
Land South of Flagstaff Road, Green Park Village

Planning Statement

On Behalf of St Edward Homes Ltd

December 2021

Land South of Flagstaff Road, Green Park Village
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1.0 INTRODUCTION

- 1.1 Barton Willmore LLP has been instructed by St Edward Homes Limited (SEHL) to prepare and submit a full planning application for a temporary car park to serve the ongoing development of Green Park Village, which is currently under construction as a new residential community to the west of Reading. The proposed car park lies outside of the Green Park Village development area, located to the south of Flagstaff Road (see site location plan at **Appendix 1**).
- 1.2 A description of the development is set out as follows:
Full planning permission for the construction of a Temporary Car Park, including vehicular access from Longwater Avenue and pedestrian/cycle access on to Flagstaff Road as well as all other associated works
- 1.3 SEHL is a joint venture company owned by M&G and the Berkeley Group. SEHL has been developing homes and neighbourhoods since 2006, focusing on creating beautiful, successful places across London and the south of England. The Berkeley Group works to tackle the shortage of good quality homes and making a lasting contribution to the landscape and to the communities it helps create. SEHL are overseeing the development of Green Park Village, ensuring the delivery of a holistic and cohesive community.
- 1.4 In September 2021, SEHL obtained planning permission at the Site for the construction of a temporary car park to accommodate 150 parking spaces. However, this level of car parking provision is now insufficient to meet the needs of the construction team and thus the applicant now seeks permission for an extended temporary car park with 300 parking spaces in total.
- 1.5 The Site which is the subject of this application represents an area of undeveloped, vacant land to the south of Flagstaff Road. A temporary car park is proposed to relocate the current contractor parking provision within Phase 6 of the wider Green Park Village development and to allow construction works in that area to continue, namely the erection of residential apartments at Blocks 2 and 3 for the Phase 6 development. It is expected that the temporary car park will need to remain in place for up to 3 years.
- 1.6 The Planning Statement provides a description of the site and its surroundings (Section 2.0); an overview of the Site's planning history (Section 3.0); a description of the proposed development (Section 4.0); an overview of the relevant national policies and local development plan policies (Section 5.0); a review of the proposals against the relevant planning matters (Section 6.0); and a concluding section confirming that the

proposed development should be approved on the basis that it complies with the development plan and other material planning considerations.

1.7 For ease of reference, this application is supported by the following documentation:

- Location Plan (Drawing No. G259-BAL-SW-00-DR-A-10-0113 F)
- Temporary Contractor's Car Park - Proposed Site Plan (Drawing No. 11056/1001 Rev. C5)
- Technical Transport Note (prepared by Glanville Consultants, dated November 2021)
- Ecological Technical Note (prepared by CSA Environmental, dated August 2021)
- Temporary Car Park Drainage Details (Drawing No. 11056/1701 Rev. C3)
- Existing Culvert Condition Survey, prepared by GTA Civils & Transport Ltd
- Arboricultural Impact Assessment (prepared by Barton Hyett Associates, dated February 2021)

2.0 SITE DESCRIPTION AND SURROUNDINGS

- 2.1 The Site extends to 0.68 hectares and lies to the south of Flagstaff Road and west of Longwater Avenue, located to the south of residential development at Huntley Place and South Lake Apartments which are part of the wider Green Park Village development (a sustainable new community being developed in a series of phases). A site location plan has been provided at **Appendix 1**.
- 2.2 The Site currently represents undeveloped, vacant land. Existing trees are located to the northern boundary of the site, alongside an existing public footpath and cycle route and a water ditch (the Foudry Brook).
- 2.3 The Site is not the subject of any statutory national environmental designations (Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area or Ramsar Site) or statutory heritage designations (Listed Buildings, Scheduled Ancient Monuments). In accordance with the Environment Agency's online flood mapping service, the Site lies adjacent to Flood Zones 3 (covering the Foudry Brook) and is located within both Flood Zones 2 and 1.
- 2.4 Access is to be provided via Longwater Avenue to the east of the Site, which will be upgraded and constructed with Type 1 material to clause 803 to accommodate vehicular movements to the car park.

3.0 PLANNING HISTORY

- 3.1 A desktop review of the Site's planning history has been undertaken, utilising Reading Borough Council's website. Table 1 below sets out the planning history for the Site.

Table 1: Planning History at Land South of Flagstaff Road

Planning Reference Number	Description of Development	Decision (and Date of Decision)
210294/FUL	Full planning permission for the construction of a Temporary Car Park, including upgrading of vehicular access from Longwater Avenue, pedestrian access across Footpath 11 and all other associated works (amended)	Approved (September 2021)
141447	Reserved matters (access, appearance, scale, layout and landscaping) pursuant to 02/01311/OUT as extended by 10/01659/EXT.	Approved (March 2015)
141444	Non-material minor amendment to 10/01659/EXT	Approved (January 2015)
10/01659/EXT	Extension of time limit for 02/01311/OUT	Approved (September 2011)
08/00796/REM	Reserved matters pursuant to 02/01311/OUT for the construction of 6 buildings accommodating B1 office space including 564 car parking spaces and related works	Approved (September 2008)
02/01311/OUT	Outline planning application for 22,540sqm of B1 office floorspace, car parking, landscaping and related works	Approved (June 2003)

- 3.2 As noted in Table 1, the Applicant secured planning permission at the Site in September 2021 for the construction of a temporary car park on part of the Site (Ref: 210294). Similarly to the current proposal, the approved car park included the construction of a vehicular access from Longwater Avenue with a footpath connection on to Flagstaff Road. A copy of the approved layout is provided at **Appendix 2**. However, the approved car park only allows provision for 150 car parking spaces which is now insufficient to meet the needs of the construction team. As such, planning permission is sought for 300 vehicle spaces,

which will require extending the car park further south than the previously approved scheme.

- 3.3 In addition, several planning applications have been approved at the Site, albeit none are relevant to the proposed development and are now expired.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The application seeks the approval of full planning permission for a temporary car park and associated works. It is expected that the temporary car park will need to remain in place for up to 3 years.

Land Use and Construction Materials

- 4.2 Access for contractors to the new temporary car park is from Longwater Avenue to the east of the Site. An additional pedestrian connection shall be constructed onto Flagstaff Road to the north.
- 4.3 The construction of the temporary car park comprises Geotextile laid on the existing field, with 150mm Compacted Type 1 and 230mm Type 3 Clean sub-base as per drawing 11056/1001 Rev. C5.
- 4.4 Limited lighting will be provided for use during the start and end of normal working hours when needed (for example 6-8am and 4-6pm during the winter months). Access will be controlled by an automated lifting barrier, as shown on drawing 11056/1001 C5. This will comprise an entry terminal and PRK-CA 3m barrier with LED Boom lights and resistive safety edge. The lifting barrier utilises automatic number plate recognition (ANPR) to control the access and egress of vehicles.
- 4.5 The car park is intended for use over the next three years. Following this time, it is proposed that the aggregate is removed and the land returned to its pre-existing condition.

Access/Movement/Highways

- 4.6 Access for contractors to the new temporary car park is from Longwater Avenue via a priority T-junction/crossover sited approximately 80m south of the Longwater Avenue/Flagstaff Road roundabout. Pedestrian access to the Green Park Village development will be via an existing tarmac footpath crossing Footpath 11 into the Site.
- 4.7 As the proposed development is to relocate a contractors' car park from Phase 6 of the Green Park Village development, it will not generate any additional traffic movements over and above those already within the vicinity of the Site. Given the temporary nature of the proposals, vehicular movements will reduce upon cessation of the use.

Parking

- 4.8 A total of 300 car parking spaces will be provided for contractor vehicles. Access to the car park will be from 06:00 am to 6:00pm. This will allow the trade contractors to arrive early prior to site operation hours at 08:00 am.

Landscaping/Trees

- 4.9 Given the temporary nature of the car park, no additional landscaping is to be provided; however, existing trees to the north of the site will be retained and largely unaffected by the proposals (save for some minor trimming of overhanging tree branches). It should be noted that there are no trees located within the area of the Site required for the extended temporary car parking provision. Therefore, it is considered that the proposed development is acceptable from an arboricultural perspective.

Flood Risk Management and Drainage

- 4.10 The proposed car park is set back 10 metres from the adjacent water ditch banks. A French drain will be installed along the perimeter of the car park, in addition to a central drainage trench, to filter surface water. A PPIC catch pit with hydrobrake control will be installed to control the discharge of filtered surface water via bagwork headwall into the adjacent watercourse. Excavation will be required to install a hydrobrake manhole, details of which are contained in the submitted Drainage design.
- 4.11 As such, whilst the car park will be constructed from an impermeable material, surface water will be collected and controlled before discharging into the culvert.

5.0 OVERVIEW OF RELEVANT PLANNING POLICIES

- 5.1 This section considers the proposals in the context of the Development Plan, together with the national planning policy context and emerging planning policy.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The Development Plan

- 5.3 The Development Plan covering Reading Borough is as follows:
- Reading Borough Local Plan (2013-2036) adopted November 2019
 - Central and Eastern Berkshire Minerals and Waste Plan (Proposed Submission published September 2020)
- 5.3 However, only the policies contained within the Reading Borough Local Plan are relevant to the proposed development and are reviewed below.

Reading Borough Local Plan

- 5.4 Reading Borough Council (RBC) adopted the Local Plan in November 2019, guiding development within the District up to 2036. The Local Plan replaces the Core Strategy, Reading Central Area Action Plan and Detailed Policies Document, which no longer apply.
- 5.5 The Local Plan Proposals Map identifies that the Site is located within a designated area of Archaeological Potential (Policy EN2) and an allocated Core Employment Area (Policy EM2 and allocation EM2a: Green Park). To the north of the site lies a Cycle Route (Policy TR4).
- 5.6 Accordingly, Policy EN2 'Areas of Archaeological Significance' requires applicants to identify and evaluate sites of archaeological significance by consulting the Historic Environment Record. An assessment of the archaeological impacts of development proposals should be undertaken.
- 5.7 Policy EM2 'Location of New Employment Development' identifies the key locations for major office and other employment uses in the Borough. Core Employment Areas are identified to accommodate major employment uses including industrial and storage and distribution. EM2a: Green Park is identified on the Proposals Map. Non-employment uses

that support the area's economic function may be located in the Core Employment Areas where they do not result in a loss of employment land.

- 5.8 Policy CC1 'Presumption in favour of sustainable development' reflects the national planning policy presumption and states the Council will work proactively with applications to find solutions which mean proposals can be approved wherever possible.
- 5.9 Policy CC3 'Adaptation to Climate Change' requires all development to be designed to incorporate measures to adapt to climate change, including all development to minimise the impact of surface water runoff.
- 5.10 Policy CC7 'Design and the Public Realm' requires all development to be of a high design quality. Furthermore, Policy CC8 'Safeguarding Amenity' requires developments to not cause a detrimental impact of the living environment of existing residential properties or unacceptable living conditions for new residential properties.
- 5.11 Policy EN11 'Waterspaces' seeks to ensure there are no adverse impacts upon the functions and settings of any watercourse within Reading and its associated corridor.
- 5.12 EN12 'Biodiversity and the Green Network' requires on all sites development should not result in a net loss of biodiversity and geodiversity, and should provide a net gain for biodiversity where possible. Features should be protected and enhanced wherever possible.
- 5.13 Policy EN14 'Trees, Hedges and Woodlands' requires individual trees, groups of trees, hedges and woodlands to be protected from damage or removal. The quality of waterside vegetation will be maintained or enhanced.
- 5.14 Policy EN15 'Air Quality' requires development to have regard to the need to improve air quality and reduce the effects of poor air quality.
- 5.15 Policy EN16 'Pollution and Water Resources' states development will only be permitted where it would not be damaging to the environment and sensitive receptors through land, noise or light pollution and there is no deterioration to water quality.
- 5.16 Policy EN18 'Flooding and Sustainable Drainage Systems' reflects national planning policy requirements in respect of development and flood risk.
- 5.17 Policy TR1 'Achieving the Transport Strategy' requires all development proposals to make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport.

- 5.18 Policy TR3 'Access, Traffic and Highway-Related Matters' states that in determining proposals involving a new or altered access onto the transport network, improvements to the network, creation of new transport infrastructure or the generation of additional trips, consideration will be given to the effect on safety, congestion and the environment.
- 5.19 Policy TR4 'Cycle Routes and Facilities' requires development to make use of opportunities to improve access for cyclists. The identified Cycle Routes will be maintained, enhanced and extended.
- 5.20 Policy TR5 'Car and Cycle Parking and Electric Vehicle Charging' requires development to provide car and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities. Reference is made to the Parking Standards and Design Supplementary Planning Document (2011).

Other Material Planning Considerations

National Planning Policy Framework (published July 2021) and Planning Practice Guidance

- 5.21 The National Planning Policy Framework (NPPF) was published in July 2021 and is supported by the Planning Practice Guidance (PPG) which is updated periodically. The policies that are considered pertinent to the determination of this planning application are identified below.
- 5.22 Paragraphs 55-58 of the NPPF set out how the use of planning conditions and obligations should be considered in the decision-making process. Consideration should be given to the use of conditions and obligations to make otherwise unacceptable development acceptable in planning terms. Conditions should be kept to a minimum and only imposed where necessary. Planning obligations must only be sought where they meet all of the tests set out in Paragraph 56 (and Regulation 122(2) of the Community Infrastructure Levy Regulations 2010).
- 5.23 Paragraphs 110-113 set out the matters to be considered in assessing development proposals in relation to promoting sustainable transport. It should be ensured that appropriate opportunities to promote sustainable transport modes have been taken up; safe and suitable access to the site can be achieved for all users; and any significant impacts on the transport network, or on highway safety, can be cost effectively mitigated. Development should only be prevented on highways grounds if there would be an unacceptable impact on highway safety, or the residential cumulative impacts on the road

network would be severe. It is supported by the PPG in terms of detailed guidance for travel plans, statements and assessments.

- 5.24 Paragraph 130 provides a series of key considerations for planning policies and decisions to ensure good design is achieved, including that developments are sympathetic to local character, including the surrounding built environment and landscape setting.

Supplementary Planning Documents

- 5.25 The Revised Parking Standards and Design SPD (October 2011) provides guidance on parking standards related to specific development proposals across the Borough. It does not, however, contain any guidance in respect of standalone, temporary car parks to facilitate construction sites. It contains guidance in respect of accessible parking and car park space standards.

6.0 PLANNING MATTERS

- 6.1 This chapter considers the principal planning issues in the context of the relevant policies outlined in Section 5.0.

Principle of development

- 6.2 The site lies within a designated Area of Archaeological Potential and allocated Core Employment Area EM2a: Green Park (as per the RBC Local Plan). Given the temporary nature of the use, that the proposals do not require any intrusive ground works, and that the Site will be restored to its original condition following discontinuation of the car park use, it is considered that use of the land for a temporary car park is acceptable in principle against these policy considerations. It will not prejudice development of the Site for future employment development.
- 6.3 The Site lies within and adjacent to Flood Risk Zones 2 and 3. Whilst not expressly stated within the PPG (Paragraph: 066 Reference ID: 7-066-20140306) by virtue of the other uses contained within the list we would consider a standalone car park to represent a 'less vulnerable' use which is appropriate within Flood Zones 2 and 3a (according to the PPG Flood Risk Vulnerability Classification) and given its temporary nature it is also considered to be acceptable in principle. Indeed, if the area of land was to flood, the car park would be closed until it was safe to use again.
- 6.4 The proposal will facilitate the ongoing construction of Green Park Village and enable the effective use of land via the use of the existing contractors' car park for residential development of Blocks 2 and 3 at Phase 6.

Amenity

- 6.5 Whilst the Site is located to the south of existing residential properties it will not have a detrimental impact on amenity. It does not give rise to any significant increases in pollution (being a replacement, relocated use), it is set away from the existing properties by more than 40 metres and is buffered by the existing tree line and footpath that lies between the Site and the existing residential properties. Limited lighting will be provided for use during the start and end of normal working hours when needed (e.g. 6-8am and 4-6pm during the winter months).

Access and Movement/Highways/Car Parking Details

- 6.6 A Transport Technical Note has been prepared by Glanville Consultants to assess the potential highways impact of the proposed development. The Note clarifies that the 300 car parking spaces to be provided are equivalent to the existing contractors' car park provision serving Green Park Village. The proposed temporary car park will replace the parking provision at the existing contractor car park within the Green Park Village development, which is to be used for the construction of residential development Blocks 2 and 3 at Phase 6. Therefore, the proposals will not give rise to any additional highway traffic impacts in the context of the existing contractors car park situated with Green Park Village. Given the temporary nature of the proposals, vehicular movements will reduce upon cessation of the use.
- 4.12 Vehicular access for contractors to the new temporary car park is from Longwater Avenue to the east of the Site. Pedestrian access to the Green Park Village development will be via an existing tarmac footpath crossing Footpath 11 into the Site. It should be noted that these proposed accesses are the same as those approved as part of the previous planning application for a temporary car park at the Site (Reading Borough Council application reference 210294/FUL). Therefore, it is contended that these accesses should be found acceptable by the Local Highways Authority.
- 6.7 Pedestrian access to the Green Park Village development site will be via existing footpaths crossing Footpath 11 into the Site (which have been recently developed as part of the Green Park Village development).
- 6.8 The Transport Technical Note identifies that Longwater Avenue is currently lightly trafficked and that the Site access junction will operate significantly within capacity with minimal queues. Indeed, the Longwater Avenue/Flagstaff Road roundabout has been designed to accommodate all of the development traffic associated with the wider Green Park Village development. As a significant proportion of the development is still under construction, and therefore unoccupied, there will be sufficient spare capacity at this roundabout to accommodate the additional flows. Therefore, the Transport Technical Note concludes that the impact of the proposals cannot be considered severe in accordance with the National Planning Policy Framework.

Ecology

- 6.9 The application is supported by an Ecological Technical Note. This concludes that there are no overriding constraints to the construction of the temporary car park as the habitats to be impacted are of low ecological value with low risk of supporting notable species. It notes that whilst surrounding habitats are more sensitive, precautionary working methods are set out to mitigate any impacts. Subject to the implementation of these methods, there is considered to be no significant adverse effect on local ecological features as a result of the proposals.

Trees

- 6.10 The application is supported by an Arboricultural Report (Tree Survey and Constraints Plan). The proposed development retains the existing trees to the north of the Site with only minor trimming back of overhanging tree branches proposed. It should be noted that there are no trees located within the area of the Site required for the extended temporary car parking provision. Therefore, it is considered that the proposed development is acceptable from an arboricultural perspective.

Flood Risk Management and Drainage

- 6.11 The proposed car park is set back 10 metres from the adjacent water ditch banks. A French drain will be installed centrally within the car park, in addition to the perimeter of the car park, to filter surface water. A PPIC catch pit with hydrobrake control will be installed to control the discharge of filtered surface water via bagwork headwall into the adjacent watercourse. Excavation will be required to install a hydrobrake manhole, details of which are contained on the submitted Proposed Site Plan (Drawing No. 11056/1001 Rev. C5).
- 6.12 As such, whilst the car park will be constructed from an impermeable material, surface water will be collected and controlled before discharging into the culvert.

Planning Obligations

- 6.13 We do not consider that the proposals give rise to any developer contributions via planning obligations in light of the nature of the proposals, including their temporary status.

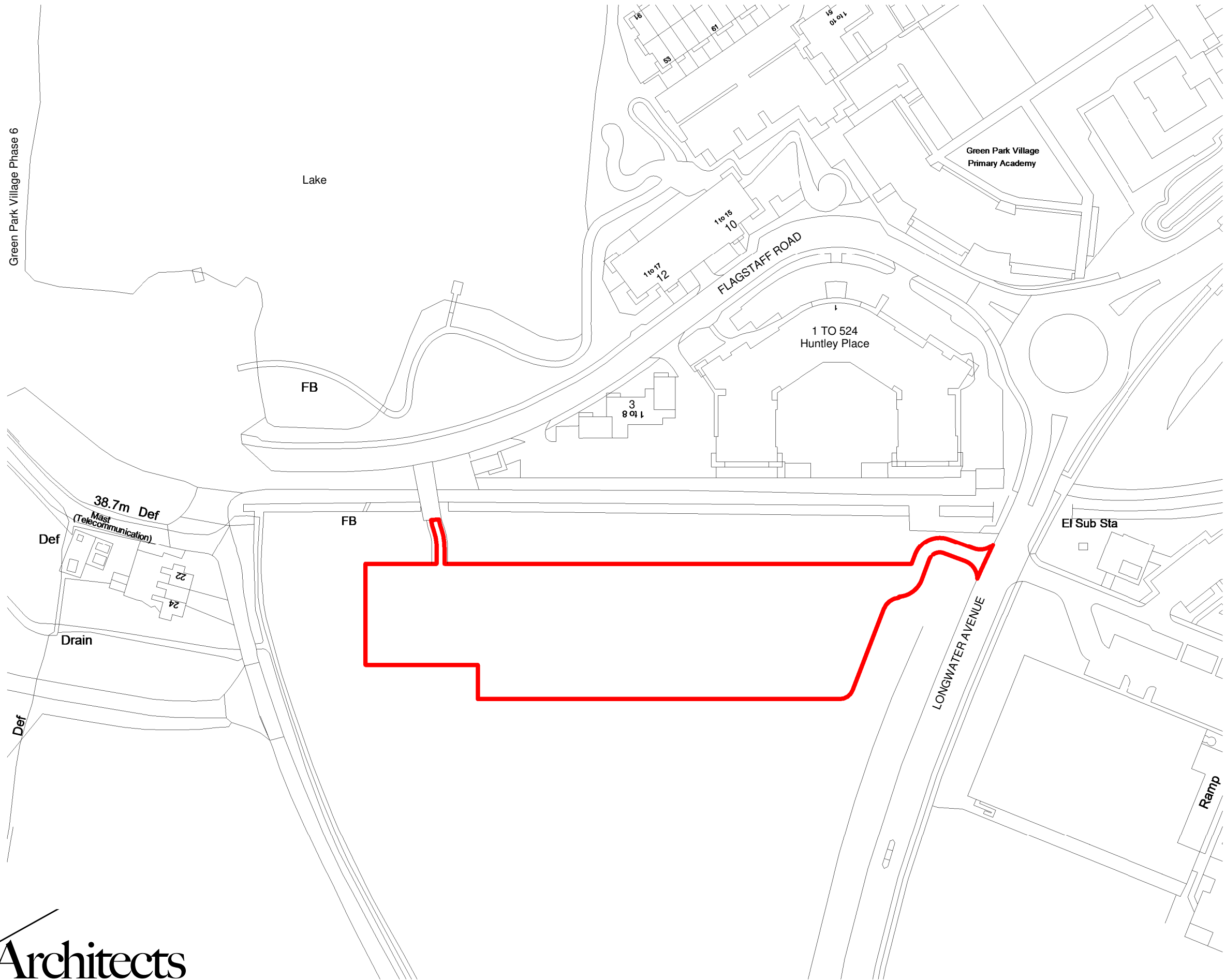
7.0 CONCLUSION

- 7.1 This is a full planning application for a temporary car park to serve the ongoing development of Green Park Village, with the description of the development as follows:

Full planning permission for the construction of a Temporary Car Park, including vehicular access from Longwater Avenue and pedestrian/cycle access on to Flagstaff Road as well as all other associated works

- 7.2 In September 2021, SEHL obtained planning permission at the Site for the construction of a temporary car park to accommodate 150 parking spaces. However, this level of car parking provision is now insufficient to meet the needs of the construction team and thus the applicant now seeks permission for an extended temporary car park with 300 parking spaces in total.
- 7.3 The proposed development is considered to comply with all relevant national and local planning policy and guidance. It will serve to facilitate the ongoing development of Green Park Village in a timely manner.
- 7.4 The technical survey and reports submitted with this planning application demonstrate that there are no overriding constraints or effects which would preclude the proposed development.
- 7.5 Taking all of the above points into account, it is respectfully requested that a temporary planning permission is granted.

APPENDIX 1
SITE LOCATION PLAN



BrookesArchitects

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E info@brookesarchitects.co.uk

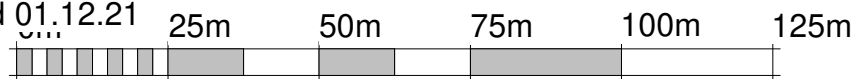
www.brookesarchitects.co.uk

G259-BAL-SW-00-DR-A-10-0113

F Temporary Car Park Boundary Updated 01.12.21

Temporary Car Park - Location Plan

Scale 1:1250



Legend

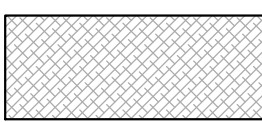
— Proposed temporary car park extent

APPENDIX 2
PREVIOUS CAR PARK LAYOUT APPROVED UNDER APPLICATION REFERENCE
210294/FUL

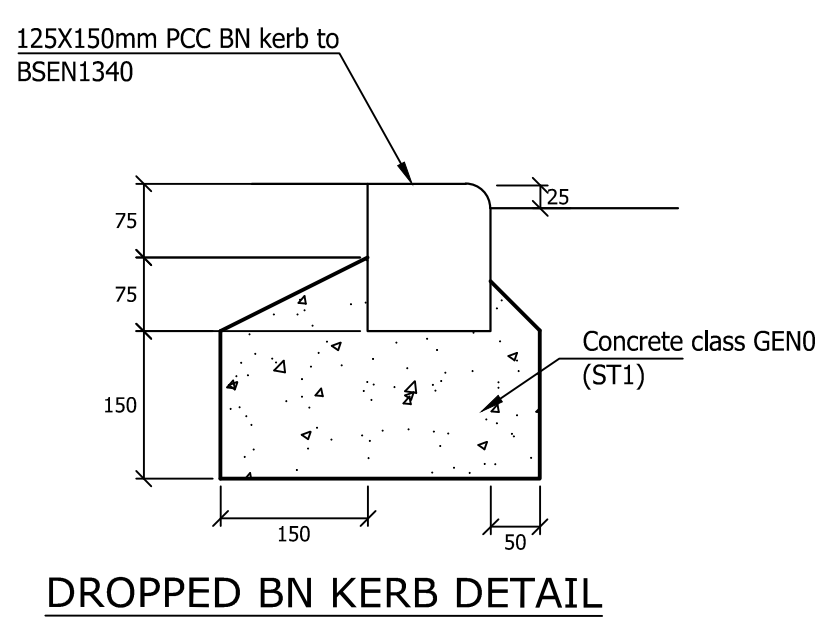
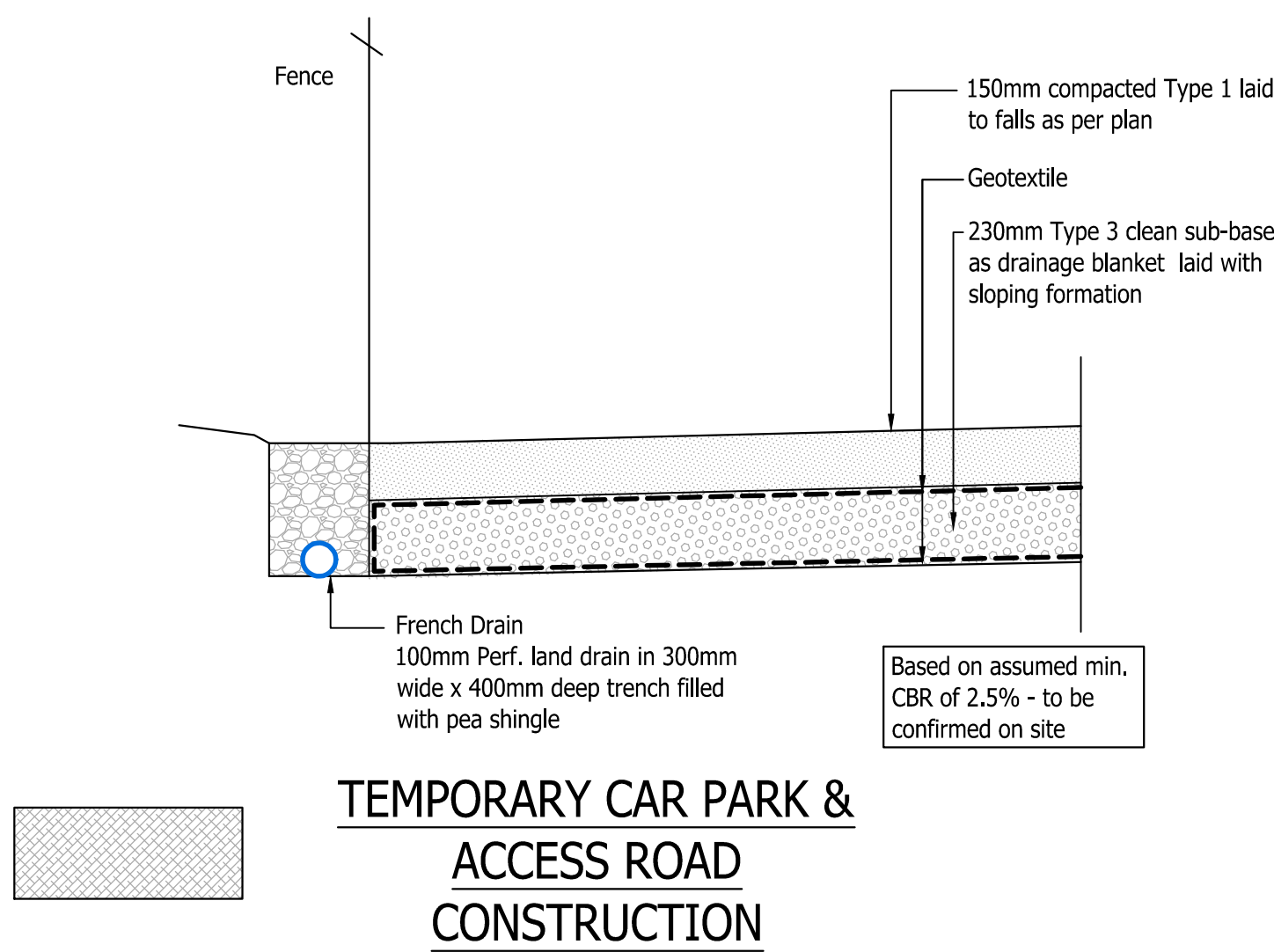
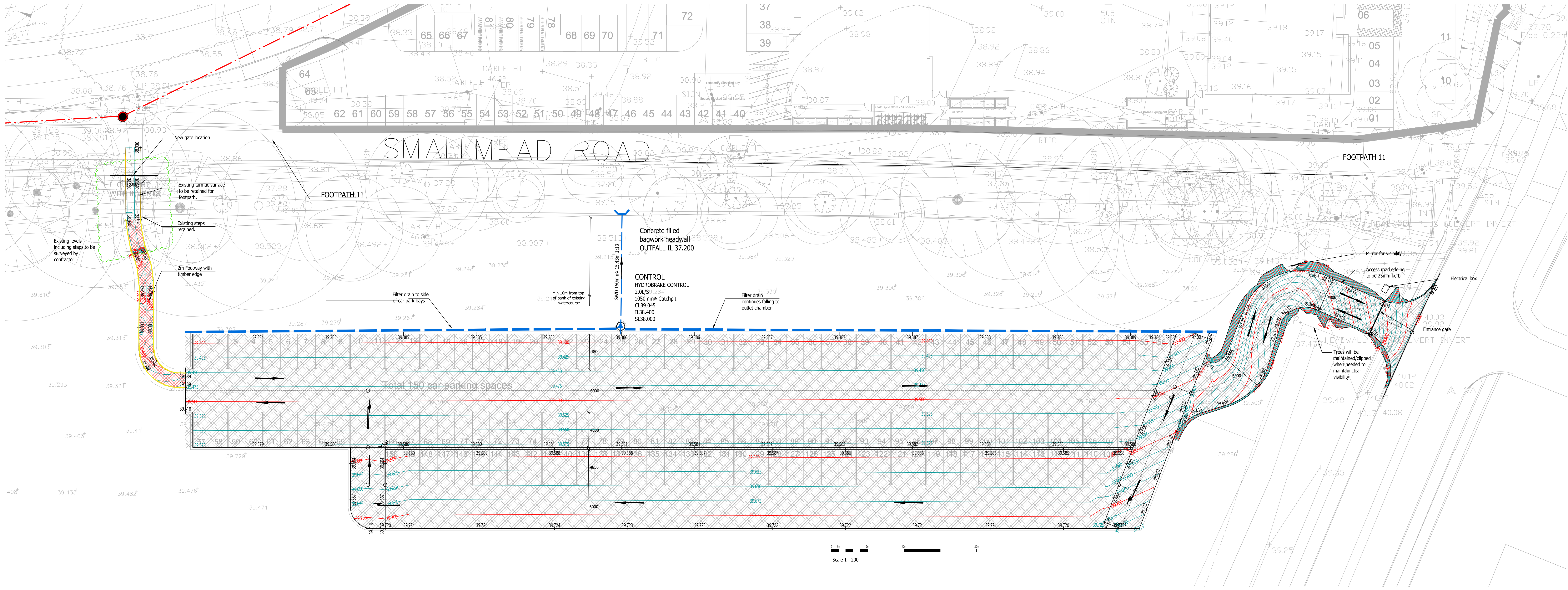
GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non-intrusive observations, record drawings or the like. The contractor shall safely carry out any investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
4. Copyright: This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
5. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant statutory authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Client's risk. gta hold no responsibility for resulting abortive works or costs.

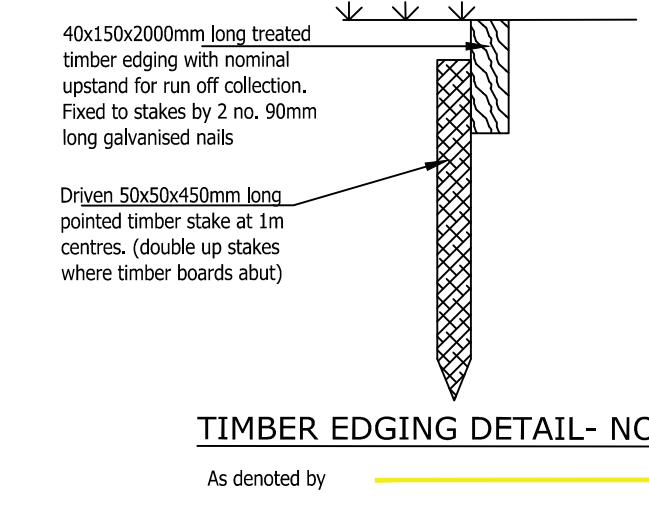
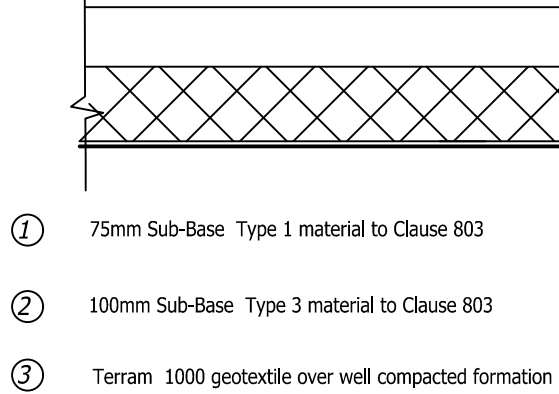
LEGEND



French Drain



FOOTWAY CONSTRUCTION



CAR PARK DRAINAGE BLANKET TO STORE WHILE FLOWS DISCHARGE TO DITCH MINIMUM THICKNESSES REQUIRED:
1 IN 100 YEAR STORM + 40% = 0.377m (0.8L7m) REQUIRED STORAGE CAPACITY
BASED ON MINIMUM PRACTICAL DISCHARGE RATE OF 2.0L/S AND FORMATION FALLS AT 1:80

C3	Footpath length adjusted	13.08.21	MR	NS
C2	ACCESS AND LAYOUT REVISED	05.08.21	PH	NS
C1	CONSTRUCTION ISSUE	19.05.21	CP	MR
P7	Issue updated	13.09.21	KW	MS
P6	Updated to latest survey levels	16.03.21	KW	MR
P5	Viewpoint revised	08.03.21	KW	MR
P4	SCALE CHANGED TO 1:200	05.03.21	KW	MS
P3	ROAD CONSTRUCTION AMENDED	11.02.21	KW	MR
P2	UPDATED TO NEW CAR PARK LAYOUT	08.02.21	PH	MR
P1	FIRST ISSUE	25.01.21	SPC	MR
Rev	Amendments	Date	Draw	Rev
CONSTRUCTION				
Client				
BERKELEY HOMES				
Architect				
BROOKES				
Project				
GREEN PARK VILLAGE				
Title				
TEMPORARY CONTRACTOR'S CAR PARK				
Date	JAN 2021	Scale @ A0	1:200	
Client Ref		Project Ref	11056	
gta Civils & Transport				
Oxfordshire House, 80a Church Walk, Banbury Hill, West Sussex, BN15 9AS				
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Drawing Number	11056/1001	Rev	C3	