy CC8 (Safeguarding Amenity) seeks to ensure development does not cause harm to the living environment of existing properties, in terms of loss of privacy, overlooking and visual dominance, amongst other things. Policy EN16 (Pollution and Water Resources) seeks to protect surrounding occupiers from the impact of pollution.

Given the distance to neighbouring properties, the proposals are unlikely to result in any loss of light, privacy or overbearing impact to any neighbouring property.

Whilst this enquiry does not include any specific kitchen extraction measures, it is also considered likely that the proposed pod would be sufficiently distance from any residential or noise sensitive commercial uses to avoid significant harm arising from any noise or odours from kitchen extract or other air handling plant. This should be confirmed by a suitably qualified acoustician (noise)/kitchen extract technician (odour) as part of any future application.

However, the impact on neighboring amenity can only be fully assessed at the time of any future application and through an officer site visit to the property at that time, in order to gain a fuller understanding of the existing/proposed relationship.

Regard should be had to Policies CC8 and EN16 of the Reading Borough Local Plan 2019.

Further to the above, the following Environmental concerns would also be of relevance:

Noise Generating development:

Applications which include noise generating plant or will involve noisy activities, when there are nearby noise sensitive receptors should be accompanied by an acoustic assessment carried out in accordance with BS4142:2014 methodology. Further information is required regarding whether this development will include noisy mechanical plant such as air conditioning, kitchen extraction, generator, externally ventilated plant room, and what noise generating activities will take place in the extended building.

The noise assessment needs to establish the predicted noise rating level of mechanical plant taking account of any characteristic factors like tonality or impulsiveness of the noise. The rating level should be compared with the background noise level.

The noise source specific noise level (plant noise level) should be at least 10dBA below the existing background level as measured at the nearest noise sensitive receptor and the rating level should not exceed the background level (as measured in accordance with BS4142:2014).

Noise from activities/operations may be compared to the existing ambient noise level as appropriate.

Air quality:

The site lies within an Air Quality Management Area. Policy EN15 states that development should have regard to the need to improve air quality and reduce the effects of poor air quality and any proposal will need to demonstrate sufficient mitigation measures are implemented if required. You may be able to incorporate the following into your proposals as mitigation against increased exposure:

- Mechanical ventilation - inlets from the 'clean' side of the development, long term maintenance needs to be addressed
- Buffer zones - consider increasing distance of the building façade from very busy roads
- Habitable rooms - consider placing stairwells, corridors and bathrooms on the façade fronting pollution source
- Mixed use - locate any sensitive uses on higher floors, allowing commercial use on lower elevations
- Balconies - consider avoiding use in areas of exceedence, especially on ground and first floor level
- Non-opening front windows - this should only be considered in certain circumstances, needs to be balanced against loss of freedom for future occupants

This list of potential measures is by no means an exhaustive list.

You are advised any proposal which includes noise generating plant when there are nearby noise sensitive receptors (such as this location) should be accompanied by an acoustic assessment carried out in accordance with BS4142:2014 methodology.

Traffic and parking

Policies TR3 (Access, Traffic and Highway related matters), TR1 (Achieving the Transport Strategy) and TR5 (Car and Cycle Parking and Electric Vehicle Charging) seek to address access, traffic, highway and parking related matters relating to development.

As above, comments to follow.

Impact on trees/landscaping/ecology

Policy CC7 (Design and the Public Realm) seeks that development should contribute positively to the area of Reading within which it is located, including by way of landscaping. Policy EN14 (Trees Hedges and Woodlands) states that individual trees, groups of trees, hedges and woodlands will be protected from damage or removal, and the Borough's vegetation cover will be extended with new development to make provision for tree planting within the application site, or off-site in appropriate situations. Policy EN12 (Biodiversity and the Green Network) states that development proposals should retain, protect and incorporate features of biodiversity.

Oxford Road is a designated 'Treed Corridor' and Scours Lane is identified as an area in the Borough where retention of large tree canopies is of great importance. Furthermore, the Council seeks to enhance tree numbers along these designated 'Treed Corridors' with a commitment to protect the existing trees.

As above, the proposed development site is currently a broad area of amenity verge. There are three trees on site which have been protected in a Tree Preservation Order in recognition of their high amenity value.

The proposed development requires the removal of at least two of these trees and a significant reduction in the size of the amenity verge. The removal of the protected trees would be contrary to Policy EN14 of the adopted Local Plan which requires that Individual trees, groups of trees, hedges and woodlands will be protected from damage or removal where they are of importance, and Reading's vegetation cover will be extended.

The proposals are also considered to be contrary to the objectives within the Boroughs adopted tree strategy and the Revised Sustainable Design and Construction SPD which states that *‘Development will not be permitted which would undermine current levels of tree cover as this is likely to be damaging to climate change adaptation strategies’*.

The Council’s Ecologist has not been consulted during this pre-application enquiry. You are advised that the site is located within a priority ‘habitat and land use area’, as well as a Green Link identified in the Council’s Proposals Map. Furthermore, the proposals would result in the loss of at least two TPO’d trees, which may have features suitable for use by roosting bats. As per the validation requirements, a phase 1 ecological survey would be required should a full planning application be forthcoming. In addition, to support the Council’s climate change emergency and policies, it would be appropriate to incorporate biodiversity enhancements in line with Policy EN12. You are advised that permission will not be granted for development that negatively affects the site, given its Green Link status in the Council’s identified Green Network. At this junction, it is not clear that the proposals would not have a negative impact on the Green Link, given the concerns raised elsewhere in this report.

Sustainability

The new Reading Borough Local Plan 2019 amplifies the importance of sustainable design and construction and adaptation to climate change. To supplement Policies CC2 (Sustainable Design and Construction) and CC3 (Adaptation to Climate Change), a new [Sustainable Design and Construction SPD](#) was adopted in December 2019. The SPD (link above) provides explicit information as to the level and nature of information required at application stage and the process to follow.

In line with Policy CC2, for all minor non-residential developments, such as that proposed, a BREEAM ‘Very Good’ standard (as a minimum) is required to be achieved. Again, in the first instance please refer to the SPD as to the scope of information required at application stage (usually the BREEAM pre-assessment estimator can be included as an appendix to the sustainability statement). Furthermore, all non-residential development should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective.

In line with Policy CC3, all developments are required to demonstrate how they have been designed to incorporate measures to adapt to climate change. A number of measures are listed which should be incorporated into the development.

Please note all the requirements of Policies CC2, CC3, CC4 in respect of environmental sustainability standards.

CIL

The development would be liable to the Community Infrastructure Levy regime that is applicable to all decisions for planning applications made from the 01/04/2015. The details are available on the Council's website <http://beta.reading.gov.uk/readingldf>.

Submitting a planning application

The Council's Planning Application Validation Information Requirements document should be read prior to submitting an application. This document can be found on the Reading Borough Council website www.reading.gov.uk or via this link:

http://www.reading.gov.uk/media/2660/Validation-Checklist-Updated-Dec-2016/pdf/Validation_Checklist_Final_Dec_16.pdf

The following is required should an application be submitted:

- Correct fee.
- Completed application form and certificates.
- Completed Community Infrastructure Levy form.
- Location Plan with the application site outline in red, to a scale of 1:1250 showing at least two road names.
- Block Plan showing the proposed development to a scale of 1:500 or 1:200 and including parking arrangements.
- Full (not part) existing and proposed elevations and floor plans (1:50 or 1:100).
- Design and Access Statement.
- Planning Statement (for more details refer to page 7 of the Validation document above).
- Details required by the Natural Environment Trees Team, Transport, Flooding, Sustainability and Environmental Protection as detailed above.

Miscellaneous matters

Consultation - In line with paragraph 40 of the NPPF, you would be encouraged to engage with the local community, local groups (e.g. Reading Civic Society and Reading CAAC) and ward councillors prior to any submission.

Conclusion

Whilst comments from the Council's Transport Team are still awaited and will be sent at a later date, in my opinion there would be an in-principle objection at this stage to the development of this parcel

of land given the concerns raised in respect of whether a retail use is appropriate in this location, flood risk issues, the unacceptable impact on undesignated open space and character of the area and the loss of protected trees and associated biodiversity concerns.

Notwithstanding this, it is considered that other various matters of detail as above should be carefully considered in advance of any future submission and it should be noted that any planning application which is submitted will be assessed on its own planning merits.

Please note that the advice contained within this letter is that of an officer of the Borough Council and is provided without prejudice to the decision of the Borough Council, in the event of a formal application for planning permission. This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council.

Yours sincerely

SDV

PP

Ms Ethne Humphreys

Senior Planning Officer

2. Transport Notes (Email Communication)

From: Humphreys, Ethne <Ethne.Humphreys@reading.gov.uk>

Sent: 24 August 2020 10:26

To: Barry Kitcherside <barry@chartplan.co.uk>

Subject: RE: Scours Lane Pod 200912

Dear Mr Kitcherside,

I have now received the following Transport comments:

The current proposals for the drive-thru unit under Use Classes A1/A3/A5 comprise 176m² (1,900ft²) of floorspace over a single floor with parking for 20 cars. The subject site is located on the grassed verge between the existing industrial units served off Scours Lane and the A329 Oxford Road. The adjacent Scours Lane accommodates a widened footway area occupied by recycling bins and a take-away van.

It is indicated in the Pre-app Technical Note that a planning application will be accompanied by a Transport Statement (TS) which is acceptable. A Transport Statement should set out the transport issues relating to the development proposals including an assessment of the trip generation, parking provision, servicing strategy and sustainable travel measures.

The proposed unit will be accessed from Scours Lane approximately 35m north of its junction with the A329 Oxford Road. Visibility splays of 2.4m x 43m should be demonstrated from the site access.

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. In accordance with the adopted SPD, a maximum parking standard of 1 space per 5sqm should be provided (based on class A3 Restaurant & Café use) equating to 35 parking spaces. The proposals include the provision of 20 parking spaces which falls below the adopted standards. It is stated that the nature of the uses proposed, only a proportion of customers will choose to park either for purchasing or consuming goods. However, the proposed parking provision should be justified if a full application is intended.

The Technical Note states that the Transport Statement will detail the anticipated trip generation by all modes generated by the proposed uses using TRICS data. TRICS is the national standard system of trip generation which allows its users to establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities to ascertain likely trip generation. This approach is acceptable.

It is stated that the majority of vehicular trips generated by the proposed drive-thru will already be existing on the network and will either divert from the A329 Oxford Road itself or from other local roads connecting into the Norcot Roundabout. However, in my view this type of use would attract a mixture of new trips, pass-by trips, diverted trips and linked trips.

Whilst the site is located adjacent to an established Core Employment Area with a range of industrial and commercial premises, it is a standalone unit. Therefore, the Transport Statement should be submitted with evidence from comparable sites to established the net impact of trips generated by the proposed drive-thru unit.

Given that Scours Lane serves a Core Employment Areas, a high proportion of the traffic using the road is commercial traffic ranging from light vans to articulated lorries. The Transport Statement must adequately demonstrate that the drive-thru unit is provided with enough queueing space within the site to ensure that no queueing occurs on the public highway. If an end user is unknown, this must be assessed on a worst-case scenario basis.

It is indicated that refuse collection and servicing will take place on-site. Swept path diagrams to demonstrate that refuse and service vehicles can set down / pick up without interfering with the free-flow of vehicles accessing/egressing the site should be submitted.

Cycle parking should be provided as per Reading Borough Council, Revised Parking Standards and Design SPD 31st October 2011.

It should be noted that a licence is granted for the take-away van/flower stall to operate on the Highway. The proposed development would prevent these users from operating in this location. I am not in a position to comment on whether this is acceptable as this requires further discussion with other areas of the Council.

The applicant should be made aware that the proposed development if permitted will require a Construction Management Statement.

I trust you will find this advice useful but please be aware that this is an officer response and is made without prejudice to the formal determination of any subsequent planning application by this Council, as the local Planning Authority.

Notwithstanding the remainder of the pre-application advice given, I hope this helps.

Thanks,
Ethne

Kind regards

Ethne Humphreys
Senior Planning Officer
Planning Section | Directorate of Economic Growth & Neighbourhood Services (DEGNS)

Appendix 2 – Alternative sites – Estate Agents

Assessment of alternative sites

Sequential Test Assessment Criteria:

- Commercial or retail property, or land available for retail development;
- Freehold properties;
- Businesses only adverts - excluded;
- Site area between 1879 sqm and 2818 sqm;
- Gross floorspace between 140 sqm and 211 sqm;
- Good transport connection (road, pedestrian and public transport);
- Good visibility from public highway;

Rightmove

Specific criteria

- All retail type properties
- Land & land for development
- Reading borough-wide
- Residential properties excluded
- No businesses for sale

Findings

Address	Description	Site Area	GIA	Price	Location re town centre	Other notes	Sequentially preferable?
Caversham Park, Peppard Road, Reading, RG4 8TZ (https://www.rightmove.co.uk/commercial-property-for-sale/property-84262490.html)	The property consists of a Grade 2 listed manor house that is set within c.93 acres of grounds. The manor house and landscaped garden are situated in the northern half of the boundary and lie on a plateau, at the top of a south-east facing slope. It is situated 2 miles from central Reading and less than 0.5 miles to a wide range of local amenity. The property is suitable for conversion to residential or a range of other uses as well as the potential for new development on the grounds (Subject To	10,683 sqm		POA	Edge of Centre (Emer Green)	-Not suitable to the scale and format of the proposed development. -Potential heritage constraints.	No

	Planning Permission)						
Baker Street, Reading, Berkshire, RG1 (https://www.rightmove.co.uk/commercial-property-for-sale/property-104759477.html)	An opportunity to purchase a site with planning permission for x9 dwelling units, measuring 0.39 of an acre (approx.)	1,578 sqm		£900,000	Edge of Reading Centre	-Has a planning permission for residential development. -Site area smaller than required, unsuitable for the proposed development. -It is in an unsuitable location due to residential character of the immediate area with potential harmful impact on existing residential amenity in terms of noise and odour.	No
Bedford Road, Reading, Berkshire, RG1 (https://www.rightmove.co.uk/commercial-property-for-sale/property-68702508.html)	An exciting opportunity to acquire a consented	107 sqm + 404 sqm (commercial		£550,000	Within Reading Centre	-Has a planning permission for	No

	development plot in this prominent corner location on the Western side of Reading Town Centre. The former Battle Inn public house on the corner of Oxford Rd and Bedford Road has planning to demolish and redevelop. This well located site is a short walk to Reading Station with its direct link to London Paddington in just over 20 minutes and soon to be on the Elizabeth Line (Crossrail) linking Reading to Canary Wharf and the City of London. Planning has been approved for 6 apartments (4 x 1 bed & 2 x 2 bed units) and a ground floor commercial unit in this excellent location a short walk to Reading Town	+ residential floorspace)				mixed use development, mainly residential. -Lack of suitable area for parking and highway arrangements. -Not suitable for the level and type of development proposed.	
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	Centre's shops, bars and restaurants. The commercial unit is approximately 1151 sq. ft. (107 Sq. metres.) There are three 1 bedroom apartments approved on the first floor.						
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Zoopla

Specific criteria

- Adverts for retail premises and land
- No 'businesses for sale'
- Withing Reading Borough

Findings

Address	Description	Site area	GIA	Price	Location	Notes	Sequentially preferable?
St. Marys Butts, Reading RG1 (https://www.zoopla.co.uk/for-sale/commercial/details/58495457/?search_identifier=348ad5c0b0b7c17aeb876dd262f4649c)	The property is a charming Grade II Listed mid-terraced building original built circa 17th Century. The retail unit has a traditional glazed	1,434 sqm		£400,000	Within Reading Centre	-Not sufficient space to accommodate the proposed development, including sufficient parking	No

	frontage and a main front retail area together with a series of more secondary retail areas to the rear along with a WC and office. Externally to the rear of the property is an enclosed courtyard area which in turn leads to two large prefabricated detached store rooms. It is quite unique for a retail unit to have this much external storage space so close to the town centre.					and highway arrangements. -Concerns regarding the impact on heritage asset.	
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Realla

Specific criteria

- Retail adverts

Findings

Address	Description	Site area	GIA	Price	Location	Notes	Sequentially preferable?
37 Broad St, Reading (https://www.realla.co.uk/details/21296706)	The property comprises a mid-terraced building of traditional yellow brick masonry construction with red decorative features around the bay windows and roof line. The property is arranged over four floors under a pitched roof. Internally, the property offers retail accommodation throughout.		174 sqm	£836,000	Reading Centre	-The site does not have sufficient area to accommodate suitable parking and highway arrangements. -Not suitable for the scale and format as proposed. Listed Building thus heritage concerns	No

Shop Property

- No results that fit the initial criteria

CBRE

- Retail units to buy

No results that fit the initial criteria

Appendix 3 – Alternative sites – Brownfield Register

name	site-address	hectares	planning-permission-type	includes retail or area?	Adequate Includes retail use?	Potential alternative site?	
BL1001	Friar Street and Station Road, Reading	1		yes	No	Yes	No
BL1002	29-35 Station Road, Reading	0.05	full planning permission		No	No	No
BL1004	30-31 Friar Street, Reading	0.08		maybe	No	Yes	No
BL1005	35-38 Friar Street, Reading	0.1		maybe	No	Yes	No
BL1006	52-55 Friar Street and 12 Greyfriars Road, Reading	0.26	full planning permission	yes	Yes	Yes	Yes
BL1007	Station Hill, Reading	2.87	outline planning permission	yes	No	Yes	No
BL1008	1-3 Greyfriars Road, Reading	0.03			No	No	No
BL1009	Greyfriars House, 30 Greyfriars Road, Reading	0.12	full planning permission		No	No	No
BL1011	Brunel Arcade and Apex Plaza, Forbury Road, Reading	1.51		yes	No	Yes	No
BL1012	3-10 Market Place, Abbey Hall and Abbey Square, Reading	0.29		yes	No	Yes	No
BL1013	Jackson's Corner, 1-5 Kings Road, Reading	0.1	full planning permission		No	No	No
BL1014	1-5 King Street, Reading	0.08		yes	No	Yes	No
BL1015	Bristol and West Arcade, 173-175 Friar Street and 27-32 Market Place, Reading	0.18	full planning permission	yes	No	Yes	No
BL1016	160-163 Friar Street, Reading	0.06			No	No	No
BL1017	149-150 Friar Street and 2-4 Queen Victoria Street, Reading	0.02	full planning permission		No	No	No
BL1019	38-40 Oxford Road and 3-7 Cheapside, Reading	0.3			No	No	No
BL1020	North of the Station, Vastern Road, Reading	6.71		yes	No	Yes	No
BL1021	West of Caversham Road, Caversham Road, Reading	0.92			No	No	No
BL1022	Riverside, Vastern Road, Reading	1.24			No	No	No
BL1023	Napier Road Junction/Former Cooper BMW, Napier Road, Reading	0.49	full planning permission	yes	No	Yes	No
BL1024	Napier Court, Napier Road, Reading	1.62			No	No	No
BL1025	Reading Prison, Forbury Road, Reading	1.44			No	No	No
BL1026a	Forbury Retail Park, Forbury Road, Reading	3.97		yes	No	Yes	No
BL1026b	Kenavon Drive	2.8	full planning permission	yes	No	Yes	No
BL1027	Forbury Business Park & Kenavon Drive, Reading	2.07			No	No	No
BL1028	Former Gas Works Building, Gas Works Road, Reading	0.07			No	No	No
BL1029	28-30 Richfield Avenue, Reading	0.78			No	No	No
BL1030	2 Ross Road and part of Meadow Road, Reading	0.6			No	No	No
BL1031	Land at Junction of Addison Road and Meadow Road, Reading	0.07	full planning permission		No	No	No
BL1032	Former Cox & Wyman Site, Cardiff Road, Reading	1.31	full planning permission		No	No	No
BL1033	Cattle Market, Great Knollys Street, Reading	2.46		yes	No	Yes	No
BL1034a	Great Knollys Street and Weldale Street, Reading	1.41			No	No	No
BL1034b	Land between Weldale Street and Chatham Street	1.32	full planning permission	yes	No	Yes	No
BL1034c	Unit 16 North Street, Reading	0.04			No	No	No
BL1035	Former Reading Family Centre, North Street, Reading	0.23	outline planning permission		Yes	No	No
BL1038	Broad Street Mall, Oxford Road, Reading	2.75		yes	No	Yes	No
BL1039	Hosier Street, Reading	3.41		yes	No	Yes	No
BL1040	Central Swimming Pool, Battle Street, Reading	0.55			No	No	No
BL1043	149-153 Oxford Road, Reading	0.1			No	No	No
BL1044	125 Chatham Street, Reading	0.11	full planning permission		No	No	No
BL1045	114 Oxford Road, Reading	0.14	full planning permission		No	No	No
BL1046a	Chatham Street, Eaton Place and Oxford Road, Reading	0.45		maybe	No	Yes	No
BL1046b	Eaton Court, 106-112 Oxford Road, Reading	0.44	full planning permission		No	No	No
BL1047	78 Oxford Road, Reading	0.03		yes	No	Yes	No
BL1048	22-24 Cross Street, Reading	0.01	full planning permission		No	No	No
BL1049	1 Station Road and 22 Friar Street, Reading	0.03	full planning permission		No	No	No
BL1050	33 Blagrove Street, Reading	0.07	full planning permission		No	No	No
BL1051	29 Russell Street, Reading	0.03	full planning permission		No	No	No

*3 new buildings between 6 and 12 storeys -

BL1052	Battle Inn PH, 2 Bedford Road, Reading	0.03 full planning permission	yes	No	Yes	No
BL2002a	211-221 Oxford Road, Reading	0.16	yes	No	Yes	No
BL2002b	Rear of 8 Prospect Street, Reading	0.03 full planning permission		No	No	No
BL2003	57 Baker Street, Reading	0.17 full planning permission		No	No	No
BL2004	Yeomanry House, Castle Hill, Reading	0.44	maybe	No	Yes	No
BL2006	4 Berkeley Avenue, Reading	0.06		No	No	No
BL2007	Central Club, London Street, Reading	0.05		No	No	No
BL2008	5-9 Berkeley Avenue, Reading	0.63 full planning permission		No	No	No
BL2009	Pulley Park, Rose Kiln Lane, Reading	1.29	yes	No	Yes	No
BL2015	187-189 Kings Road, Reading	0.1		No	No	No
BL2017	Princes House, 73A London Road, Reading	0.16		No	No	No
BL2018	Dingley House, 3-5 Craven Road, Reading	0.33	maybe	No	Yes	No
BL2019	3-4 Wesley Gate, Queens Road, Reading	0.07 full planning permission		No	No	No
BL2020	Havell House, 62-66 Queens Road, Reading	0.06 full planning permission		No	No	No
BL2021	60 Queens Road, Reading	0.22		Yes	No	No
BL2025	Clarendon House, 59-75 Queens Road, Reading	0.21 full planning permission		Yes	No	No
BL2027	100 Kings Road, Reading	0.19 full planning permission		Yes	No	No
BL2029	83-85 London Street, Reading	0.06 full planning permission		No	No	No
BL2031	Enterprise House, 89-97 London Street, Reading	0.15		No	No	No
BL2033	Aspen House, 300 Kings Road, Reading	0.07 full planning permission		No	No	No
BL2034	Alexander House, 205-207 Kings Road, Reading	0.16 full planning permission		No	No	No
BL2035	Arthur Hill Swimming Pool, 221-225 Kings Road, Reading	0.11		No	No	No
BL2036	Gas Holder, Kenavon Drive, Reading	0.71		No	No	No
BL2037	261-275 London Road, Reading	0.16	yes	No	Yes	No
BL2038	28 Wokingham Road, Reading	0.07 full planning permission		No	No	No
BL2039	1-2 Wesley Gate, Queens Road, Reading	0.08 full planning permission		No	No	No
BL2040	54 Queens Road, Reading	0.16 full planning permission		No	No	No
BL2041	108 London Street, Reading	0.04 full planning permission		No	No	No
BL2042	Addington House, 73 London Street, Reading	0.03 full planning permission		No	No	No
BL2043	Cadogan House, Rose Kiln Lane, Reading	0.23 full planning permission		Yes	No	No
BL2044	42 Queens Road, Reading	0.03 full planning permission		No	No	No
BL2045	Mulberry House, 1a Eldon Road, Reading	0.08 full planning permission		No	No	No
BL2046	Dukesbridge House, 23 Duke Street, Reading	0.19 full planning permission		Yes	No	No
BL2047	149 London Road, Reading	0.11 full planning permission		No	No	No
BL2048	36 Queens Road, Reading	0.03 full planning permission		No	No	No
BL2049	10 Southern Court, South Street, Reading	0.02 full planning permission		No	No	No
BL2050	Dukesbridge Chambers, 1 Duke Street, Reading	0.03 full planning permission		No	No	No
BL2051	27 Hamilton Road, Reading	0.09 full planning permission		No	No	No
BL3001	131 Wokingham Road, Reading	0.15	yes	No	Yes	No
BL3002	Hamilton Centre, Bulmershe Road, Reading	0.35		No	No	No
BL3005	Land adjacent to 40 Redlands Road, Reading	0.43		No	No	No
BL3006	The Woodley Arms PH, Waldeck Street, Reading	0.09		No	No	No
BL3007	92-96 Southampton Street, Reading	0.04 full planning permission		No	No	No
BL3008	Corner of Crown Street and Southampton Street, Reading	0.08		No	No	No
BL3010	13-21 Crown Street and 27 Silver Street, Reading	0.33 full planning permission		No	No	No
BL3011	40 Silver Street, Reading	0.11		No	No	No
BL3013	South of Elgar Road, Reading	5.38	maybe	No	Yes	No
BL3014	35 Christchurch Road, Reading	0.08 full planning permission		No	No	No
BL3015	Warwick House, 1 Warwick Road, Reading	0.15 full planning permission		No	No	No
BL3017	Land North of Manor Farm Road, Reading	13.69	maybe	No	Yes	No

BL3018	Land at the Madejski Stadium, Shooters Way, Reading	19	yes	No	Yes	No	
BL3019	Worton Grange, Imperial Way, Reading	6.17 reserved matters approval	yes	No	Yes	No	
BL3020	Land at corner of Newark Street and Crown Street, Reading	0.03 full planning permission		No	No	No	
BL3021	125 Highgrove Street, Reading	0.13 full planning permission		No	No	No	
BL3022	14 Arkwright Road, Reading	0.33 full planning permission		No	No	No	
BL3023	85-87 Basingstoke Road, Reading	0.06 full planning permission		No	No	No	
BL3024	34-38 Southampton Street, Reading	0.03 full planning permission		No	No	No	
BL3025	Former Sales and Marketing Suites, Drake Way, Reading	0.24 full planning permission		Yes	No	No	
BL3026	1 St Giles Court, Southampton Street, Reading	0.03 full planning permission		No	No	No	
BL4001	169-173 Basingstoke Road, Reading	0.8		No	No	No	
BL4005	Alice Burrows Home, Dwyer Road, Reading	0.48		No	No	No	
BL4006	Land at Conwy Close, Tilehurst, Reading	1.04 full planning permission		No	No	No	
BL4007	5 Westcote Road, Reading	0.97 full planning permission		No	No	No	
BL4008	Amethyst Lane, Reading	0.57		No	No	No	
BL4009	62-79 Armadale Court, Westcote Road, Reading	0.38		No	No	No	
BL4011	Former Elvian School Site, Bath Road, Reading	5 full planning permission		No	No	No	
BL4012	Phase 3, Dee Park Estate, Spey Road, Reading	16.4 outline planning permission	yes	No	Yes	No	
BL4013	103 Dee Road, Reading	0.85		No	No	No	
BL4015	1025-1027 Oxford Road, Tilehurst, Reading	0.19 reserved matters approval		Yes	No	No	
BL4016	Charters Car Sales, Oxford Road, Reading	0.33		No	No	No	
BL4018	Norcot Community Centre, Lyndhurst Road, Reading	0.13		No	No	No	
BL4019	816 Oxford Road, Reading	0.23		Yes	No	No	
BL4020	784-794 Oxford Road, Reading	0.22		Yes	No	No	
BL4021	750 & 752 Oxford Road, Tilehurst, Reading	0.07 full planning permission		No	No	No	
BL4022	St George's Hall, St George's Road, Reading	0.31 full planning permission		No	No	No	
BL4023	1a Elm Park Road, Reading	0.02 full planning permission		No	No	No	
BL4024	The Pond House PH, 738 Oxford Road, Reading	0.08 full planning permission		No	No	No	
BL4025	2-6 Water Road and 158 Dee Road	0.21 outline planning permission		Yes	No	No	
BL5001	Land at Moultsford Mews, Reading	0.16		No	No	No	
BL5002	Part of Former Battle Hospital, Portman Road, Reading	2.77 full planning permission		No	No	No	
BL5003	Reading University Boat Club, Thames Promenade, Caversham, Reading	0.56		No	No	No	
BL5004	St Martin's Precinct, Church Street, Caversham, Reading	1.71 full planning permission	yes	No	Yes	No	
BL5006	458-478 Oxford Road and 1-3 Chester Street, Reading	0.1 full planning permission	yes	No	Yes	No	
BL5007	361-363 Oxford Road, Reading	0.27 full planning permission	yes	Yes	Yes	Yes	under construction
BL5008	Rear of 303-315 Oxford Road, Reading	0.22		Yes	No	No	
BL5009	307-311 Gosbrook Road, Caversham, Reading	0.05 full planning permission		No	No	No	
BL5010	Land at Lowfield Road, Caversham, Reading	0.93		No	No	No	
BL5011	Caversham Park House, Caversham, Reading	0.74		No	No	No	
BL5012	2 Priory Avenue, Caversham, Reading	0.03 full planning permission		No	No	No	

· not suitable for the development proposed