

No 1. Reading

29-35 Station Road, Reading

Planning Statement

November 2018 v1

Turley

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Peter Lawson / Hannah Bowler

Peter.lawson@turley.co.uk / hannah.bowler@turley.co.uk

Client

Station Road Dev Co Ltd

Our reference

K2CR3001

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1. Introduction

Introduction

1.1 This Planning Statement is submitted on behalf of Station Road Development Co Ltd to Reading Borough Council ('RBC') in support of a full planning application at 29-35 Station Road, Reading for the construction of a new mixed use tower.

1.2 The proposal is described as follows:

"Demolition of existing building and erection of replacement mixed use building comprised of hotel (Class C1), office (Class B1a) and flexible ground floor retail use (Classes A1, A2, A3, A4 and A5 use), with associated servicing from Garrard Street"

1.3 This Planning Statement is intended to address all the relevant planning policy considerations associated with the proposed development and should be read in conjunction with the other documents and drawings submitted in support of the application, including:

- Covering Letter including application fee;
- Design and Access Statement prepared by Broadway Malyan;
- Application drawings prepared by Broadway Malyan
- Economics Benefit Statement prepared by KODA
- Air Quality Assessment prepared by REC
- Archaeological Assessment prepared by CGMS
- Contamination Report prepared by Peter Brett Associates
- Daylight and Sunlight Assessment prepared by Point 2
- Ecology Assessment prepared by Ecosa
- Energy Statement prepared by Peter Brett Associates
- Heritage prepared by Andmore Planning
- Noise and Vibration Assessment prepared by KP Acoustics
- Transport Statement and Travel Plan prepared by Peter Brett Associates
- Utilities Survey prepared by Peter Brett Associates
- Ventilation/ Extraction report prepared by Peter Brett Associates
- Wind Assessment prepared by BRE

- Townscape and Visual Impact Assessment prepared by Nicholas Pearson Associates
- Construction Management Plan prepared by K2 Developments

Context

- 1.4 This Statement is intended to assist RBC in its determination of the application have regard to the requirements of the Development Plan, the National Planning Policy Framework (the Framework) and Planning Practice Guidance (PPG). It evaluates the proposed development against local and national planning policies and carries out an overall planning balance.

Structure of Planning Statement

- 1.5 The remainder of the Statement is structured as follows:
- Section 2: provides an outline of the wider vision and rationale for the development, with a review of the site specific opportunities and benefits, and its planning history
 - Section 3: an overview of the site context and surroundings including reference to any site specific designations
 - Section 4: sets out the planning history for the site
 - Section 5: provides a summary of the pre-application discussions with Reading Borough Council prior to submission of the planning application
 - Section 6: a summary of the proposed development including land uses, building height and design
 - Section 7: a review of relevant planning policies contained within the National Planning Policy Framework and the Local Development Plan to the consideration of the proposals;
 - Section 8: an assessment of the schemes compliance with Planning Policy and associated Framework's / Design Briefs within the context of Reading Town Centre and the Station Hill Area
 - Section 9: an assessment of the schemes compliance with planning policy in terms of principle and proposed land uses.
 - Section 10: sets out the design rationale for the site and scheme design objectives
 - Section 11 a review of other technical considerations to demonstrate compliance with planning policy
 - Section 10: a summary of the draft 'Heads of Terms' and CIL considerations; and

- Section 11: scheme summary and conclusions

2. No 1. Reading – The Vision and Opportunity

- 2.1 RBC has long possessed an ambition to transform Reading into a city. The Reading Central Area Action Plan (2009) sets out that:

“By 2026, central Reading will build on its status as the dynamic and creative core of the capital of the Thames Valley and an important regional hub”.

- 2.2 Whilst 2026 is fast approaching, the emerging Local Plan (which covers a period to 2036) has sought to reinforce and extend this vision through to 2036 and beyond to 2050. Although the upgrades to Reading Railway Station have been delivered and a number of sites have been redeveloped/ regenerated, there is still a long way to go to achieving RBC’s on-going vision and to achieve City Status. This serves to highlight the importance and impetus on RBC to positively consider planning applications which contribute towards achieving the Council’s vision.
- 2.3 The 2050 Vision seeks to establish Reading as ‘*an internationally recognised and economically successful city region*’ which will be smart and sustainable with a range of objectives including ‘*delivering a real sense of place and identity*’. This has further evolved into an emerging Local Plan objective which seeks to ‘*strengthen the role of Reading, including Central Reading, as the hub for the Thames Valley, providing an accessible focus for development*’. Such an approach demonstrates RBC’s positive approach to planning within the Borough.
- 2.4 Within this context, RBC has always recognised the pertinent role that the Station Hill area will play (both through adopted and emerging policy) in securing the Vision, on account of the area’s proximity to Reading Station and the opportunity it presents to regenerate the area and provide high density mixed use development. As such, RBC published the Station Hill South Planning and Urban Design Guide in 2007 to guide development in this crucial part of the town, through which the delivery of tall buildings is highlighted as integral to the realisation of this vision.
- 2.5 This 2007 document “*acknowledges the heightened developer interest in the area, and the landmark and gateway location of the site*”. The document was, therefore, adopted as a mechanism to provide comprehensive re-development in the area and regenerate this gateway between the station and the rest of the town centre.
- 2.6 Notwithstanding this, the 2007 document sets out in Appendix 2 that there had been an increase in the number of closed and vacant buildings and sites in this area. The Council describes the environment of the study area as ‘*very urban*’ and as having ‘*uncharismatic, convoluted hard surfaced spaces*’ which ‘*does not display the quality of integrated mixed uses.*’ Owing to the above, the Council explains that the Garrard Street area is perceived as an intimidating place conveying a sense of crime.
- 2.7 Whilst planning applications have come forward across this area, no new development has taken place (besides the upward extension and internal and external refurbishment to Thames Tower) and, thus, the application site alongside the wider Station Hill proposals are integral to delivering the Council’s aspirations for the area and further re-vitalising this important part of the town centre.

- 2.8 The aforementioned Design Brief has now been further supported by the Reading Station Framework (2010) which seeks to reinforce the focus of regeneration within this area of the town centre. As such, this planning application represents an opportunity to contribute towards achieving the Council's long-standing vision of regenerating this area – an essential building block in elevating the status of Reading and creating a 'sense of arrival' from the Station itself.
- 2.9 The proposal will deliver the regeneration of a key town-centre site through a 22 storey building that is appropriately placed to be a 'way-finder' from the Station towards Broad Street and create a local landmark tall building that respects the Council's 'dome' effect of tall buildings envisaged within Station Hill and re-establishes the principles for the site established by the 2004/2010 permission¹ when 22 storeys were previously consented on-site.
- 2.10 The proposal will deliver a high density mixed use development providing a range of key town centre uses including hotel and offices, alongside a ground floor retail use, which will re-establish a strong active frontages to Station Road and Garrard Street through creating an attractive and active frontage to a currently derelict building and blank facade, and in doing so creating a gateway between the Station and Broad Street, enhancing legibility within the town centre.
- 2.11 The proposals that are being brought forward by Station Road Developments Ltd will assist in realising this vision and deliver the following benefits:
- Regeneration of a key gateway site directly opposite Reading Station and in the very heart of the town centre;
 - Redevelopment of a site currently plagued by crime with limited surveillance which is having a negative impact on the social and environmental conditions surrounding the site, and creates a very poor impression of the town centre upon arrival;
 - Delivering a tall building within an area identified as suitable for tall buildings aligning with the Council's aspirations for the site;
 - Enhancing the area to the rear of the site which is currently plagued with antisocial behaviour by enhancing the outlook to existing residents through delivering a green wall and ensuring enhanced surveillance to the area;
 - Delivering a scheme that will complement the existing proposals at Station Hill and reinforce the 'crown' and 'blister' design principles; and
 - The annual operational benefits associated with the development will be 124 net direct jobs, 273 operational net jobs (direct, indirect and induced) with a total net operational related gross value added net present value (direct, indirect and induced).

¹ RBC Application Ref: 040516

3. Site Location and Description

Introduction

- 3.1 The site is located within a prime area of central Reading, directly south of Reading Station (150m). The site is situated on a key vehicular and pedestrian route to the town centre and is clearly visible on leaving Reading Station with the site forming a 'way finder' towards Friar Street and Broad Street (the principal shopping areas within the Town Centre).
- 3.2 The wider area is a focus within the adopted (and emerging) Development Plan for considerable regeneration, with a particular focus on delivering mixed use development and tall buildings through the redevelopment of a number of separate land parcels, with the Station Area being a focus. Within this area there is recognition that tall buildings will play an integral role in establishing Reading as an important regional hub.
- 3.3 It is considered that given the location and positioning of 29-35 Station Road within the Station Road area, the site forms an important and integral part of delivering the vision for the Town and contributing towards the longer term transformation of this area. This is, not least, as a consequence of the direct intervisibility between the site and Station entrance.

Surrounding Area

- 3.4 Within the context of the regeneration strategy proposed for the Station Road area, the site abuts Thames Tower to the north which was subject of a planning application in 2014, which has now been implemented, and focussed on the refurbishment of the existing building along with the construction of an additional 4 storeys. These works have been recently completed with the site is now occupied as offices with an element of ground floor retail. The new height of Thames Tower is 15 storeys (101m AOD). Whilst the overall height of this building is not what as originally envisaged within the Reading Station Area Framework (identified as a High-Very High building²), it has been integral to kick-starting the transformation of the Station Road area with significant enhancements to the public realm and delivery of active frontages.
- 3.5 The existing NCP car park is located to the north-east of the site (set across 10 storeys) which is directly adjacent to Station Hill, which is a parcel of land subject to a planning permission (granted in January 2015) for:

"Outline application (Ref: 130436) for demolition of existing buildings and construction of a mixed use development comprising residential development, office development, retail uses, financial and professional services, restaurants and cafes, bars , community space, cultural/ leisure space, bowling alley, health and fitness, car and cycle parking, structural landscaping and formation of public spaces, associated infrastructure and public realm works (access, layout and scale only)."

² Page 35 of the Reading Station Area Framework

- 3.6 The above outline planning permission secured maximum height parameters where Plot C is to be a maximum of 128m AOD (75 m from the Station) and Block B a maximum of 121m AOD in height which is 110m from the Station, which is a similar distance to the application site. An extract of the approved parameter plan is provided in Figure 1 below.

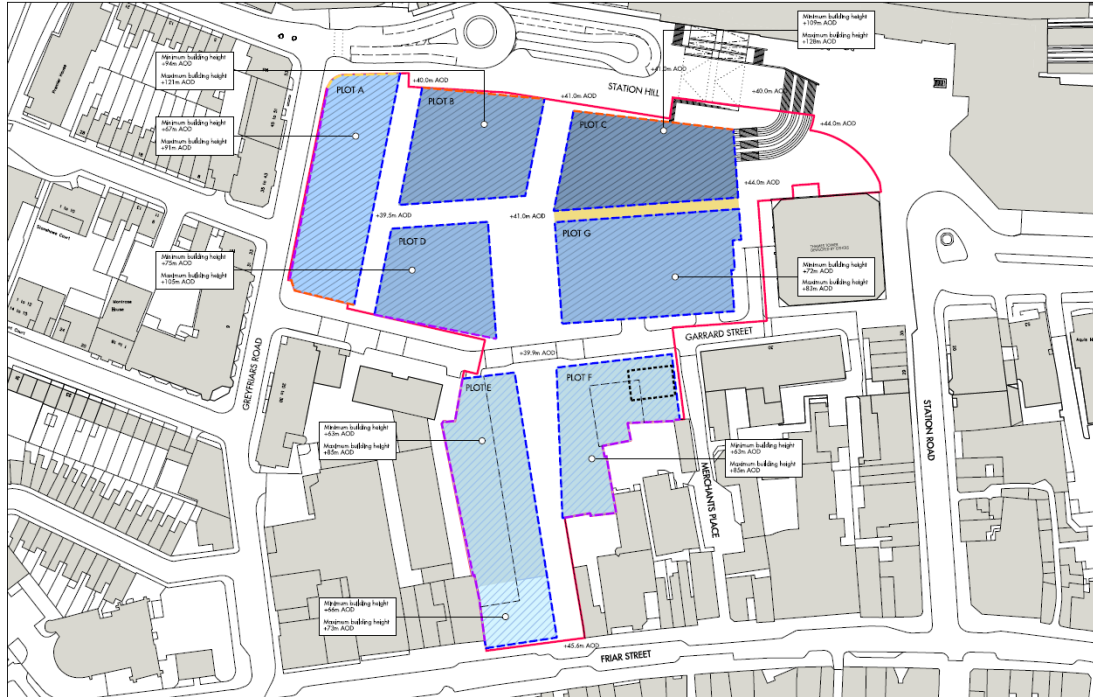


Figure 1: Approved Parameters Plan 698_PP_07_003

- 3.7 This application is currently extant and we understand that reserved matters (Ref: 151543) were submitted in 2015 associated with Block B.
- 3.8 The site has recently been sold and it is understood that the current site owners intend to build out the approved schemes, albeit with some limited changes to the approved uses. It is expected that the scheme will be built out to the approved height.
- 3.9 To the rear of the application site is a service area, which also serves as a pedestrian access to Icon House, Garrard House and Projection East/West alongside Novotel. This area is of poor quality with limited lighting and a lack of appropriate surveillance given the surrounding residential environment. Further west is Friars Walk which forms part of the Station Hill development where new development was secured up to a height of 85m AOD through consent 130436.
- 3.10 Directly abutting the site to the south is Brunel House which is currently occupied as offices and is 6 storeys in height. In addition, Malmaison, which is within a Grade II Listed building, is situated opposite the site. The existing statue (Queen Victoria) in front of Reading Station is also Grade II listed.

Wider Context

3.11 Within the wider central Reading area, a number of applications for tall buildings have been granted planning permission, all of which are, without exception, further away from Reading Station than the application site. These include:

- The Blade (118.45m AOD at its highest point)
- One Reading Central (83.35m AOD)
- Novotel/Ibis (86.05 AOD)
- Station Hill - Maximum height of 128m AOD
- King's Point, Kings Road - 98.8m AOD
- BMW Coopers, - 111.7m AOD
- Chatham Place - 102.45m AOD
- Thames Tower - 103.3m AOD

3.12 In addition, there is an emerging Hosier Road SPD³ which envisages four tall buildings coming forward of up to 20 storeys above podium in height which is outside the central Reading cluster at Station Hill.

3.13 We understand that a Scoping Opinion has been issued by RBC for land to the south of Reading Station (Ref No: 180146) which is considering development opportunities of up to 24 storeys through a mixed use development.

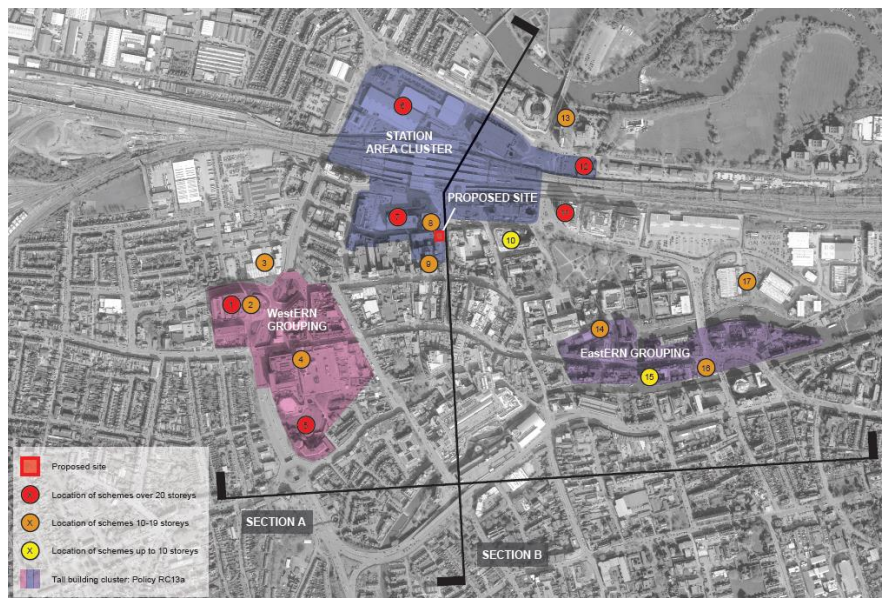


Figure 2: Existing Tall Buildings Context Plan

³ https://consult.reading.gov.uk/dens/draft-hosier-street-area-development-framework/supporting_documents/17007%20%20Hosier%20Street%20Area_Dev%20Framework_e.pdf

The Site

- 3.14 The site itself has been vacant for many years and is in urgent need of regeneration. It is currently boarded for safety and security purposes due to historical anti-social behaviour. At present, the site provides a blank pedestrian street frontage alongside a service access, with the rear of the site providing pedestrian access.



Figure 3: View of the site from Reading Railway Station

- 3.15 The existing building was constructed in the mid-20th century and is 5 storey's in height and in a very poor condition. The northern elevation of the building currently provides a blank brick façade on a key view when proceeding southwards along Station Road. Further the Station Road façade is extremely dated and of a no architectural merit failing to respond to the street scene and it's important positioning with the town centre. The rear of the site (western elevation) reflects comments on the eastern façade but provides a poor outlook and a lack of natural surveillance to neighbouring residential properties and adversely affects their amenity.
- 3.16 It is clear that the site and its surroundings are undergoing significant and continuous regeneration arising from RBC's supportive policy context for high density mixed-use development to be delivered via a tall buildings strategy.
- 3.17 The current proposals for the application site are now brought forward with commitment by the applicant, who is also the developer, to deliver the proposed development and finally realise the potential of the site following its long planning history.

4. Planning History

- 4.1 The site has been subject to a number of planning applications relating to the redevelopment of the site for a number of proposed developments over the years.
- 4.2 Of particular relevance is the 2004 planning permission (Ref: 040516) where Officer's accepted the principal of a tall building on-site at 22 storeys comprising residential and retail uses (Officer's Report contained at Appendix 10). This permission was considered within the context of the Reading Borough Local Plan (1998) and was approved at a time when there was no explicit policy support for tall buildings but the overall principles were considered acceptable. The following comments were raised through the Officer Report:
- The bridge link element of the proposal is sited over the existing vehicular service access;
 - The Council's Urban Design Officer recognised that *'if carried out with high quality materials and competent design detailing, could be a very successful even iconic scheme for Reading'*;
 - The Council's Landscape Officer advised the *'the provision of soft landscaping adjacent to the application site would not be appropriate given the relatively harsh conditions of the urban environment and the likely landscape maintenance problems may arise'*;
 - Section 7 states *'the proposed development proposes to make best use of the site with a high-density development an secure cycle facilities are proposed to promote sustainable alternatives to the private car'*;
 - Page 19 - The proposed building would be significantly taller than many of the other buildings in the vicinity of the application site, particularly the 5/6 storeys building along Station Road. However the principle of a 'tall building' in this location must also be considered in respect of its juxtaposition with other existing and proposed tall buildings nearby and its potential presence as a 'corner building';
 - Page 19 - The application site, being at the end of a terrace of existing buildings, is considered to lend itself as a suitable location for a tall building. When viewed from Reading Station, at various locations on Station Approach and Forbury Road, a 'tall building' on this site would be seen in the context of the existing Thames Tower and Western Tower⁴. These existing buildings, whilst having larger footprints, are of substantial heights and form part of a cluster of 'tall buildings' in the vicinity of the application site. Should consented schemes for taller buildings in the surrounding area be implemented this would also further define the skyline of the town centre;

⁴ Note - Western Tower was demolished to facilitate to the redevelopment of Station Hill which has yet to have been implemented.

- Page 19 - 'When viewed from more distant locations, such as along Henley Road, a 'tall building' of the height proposed would be seen in the context of the Reading skyline. From this distance the proposal would appear as a prominent skyline feature and emphasise the town centre urban context within which it would site and hence strengthen the role of the town centre. A 'tall building' in this location would therefore be unlikely to appear as a significantly uncharacteristic feature and would enhance the context of other existing urban forms;
- Page 20 - 'The proposed tower element would be substantially higher than existing buildings in the vicinity particularly those on Station Road. However, given the overall context of the existing town centre urban form and hence the potential for this building to appear at the heart of a cluster of other relatively tall buildings, the principle for a building of this height in this location is therefore considered acceptable. Indeed a proposal of a high quality design that utilises superior material could enhance the quality of the surrounding environment by providing a landmark building at an important arrival point within Reading'; and
- Page 23 - 'To conclude on the matters of scale, height, massing and design, it is considered the proposed development would relate suitably to neighbouring buildings surrounding the application site whilst providing a 'tall building' of a high quality design.

4.3 Furthermore, an Extension of Time application was submitted to RBC in 2010 (Ref: 101247) which was granted within the context of the approved Core Strategy 2008 and Reading Central Area Action Plan (2009) - see Decision Notice at Appendix 2.

4.4 The policy context has changed since 2004, albeit only so far as there is now significant support at a national and local policy level for high density development in sustainable locations, with the application site being wholly within an area appropriate for tall buildings. In addition, it should be recognised that the extension to the 2004 permission was granted in 2010 at a time when the planning policy position had changed since permission was originally granted in 2004, and the following documents comprised the Development Plan:

- Saved Policies of the Reading Borough Local Plan;
- The Station Hill South Planning and Urban Design Brief;
- The Reading Core Strategy (2008); and
- The Reading Central Area Action Plan (2009).

4.5 The above policies remain relevant to this new application, albeit the Saved Local Plan policies have been replaced by the 'Sites and Development Management DPD (2013)'. It is acknowledged that at the time of application 101247 this was submitted under

Section 73 of the Town and Country Planning Act⁵ 1990 which allowed the extension of time limits for the implementation of existing planning permissions⁶. However this was 'not a rubber stamping' exercise, with local planning authorities having the powers to refuse applications to extend the time limit of extant consents where changes in the development plan or other relevant material considerations indicate that the proposal should no longer be treated favourably⁷

4.6 It is clear that the application was granted planning permission within, broadly, the same Development Plan context as per the application now submitted. The Officer's Report (enclosed at Appendix 3) set out the following considerations in determining the application:

- Para 6.4 - There have been significant advancements in planning policy since 2005 - the Station Hill South Planning and Urban Design Brief (2007), the Core Strategy (2008) and the Reading Central Area Action Plan (RCAAP)(2009) - but the main aims of planning policy are still supportive of the original 22 storey development;
- Para 6.5 - The planning brief (2007)⁸ indicates in summary that this is a gateway site, that the Garrard Street eastern end is to be a strong entrance point, and in terms of overall building heights, the site is at the overlap of areas marked, "*Potential location of tall buildings (exceeding 39m absolute)*" and "*Buildings respected local scale*";
- Para 6.6 - The policies encourage mixed -use, high density development, high-quality design and high-quality tall buildings. The site is within one of the Major Opportunities and the Station Area Cluster, one of the identified areas where tall buildings will be appropriate;
- Para 6.6 - The RCAAP includes a silhouetted profile of the Station Area Cluster and it is considered that the proposal is in accordance with this, being a contributory tall building to this cluster, whilst the tallest buildings in the cluster would accord within the Station Hill redevelopment;
- Para 6.7 - In terms of general planning policy, no policy conflicts are identified and officers advise that the proposal remains in accordance with the Development Plan;
- Para 6.9 - The design will clearly produce a striking building at one of the key gateways to Reading and it is important to ensure that the materials used are of the highest quality;
- Para 6.11- the Policies confirm that this is an appropriate location for one of the tallest buildings in Reading, although part of the site should also respect the local scale of buildings (which is typically 6 storey);

5 1 October 2009 via the Town and Country Planning (General Development Procedure) (Amendment No. 3) (England) Order 2009 (SI 2009 No. 2261) and the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2009 (SI 2009 No. 2262).

6 This has now been revoked.

7 Para 24 of the Greater flexibility for planning permissions Guidance (October 2010)

8 This document continues to be a material consideration in this application

- Para 6.12 - The technical matters of effects on skylines, long-range views and microclimate were tested in the original application and there are considered to have been no significant material changes in circumstances since;
- Recognition that a number of other tall buildings have been constructed within central Reading:
 1. The Blade (118.45m AOD at its highest point)
 2. One Reading Central (83.35m AOD)
 3. Novotel/Ibis (86.05 AOD)
 4. Station Hill (Maximum height of 128m AOD)

4.7 Since this time, there have been a number of applications that have been submitted on the application site and subsequently withdrawn. Despite this it is clear that the 2004/2010 permissions clearly identify that the principle of a tall building is appropriate subject to other material considerations.

4.8 A table below provides a summary of these applications.

Application Reference	Description of Development	Decision Date
170772 (Montagu Evans)	Change of use of 1st to 5th floors from Class B1(a) (offices) to C3 (dwelling houses) to comprise 33 x 1-bed flats. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).	10/07/2017
161819	Demolition of existing building and erection of mixed use residential-led building providing retail on ground and first floor with 107 residential apartments above in a 23 storey building	23/03/2017 - Withdrawn
151962	Demolition of existing building and erection of mixed use residential-led building providing retail on ground and first floor with 110 residential apartments above in a 23 storey building.	24/02/2016 - Withdrawn
141275	Prior Approval - Conversion of the existing office floor space into 27 apartments retaining the retail units on the ground floor.	03/10/2014 - Approved
101247	Application for an extension of the time limit for implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3	05/01/2011 - Extension Granted

	restaurant units, with a basement level providing car/cycle parking spaces and refuse storage	
08/00150/FUL	Redevelopment to provide a 29 storey hotel with ancillary facilities, including a restaurant, bar, meeting rooms and conferencing facilities.	Application Withdrawn
081638	Request for screening opinion relating to redevelopment of 29 - 35 Station Road, to provide a 23 storey hotel with ancillary facilities.	06/02/2009
040516	Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage.	19/08/2005 - Permission Granted
040531	Demolition of existing buildings and replacement with 21 storey building (approx. 8500m2), 132 residential units, A1/A3 units on ground floor and basement level car park	05/08/2004
040213	Demolition of existing buildings and replacement with 17-storey building (approx. 7000m2) 118 residential units, A1/A3 units on ground floor level and basement level car-park (13 spaces max.)	24/03/2004
010622	Demolition of existing buildings and redevelopment to provide new office building with retail or A3 restaurant use at ground floor level plus service area and car parking at basement/lower ground floor level.	17/01/2002

5. Pre-application Discussions

- 5.1 The Applicant has been fully committed to engaging with RBC early in the pre-application process, recognising the benefits this can provide to the application process for both parties, and to contribute towards the evolution of the proposals by resolving issues at the pre-application stage (in accordance with paragraph 41 of the Framework).
- 5.2 Prior to the application submission, two pre-application 'scoping meetings' and one 'pre-application' meeting had been held with Richard Eatough at RBC alongside a series of correspondence which we enclose at Appendix 4.
- 5.3 The two scoping meetings (held in September 2017 and January 2018) were led by Richard Eatough and included discussion / a high level summary of the planning history of the site and the issues that had arisen through previous applications particularly Ref: 151962 and Ref: 161819.
- 5.4 In January 2018, to inform the Scoping Meeting, a Pre-Application document was tabled at the meeting (enclosed at Appendix 5) alongside e-mail correspondence on behalf of the Applicant requesting a Planning Performance Agreement and a list of key stakeholders for engagement purposes. In response, RBC stated that the Scoping Meeting was required prior to determining the scope of the pre-application process alongside whether a PPA would work given the constraints of the site. The Scoping Meeting was held on 8th March 2018 at 2.30pm.
- 5.5 In response to the Scoping Meeting, it was clear that only limited pre-application advice was available from RBC with no acceptance of a PPA (contrary to paragraph 39 of the Framework). RBC set out the pre-application process that could be offered which omitted a PPA and is enclosed at Appendix 6.
- 5.6 The pre-application proposal included the same mix of uses as the current application, but comprised a much taller building of 28 storeys, being 144m AOD in height.
- 5.7 Officer's advised that support for such a proposal was unlikely, albeit that advice was provided in the absence of any detailed technical information being provided on issues such as microclimate and daylight.
- 5.8 Further to Officer's advice, K2 Developments engaged with the CABE Design Review Panel. A presentation was held within the Panel on 5th June 2018 and the response received is enclosed at Appendix 7. CABE were supportive of a well-designed tall building upon the site. RBC declined to attend the review as enclosed at Appendix 8.
- 5.9 Following the Scoping Meeting's the Applicant worked with the comments received to inform a pre-application submission to RBC enclosed at Appendix 9 with an agenda to the meeting on 22nd June 2018 enclosed at Appendix 10. This included a request for the following:
 - Any specific policy objection to the proposed mix of uses on site;

- Any specific objection to the delivery of a 28 storey tower (144m AOD) subject to technical matters given the site is within an identified tall building area and the Station Hill/ Station Road Opportunity Area; and
- Any specific objection to a tall building in this location in line with policy RC1a/Rc13 and CR11a/CR10.

- 5.10 At this meeting, it was recognised that whilst Officer's would provide comments on the Wind and Daylight/ Sunlight material submitted, at the application stage this would be reviewed by independent consultants instructed by RBC. A pre-application response was issued on 18 July 2018 which is included at Appendix 11. It is abundantly clear that the pre-application advice fails to provide any clear policy objection to the proposals, especially on principle.
- 5.11 However, despite the above, the Applicant has sought to address a number of comments raised by Officer's, particularly in relation to the overall height of the proposed new building, and this application now seeks a development of 22 storeys and 122m AOD rather than 28 storeys and 144m AOD as originally proposed.
- 5.12 As such, throughout this Statement we seek to evidence the policy support for the proposals supported by the Design and Access Statement which forms part of the application material. The pre-application response confirms the following areas of agreement and those which we require further clarification through the application submission:

Areas of Agreement

The site is located less than a minute's walk from Reading Station

It is within RC1 Major opportunity Area where intensive development and a mix of uses are encouraged

Intensification of development, including residential and other key town centre uses at this site are consistent with policy

The site is covered by the 2007 Planning Brief (and is within the area of potential for tall buildings) and the Reading Station Area Framework (RSAF) and forms one of the contributory sites to form the 'massing dome' of tall buildings, which are proposed to mark the cluster of tall buildings, centred on the station.

The RCAAP was adopted at a time when the 2005 planning permission on this site was still extant and the various designations (RC1 the Planning Brief and the RSAF) accept that the principle of a tall building is acceptable on this site.

The previous residential permission and the RC13 designation suggest that there is an opportunity at this site for a 'tall building' and intensification of development on the site. However, this intensification needs to be carefully assimilated into the existing area and respect Heritage Assets and the amenity of surrounding properties.

The upper and lower height parameters for the tallest building in the permitted SH3 scheme, Plot C, are approximately 22-28 commercial storeys. If built, Plot C (on the basis of current planning permission) is likely to be the tallest building in Reading.

- 5.13 This said, there are a number of matters raised by the Officer which have been addressed through this Statement. We have provided a review of how the comments have been addressed below:

RBC Pre-application Advice	Response from Applicant
The proposal lacks a clear rationale for the massing and height of the development being put forward. Rather than providing a design or context-led justification for the overall height and bulk of the building, the documents have attempted to explain the heights/massing in relation to a limited set of views and certain surrounding buildings and the internal function of the building.	Since the pre-application submission, the building height has been reduced from 28 storeys to 22 storeys in response to Officer's comments. The supporting DAS sets out the rationale for a building height of 22 storeys within the context of the extant Station Hill proposals, including a detailed response as to how the proposed building height and massing responds to the Reading Station Area Framework alongside the Station Hill Design Brief. In addition, the justification for the proposals are considered within the supporting Landscape and Visual Impact Assessment alongside a detailed review of existing, consented and proposed building heights across the Reading area to provide context-led justification for the proposals.
Interestingly, the CABA letter does not feel able to support a tall building on the basis of the information submitted to them. CABA's points 1-4 in their letter are a pretty good summary of the concerns officers have (Note: Neither the applicant nor their professional advisors agree with RBC Officers interpretation of the CABA Letter. It should also be noted that RBC Officers failed to attend the CABA Design Review Panel Meeting when height was discussed first hand and when it was made clear by the panel members that height was not an issue).	We do not agree with the Officer's interpretation of the CABA letter with selective references made within the pre-application response. This said the current proposal significantly reduces the height of the proposed building, from the 28 storeys tabled during the pre-application process to 22 storeys. A significant level of analysis has been undertaken, which is outlined in the supporting documentation to this planning application. This demonstrates the suitability of the site to accommodate a 22 storey building within the tall buildings policy designation. CABA explicitly state that there was 'insufficient evidence for the panel to be able to express a view on the specific height of the scheme as presented' with advice on additional work to be undertaken. Of the 4 points raised, all of these are robustly considered within this application. In addition, the applicant has taken on board CABA's comments with regard to detailed elements of the scheme which are addressed within the Design Section of the Design and Access Statement.

Firstly, officers identify a conflict with the height of the building, as it would appear almost twice as tall as the adjacent building, Thames Tower, whereas heights should gently rise to the centre of the Cluster, as set out in the RCAAP and RSAF.	When planning permission was previously granted for a tall building on the site in 2004 (and subsequently extended in 2010), Thames Tower was 11 storeys in height. Following the recent development works at Thames Tower, it is now 15 storeys and therefore higher than the original baseline position of the 2004 consent on the site. The proposed development will now be 20 metres taller than Thames Tower, which is comparable to the position in 2010. It is contended that the Council's continued intention for Thames Tower to be the tallest building in Reading (a proposal which has not materialised) is out-of-date and an unjustified objection to the scheme. The proposal acknowledges the maximum building height proposed at Station Hill (up to 128m AOD) and will be the same parameter height of Block B of Station Hill (up to 121m AOD) this maintaining the dome effect towards the Station.
This site will need to assume a 'supporting' role to the realisation of the central area massing dome as set out in the RSAF; and importantly not be the tallest building in the Cluster.	The reduced building height of 22 storeys represents a building height that will provide an opportunity for the site to be a 'supporting role' to Block C of the Station Hill development, and along with Block B will form a dome effect towards the station. It should be acknowledged that this is a gateway site which will enhance legibility between the station and the main shopping area along Broad Street, and the proposed building height reflects this.
It is officers' position that this site should accommodate a building which has a very close relationship with Thames Tower in a number of respects and in particular, in terms of overall height.	The applicant does not agree that this accords with the thrust of the RSAF nor the indicative building heights contained within it. Neither does this position reflect the opportunities for the site as identified within the DAS. A height similar to Thames Tower would not deliver a landmark building and would not deliver an efficient use of land. The scheme should be considered on its merits not as a result of Thames Tower not being developed to the full height originally envisaged for that site. The emerging plan seeks to continue the tall building cluster at Station Hill and the proposed development

	will deliver on this objective.
Whilst this proposal is separately deliverable of itself, in accordance with the RSAF, all such major developments in the RSAF area should contribute towards environmental and public realm improvements in the central area. There is no clear indication as to how this would be achieved in this proposal.	The applicant has continuously advised that they are willing to contribute to enhancements to the public realm through a separate Section 106/ 278 agreement. This is particularly relevant to Garrard Street/ Station Road where RBC intends for this to be pedestrianised (once agreement has been made on the re-location of the existing taxi access). Given the tight site boundaries, the applicant is proposing significant enhancements to the rear of the site through enhanced surveillance and landscaping to benefit residents of Icon and Garrard House.
Following the CABA Design Council review, the design appears to be extremely keen to try and offer an open retailing area on the ground (and mezzanine) floor in an attempt to provide an enlivened street level. However, as advised in pre-application meetings, this approach seems to have not been prepared in cognisance of the challenging street-level environment of both street frontages, namely the lack of width on both frontages, high footfalls on Station Road and the changing levels on Garrard Street.	The Council's own policy focusses on delivering active frontages along Station Road and contributing to an 18 hour economy. This proposal re-instates the former active frontage along Station Road, thus being no different to how the building formerly operated. The applicant appreciates that Station Road is the principle pedestrian thoroughfare and the design approach at street level reflects this. Colonnades are proposed at street level, reflecting the design of Thames Tower and enabling the filtration of pedestrian movement as they traverse from the station plaza onto Station Road.
In terms of longer-range views, the building <u>may have</u> a significant adverse effect, given its height which is proposed to be significantly taller than its surroundings. For the same reason, a large number of middle-distance views will also need to be tested. It is worrying that at this stage, key sensitive views and receptors have not been considered.	The proposed development is supported by an LVIA which concludes that there are no significant adverse effects arising from the proposed development on the basis of 22 storeys as proposed. The views suggested by Officer's have been considered and a set of views were submitted to RBC for comment prior to submission although at the time of submission no response has been received. The application is also supported by a series of verified visual montages.
No information has been submitted and this is a serious omission, because the impacts on settings and sensitive views is not quantified. A full heritage assessment would be required with any application submission.	A Heritage Statement forms part of the planning application submission. This statement has fully considered the views set out within the pre-application response and assesses the impact of the proposed development on surrounding heritage assets. The Heritage Statement concludes

	that the proposed development would have a neutral or positive impact upon heritage assets. In any event, it should be recognised that the site is within an area allocated for tall buildings with the Local Plan. The heritage implications were fully considered and found to be acceptable through the Local Plan process (and indeed the emerging Local Plan as it progresses).
The site itself currently has no soft landscaped areas to relieve the mass of the building and as such, the building is presented to the street in a poor-quality, hard-surface environment. This is an area of the Borough where tree canopy coverage is below 10% of the urban area (source: Reading Tree Strategy), therefore as a point of principle, there should be an overall increase in canopy cover in the application.	The site boundary is tight although opportunities for incorporating landscaping/ planting to the rear of the site have been explored and are incorporated within the proposals. With regard to the wider site, Officers have highlighted the need to not hinder the pedestrian movement along Station Road, thus tree planting in this location is not considered to be appropriate. The applicant is willing to commit to contributing towards landscaping to the north of the site along Garrard Street (subject to RBC implementing the alterations to the taxi access points).
The site includes the parking/delivery area to the rear. CABE expresses a desire to improve this area, but this is going to be extremely challenging and in reality, this is likely to continue to be a functional, noisy, dark space, which unfortunately accommodates servicing, parking, refuse and multiple residential outlooks. It is a poor space and as a point of principle, any redevelopment of the pre-application site should not degrade it further. Particular attention will be given to maintaining residential amenity in terms of overlooking, light levels and noise/vibration.	The applicant owns the access way to the rear of the site and is proposing to create a shared surface beneath the bridge link. In addition, the design of the building enhances surveillance of this area through the orientation of hotel rooms and the retail floorspace, whilst not impacting on residential privacy at Icon House and Garrard House. The proposals will result in an enhancement of this area. The following reports which form part of the planning application submission consider the matter of amenity: • Daylight and Sunlight Assessment • Design and Access Statement (considering overlooking) • Ventilation Strategy • Noise Assessment.
My personal opinion – as made at our meetings – was that a development proposal of some 15 storeys is more likely to be approvable on this site. Such would still be a tall building, it	There is no technical or policy basis for the 15 storeys cited by the Officer. It is considered that sufficient justification is contained within the Design and Access Statement, and other supporting documents

would 'bookend' the streets and it would have a somewhat negative, but perhaps not significantly adverse impact on Icon House.	for the scale of development proposed.
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Statement of Community Engagement

- 5.14 A Statement of Community Engagement has been prepared by Turley Strategic Communications and supports this application. The Statement sets out the approach taken to engaging with local members, local organisations and businesses, alongside residents.

6. The Proposals

- 6.1 The applicant is seeking planning permission to demolish the existing six storey building which is currently vacant and derelict and redevelop the site to deliver a new mixed use building known as No 1. Reading. The applicant owns the existing building along with the rear access road between the building and Garrard House.
- 6.2 The proposed development will deliver a 22 storey building (121m AOD) with the principal part of the building fronting Station Road. A bridge section is proposed from across the rear service road ensuring the proposed development conforms to the existing building height with Garrard House. The bridge provides a height of 65m to ensure the continued use of the access by existing occupiers for pedestrian and vehicular access (including service vehicles).
- 6.3 At ground floor level, the proposal seeks to re-instate a strong active frontage along Station Road and at the corner of Garrard Street.
- 6.4 On Station Road this is through the delivery of a retail unit at ground floor level with a glazed frontage which will extend to 117 sqm at ground floor level with an additional mezzanine of 42 sqm. The mezzanine will provide overlooking and enhanced surveillance to the rear access road.
- 6.5 In addition, on the corner of Garrard Street, a new entrance is proposed to serve the upper floors which are proposed as hotel and offices. The entrance will be located to the north-east corner of the building which will be directly visible on leaving Reading Railway Station. The entrance will be recessed behind a proposed colonnade and is proposed at double height and will provide a reception area of circa 54 sqm. This entrance will provide access to 4 lifts serving the upper floors.
- 6.6 The first floor provides access to the hotel reception alongside a bar/lounge area with a glazed façade onto Station Road. In addition, ancillary areas are proposed to serve the hotel use, with 2 hotel rooms proposed within the bridge section which will provide passive surveillance to the rear servicing area.
- 6.7 At second floor level, a hotel restaurant is proposed alongside the hotel kitchen. A glazed frontage to Station Road is again proposed. In addition, a further two bedrooms are proposed reflective of the first floor plan.
- 6.8 At third floor level, this is proposed as a plant deck and will be louvered with a high quality steel panel finish as shown on the elevations.
- 6.9 The main hotel rooms will occupy the fourth – sixteenth floors, with 10 bedrooms per floor. The office accommodation will be located on the seventeenth – twenty first floors, providing c. 2,000 sqm of floorspace across five floors.
- 6.10 The twenty second floor will be occupied by plant and will not be fully enclosed and, as such it does not constitute internal floorspace. Louvres will be located around the edge of the building to screen the plant.

- 6.11 The basement will, in addition to additional plant requirements, provide for waste/recycling stores and cycle storage for the office/ retail and hotel. An area for servicing is proposed along the access road for use at particular times of day, with an access ramp within the existing building to provide ease of deliveries.
- 6.12 With regard to access, level access is provided from Garrard Street into the existing building and to the basement from the rear service road. Internally, there will be lift access to all upper floors alongside a two stair cores to the north and south

Scheme Delivery

- 6.13 The Applicant, as site owner and developer, is fully committed to bringing forward the proposed development as soon as planning permission is achieved and is seeking to retain a long term interest in the building. The site is located on a key gateway site within the centre and is in urgent need of regeneration to assist in meeting the Council's aspirations for the Station Hill Major Opportunity Area.
- 6.14 Despite planning permission being secured historically, no development has yet to come forward. This is undermining the delivery of the Council's vision which has now been carried forward into the emerging Local Plan (2035) and, in addition, creates a very poor first impression of Reading town centre when walking from the Station to the primary retail area to the south of Station Road. We note that the RCAAP Figure 9.1 replicated in Figure 4 below (Summary of delivery timescales for Major Opportunity sub-areas) was identified as short-medium term and despite many applications being submitted, no development has materialised.

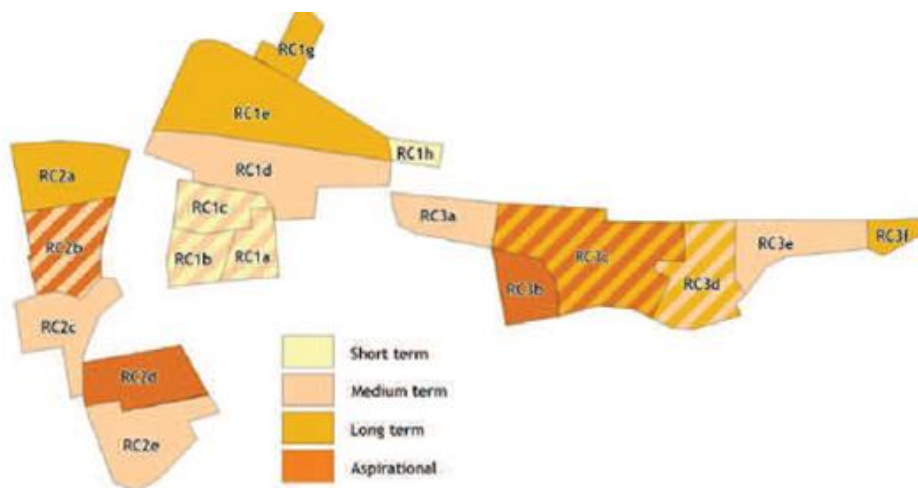


Figure 4: RCAAP Figure 9.1 Summary of delivery timescales for Major Opportunity sub-areas

- 6.15 As such, in line with paragraph 38 of the Framework, the proposed development will dramatically improve economic, social and environmental conditions on and surrounding the site, with commitment from the applicant to bring forward a high quality development which will be of very significant benefit to Reading town centre.

7. Relevant Planning Policies

- 7.1 This section outlines the key planning policy considerations relevant to the proposed development at a national and local level.
- 7.2 It follows Section 54(a) of the Town and Country Planning Act (1990), as amended by Section 38(6) of the Planning and Compulsory Purchase Act 2004, which states that Local Planning Authorities (LPAs) should determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.3 The Local Development Plan Reading Borough Council is formed of:
- The Core Strategy (2008) with alterations to the document adopted in 2015;
 - Sites and Detailed Policies Document (2012) altered in 2015; and
 - Reading Central Area Action Plan (2009).
- 7.4 At a national level, relevant planning policy and guidance is set out within the National Planning Policy Framework ('the NPPF') published 2018 and the Planning Practice Guidance ('the PPG') in 2014 and updated as an online resource. These form a further material consideration.
- 7.5 There are a number of documents that are SPD's/SPG's the determination of this planning application, these are as follows:
- Reading Station Area Framework (December 2010);
 - Station Hill South Planning and Urban Design Brief (March 2007);
 - Employment, Skills and Training SPD (April 2013);
 - Revised Parking Standards and Design SPD (October 2011);
 - Planning Obligations under Section 106 (April 2015); and
 - Sustainable Design SPD (July 2011).
- 7.6 In addition, there are a number of technical documents produced by RBC which underpin the adopted and emerging Development Plan, which are considered material considerations to the determination of this application. These are as follows:
- City Centre Framework (March 2008);
 - Tall Buildings Strategy (January 2008); and
 - Western Berkshire Retail and Leisure Study.

Emerging Local Plan 2036

- 7.7 Reading Borough Council has prepared a new Local Plan which was submitted to the Secretary of State for Examination in March 2018. The plan will replace the Core Strategy (2008, amended 2015), Reading Central Area Action Plan (adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015). The new Local Plan seeks to guide new development up to 2036.
- 7.8 The adopted and emerging Local Plan policies are considered below albeit the emerging Local Plan appears, in the main, to reflect the same broad objectives with Reading being the regional centre for the Borough which will see the greatest level of development and change through the intensification of town centre uses (Emerging Policy RL1) to 2036.

Local Plan Designations

- 7.9 For the purposes of the adopted Development Plan, the Adopted Proposals Map identifies the site as:
- Within the Friar Street and Station Road sub-area of the Station/ River Major Opportunity Area;
 - Within a tall building cluster; and
 - Within a designated active frontage area.
- 7.10 For the purposes of the emerging Local Plan, the emerging proposals map identifies the site as:
- An Area of Archaeological Potential;
 - Within a tall building cluster;
 - Designated primary frontage in Central Reading; and
 - Within a site identified for development/ change.
- 7.11 Within this section, we set out the adopted and emerging policies that are relevant to the determination of this application. Sections 8, 9 ,10 and 11 of this Statement will consider the justification for the proposed development in light of these policies.

Core Strategy (2008) including alterations in 2012

- 7.12 The Core Strategy sets out a number of policies which are of relevance to the determination of this application. The policy references are set out below:
- Policy CS1: Sustainable Construction and Design;
 - Policy CS3: Social Inclusion and Diversity;
 - Policy CS4: Accessibility and the Intensity of Development;

- Policy CS5: Inclusive Access;
- Policy CS7: Design and the Public Realm;
- Policy CS9: Infrastructure, Services, Resources and Amenity;
- Policy CS15: Location, Accessibility, Density and Housing Mix;
- Policy CS16: Affordable Housing;
- Policy CS20: Implementation of the Reading Transport Strategy;
- Policy CS23: Sustainable Travel and Travel Plans;
- Policy CS25: Scale and Location of Retail, leisure and Culture Development;
- Policy CS26: Network and Hierarchy of Centres; and
- Policy CS33: Protection and Enhancement of the Historic Environment.

Sites and Detailed Policies Document (2012) with Alterations in 2015

7.13 The Sites and Detailed Policies Document sets out a number of policies which are of relevance to the determination of this application. These are set out below:

- Policy SD1: Presumption in Favour of Sustainable Development;
- Policy DM1: Adaption to Climate Change;
- Policy DM3: Infrastructure Planning;
- Policy DM4: Safeguarding Amenity; and
- Policy DM19: Air Quality.

Reading Central Area Action Plan (RCAAP) (2009)

6.9 The Sites and Detailed Policies Document sets out a number of policies which are of relevance to the determination of this application. These are set out below:

- Policy RC1: Development in the Station/ River Major Opportunity Area;
- Policy RC5: Design in the Centre;
- Policy RC7: Leisure, Culture and Tourism in the Centre;
- Policy RC9: Living in the Centre; and
- Policy RC13: Tall Buildings.

Emerging Local Plan

7.14 We have set out the relevant parts of the emerging policies below albeit these are considered to have less weight than those policies contained within the adopted Development Plan at the time of submission.

- Policy CC1: Presumption in Favour of Sustainable Development;
- Policy CC2: Sustainable Design and Construction;
- Policy CC3: Adaption to Climate Change;
- Policy CC4: Decentralised energy;
- Policy CC5: Waste Minimisation and Storage;
- Policy CC6: Accessibility and Intensity of Development;
- Policy CC7: Design and the Public Realm;
- Policy CC8: Safeguarding Amenity;
- Policy CC9: Securing Infrastructure;
- Policy RL1: Network and Hierarchy of Centres;
- Policy RL2: Scale and Location of Retail, Leisure and Culture Development;
- Policy CR1: Definition of Central Reading;
- Policy CR4: Leisure, Culture and Tourism in Central Reading;
- Policy CR11a: Friar Street and Station Road;
- Policy TR1: Achieving the Transport Strategy;
- Policy TR3: Access, Traffic and Highway-Related Matters;
- Policy H1: Provision of Housing;
- Policy H2: Density and Mix;
- Policy H3: Affordable Housing;
- Policy TR5: Car and Cycle Parking;
- Policy EN15: Air Quality;
- Policy EN16: Pollution and Water Resources;
- Policy CR2: Design in Central Reading;

- Policy CR3: Public Realm in Central Reading;
- Policy CR6: Living in Central Reading;
- Policy CR7: Primary Frontages in Central Reading;
- Policy CR10a: Tall Buildings;
- Policy CR11: Station/ River Major Opportunities;
- Policy CR11a: Friar Street and Station Road;
- Policy EN1: Protection and Enhancement of the Historic Environment;
- Policy EN4: Locally Important Heritage Assets; and
- Policy EN6: New Development in Historic Context.

Other Material Considerations

National Planning Policy Framework (2018) ('The Framework')

7.15 The Framework was updated in 2018 and its content is a material consideration in the determination of this application. The relevant sections of the Framework are identified below:

- Section 1: Introduction - Paragraphs 2, 3;
- Section 2: Achieving Sustainable Development - Paragraph 8, 9, 11, 12;
- Section 3: Plan-making - Paragraphs 15, 16;
- Section 4: Decision-making - Paragraphs 38, 39, 40, 41, 43, 47, 56;
- Section 6: Building a strong, competitive economy - Paragraph 80;
- Section 7: Ensuring the vitality of town centres - Paragraph 85;
- Section 8: Promoting healthy and safe communities - Paragraph 91 a)b);
- Section 9: Promoting sustainable transport - Paragraphs 102 c)e), 103, 104a), 106, 108a)b)c), 110;
- Section 10: Making effective use of land - Paragraphs 117, 118a)c)d), 122a)d)e);
- Section 12: All paragraphs;
- Section 14: Meeting the challenge of climate change, flooding and coastal change - Paragraphs 151, 153, 154, 155;
- Section 15: Conserving and enhancing the natural environment - Paragraphs 170d)e), 171, 175b), 178, 180, 181; and

- Section 16: Conserving and enhancing the historic environment - Paragraphs 189, 190, 192 and 193.

Supplementary Planning Documents

- 7.16 We have set out the scope for each SPD/ SPG below and the key parts of each document relevant to the proposals which will be referenced within Section 8 and 9 of this Report.

Station Hill South Planning and Urban Design Brief (March 2007)

- 7.17 The Design Brief was provided to link the Reading Borough Local Plan (1998) and is a design brief for the area below. The document focusses on the vision for the area which focusses on the delivery of tall buildings and the delivery of a significant with the delivery of a mix of uses to contribute to the 18 hour economy. Relevant parts of the brief will be discussed within Section 8 of this Statement. Reading Station Area Framework (December 2010)
- 7.18 This Framework seeks to guide the application of adopted planning policies to ensure a comprehensive approach to the area's future redevelopment by outlining broad development principles with specific requirement for key sites within the area. The Framework will reference within the planning assessment at Section 8 and 9 of this Statement.

Sustainable Design and Construction SPD (July 2011)

- 7.19 This document aims to promote high standards of Sustainable Design and Construction, in order to guide policies set out in the Reading Borough Local Development Framework Core Strategy.

Employment, Skills and Training SPD (April 2013)

- 7.20 This SPD sets out obligations which will be sought from developers within the context of the construction of the scheme. The purpose of which is to mitigate the impacts of development to ensure that local people can better access job opportunities arising from new development. This is particularly pertinent against a backdrop whereby there are vast disparities in education across the town.

Revised Parking Standards and Design SPD (October 2011)

- 7.21 The SPD sets out that within Zone 1, there will be a maximum provision of 0.25 spaces per bedroom with offices requiring a maximum of 1 space per 250 sqm. There is no specific parking requirement for A1 uses. With regard to disabled parking, Section 6 of the SPD sets out that 'when establishing the required level of parking for disabled users it must be remembered that some of these motorists could have the option to switch mode, particular where they have access to high quality bus corridors and routes which tend to feature low floor access buses and other benefits'.
- 7.22 With regard to cycle parking, there is a minimum parking requirement for the following:
- 1 space per 66 staff and 1 space per 300 sqm - Retail (A1,A3,A4,A5)

- 1 space per 200 sqm - Offices (B1a)
- 1 space per 6 staff - Hotel (C1)

Planning Obligations under Section 106 (April 2015)

7.23 The SPD sets out that contribution will be required to the following, considered on a site by site basis and should be considered against RBC's adopted CIL (January 2015).

RBC CIL Charging Schedule

7.24 There is not CIL payment required for retail or hotel provision within the Central Core. There is a requirement for £30 per sqm for offices and £120 per sqm within the Central Core.

Other Material Considerations

Tall Building Strategy(2008)

7.25 The overarching ambition of this document is to secure the Reading City 2020 vision of securing city status for Reading. Part of this vision included the development of high quality tall buildings within the City's central area. As such, the aim of this document was to serve as a tool to initiate this vision.

7.26 Based on Reading City 2020 Vision and to complement Reading's role as a city and capital of the Thames Valley. Apparent that Tall Buildings are to become a feature of central Reading (2.1).

7.27 This document sets out the Council's vision for a 'Station Area Cluster'. Once realised, this will create a new cluster of tall buildings with the station at its heart. This will be important to elevate Reading's status as it will draw attention to the station as a major mixed-use destination and the main gateway to and most accessible part of Reading. This will include the tallest buildings in Reading, of around 30 storeys, located in the centre of the cluster, close to the station. The Strategy sets out those buildings should step down from that highest point towards the lower buildings heights at the fringes. Furthermore, the urban grain within the station area should respond to existing routes whilst also providing a permeable layout that offers direct routes towards any main infrastructure.

7.28 The strategy also sets out that a prominent, iconic building would be located close to the station (not exceeding a normal height of 135m AOD), with several other landmark tall structures in a cluster to signify and reinforce the importance of the station area.

8. The Growth Objectives for Reading Town Centre and the Station Hill Area

- 8.1 This Section considers the principle of the site's redevelopment, in the context of the growth objectives for Reading Town Centre and the wider ambitions of the town. This section demonstrates the compliance of the scheme with the adopted and emerging Development Plan documents.

The Growth Strategy for Reading Town Centre

- 8.2 The Core Strategy refers to the Reading City 2020 vision published by the Council in 1999. This document is underpinned by a fervent ambition to transform Reading into a city, a capital of the Thames Valley. The focus since the Core Strategy has been on 'urban renaissance'⁹ and informed by the Reading City 2020 vision which envisaged that Reading would be a 'city and capital of the Thames Valley' that will provide 'the highest quality of shops, leisure, education cultural and sporting facilities for all residents, business and visitors. It will be a city for all.'¹⁰
- 8.3 The Core Strategy sought to implement this vision; specifically in addressing issues set out in the Community Strategy which stated that *'By the year 2020, Reading will be established as the capital of the Thames Valley, and as a gateway to the United Kingdom and the rest of Europe and the World'*. However, 10 years since adoption – and indeed, 19 years since the initial vision – Reading is yet to secure city status with many sites within the Major Opportunity Areas having either not yet come forward for development or securing permission and not being built out.
- 8.4 The Reading Tall Buildings Strategy (2008) alludes to the role of tall buildings in establishing Reading as a city and that these are to become a feature of central Reading¹¹ where a 'clustered' approach to tall buildings was advocated as adopted through the Reading AAP. At the time of publication, the strategy makes a number of references to proposals for tall buildings across the town centre including:
- Chatham Street Development Brief - A landmark tower of up to 25 storeys, with other buildings stepping down to 14 storeys. We note this area is not within the town centre area and approximately 500m from Reading Station;
 - Station Hill South Planning and Urban Design Brief (within which the site is located) - A prominent iconic building would be located close to the station (not exceeding a height of 135m AOD), with several other landmark tall structures in a cluster to signify and reinforce the importance of the station area. Buildings close to the iconic structure should be subservient, but lead the eye upwards towards the landmark; and

⁹ Paragraph 2.17 of the Core Strategy (2008)

¹⁰ Paragraph 2.23 of the Core Strategy (2008)

¹¹ Section 2.1 of the Tall Buildings Strategy (2009)

- The eastern end of the study area will provide a key landmark building - we understand this has been secured through application: 162087.

8.5 We are also aware that a Development Framework is being prepared for the Hosier Road area where the Council intends to deliver up to four tall buildings up to a maximum height of 20 storeys, with an acceptance that some buildings may breach this threshold. It is further noted within the draft brief at paragraph 5.2 that any development will require ‘*capping and monitoring to ensure that these are subservient to consented buildings at Station Hill*’. The extant consent at Station Hill identifies a maximum height of 128m AOD.

8.6 The strategy concluded with the following recommendation for the Station area which has informed the ‘Station/River Major Opportunity Area’ designation contained within the adopted Development Plan:

“A new cluster of tall buildings with the station at its heart will be created, to draw attention to the station as a major mixed-use destination and the main gateway to and most accessible part of Reading. This will include the tallest buildings in Reading, of around 30 storeys, located in the centre of the cluster, close to the station. Buildings should step down from that highest point towards the lower buildings heights at the fringes. The urban grain within the station area should respond to existing routes whilst also providing a permeable layout that offers direct routes towards any main infrastructure.”

8.7 Station Area cluster is identified as the ‘*densest cluster, due to its proximity to the station and public transport interchange. This will be the most extensive of the three clusters and will make a significant impact on the townscape around the station and on the town’s skyline*’¹². Within this context, RBC now envisages that the western cluster should deliver tall buildings at 20 storeys which is deemed ‘subservient’ to those buildings within the Station Area Cluster. As such, the Station Area cluster is recommended within the Tall Building Strategy to deliver a maximum of 135m AOD, and thus the development proposals will appear reduced in height from the centre of the Station Road cluster but greater than the western cluster which is to be subservient as identified by a small grouping of iconic buildings. At this point, we wish to highlight that the Station Hill development was approved in the context of emerging policies for Thames Tower that was expected to deliver a height of 154m AOD. This never materialised albeit RBC’s adopted and emerging policies for the opportunity area has a tall building area have remained.

8.8 Given the above and the evolving context of the area, it is considered that the application proposal at 22 storeys, and at 121m AOD, is acceptable within the context of the Station Area cluster and surrounding clusters, as whilst being close to the centre of the cluster it will appear subservient to the tallest building currently consented at 128m AOD. It is further noted that there has been no tall buildings delivered within the cluster to date, and this proposal is an opportunity for Reading’s long term vision for the cluster to be achieved.

¹² Paragraph 8.51 of Reading’s AAP

Reading Central Area: a focus for regeneration and growth

- 8.9 The site is located within the Friar Street and Station Road sub-area of the Reading Central Area. The vision for Reading includes a focus on growth within this central area. The vision for the Reading Central Area Action Plan (RCAAP) is that *“the centre will be promoted and maintained as a top-class location for business, retail, leisure, culture and learning. It will be the focus for continued high quality mixed use development, building on its regional status.”*
- 8.10 As such, Policy RC7: *Leisure, Culture and Tourism in the Centre* of the RCAAP dictate that *“the Reading Central Area will be the prime focus for major leisure, cultural and non-regionally significant tourism development”*. The proposed development seeks to contribute towards this policy objective through the provision of a high quality hotel located directly within the central area and within close proximity to Reading Railway Station, in turn augmenting the status of Reading within the Thames Valley region.
- 8.11 The RCAAP further sets out the vision for the development of Reading in order to secure the town’s visions. We have provided a high level review of how we consider that the proposed development aligns with and will contribute to supporting these principles:

RCAAP Principles	Scheme Compliance
The centre will contain a broad range of different but complementary uses within an area easily accessed by foot.	The proposal incorporates a mix of uses within easy access of the Station (approx. 60m) to the north. It is considered that the proposal meet this principle.
The centre will appeal to all sectors of Reading’s population as a place to live in, work in, study in and visit.	The provision of c.2,000 sqm of office floor space will deliver employment opportunities and assist in securing economic growth. The provision of a mid-range hotel will satisfy an unmet need within Reading town centre and contribute to supporting the growing leisure and visitor offer.. The opportunity to deliver ground retail (150sqm) will re-introduce a strong active frontage and contribute to the delivery of a 24 hour economy.
New development will exhibit an excellent, safe and sustainable quality of design that contributes to the attraction of the centre.	The scheme by award winning Reading based Architects Broadway Malyan is of the highest quality design, both in terms of its general appearance and selection of proposed materials. The proposal also incorporates significant improvements to the public realm around all sides of

	the building. The building is also designed to meet the BREEAM 'Very Good' standard (a BREEAM score of 62.5).
Access to the centre by foot, cycle and public transport will be improved.	The site will provide level access from Station Road and be fully accessible by public transport through its proximity to the station, and the site being along the key bus route through the town centre.
Access within the centre by foot and cycle will be improved and barriers to this improved access will be overcome, particularly in a north-south direction through the core.	The site will enhance the legibility of the town centre with the proposed building being a way finder from Broad Street towards the station and beyond enhancing the north-south link through the Reading central area.
Development in the centre will benefit from and contribute towards forthcoming major transport improvements.	The site will not inhibit the commitment by Reading to deliver the MRT along Station Road.
Areas and features that positively contribute to the unique and historic character of central Reading will be protected and, where appropriate, enhanced.	The removal of the existing poor quality semi-derelict building will contribute to improving the setting of the Grade II Listed Malmaison Hotel and the nearby Grade II Listed Statue of Queen Victoria.

The Vision for Station Area

- 8.12 The Reading Station area is identified for significant growth through both the adopted and emerging Development Plan and is an integral part of both the Reading 2020 and now 2050 vision and as previously discussed part of this area falls within the Station Area cluster for tall buildings. The Reading Station Area Framework (RSAF) was adopted in 2010 and an illustrative perspective of the area is included at Figure 14.8 (and replicated overleaf)



Figure 5: RSAF Figure 14.8

- 8.13 The adopted RCAAP identifies areas north and south of the Station as the 'Station/River Major Opportunity Area' with the vision that *'the station/river area will be a flagship scheme, extending the centre and providing a mixed use destination in itself and centred on a redeveloped station and new public transport interchange. It will integrate the transport links and areas northwards towards the river and into the heart of the centre'*. This vision is proposed to continue into the emerging Local Plan.
- 8.14 Across this area, the AAP recognises that many of the sites are at low density and *'represent an inefficient use of one of the most accessible locations in the South East'*¹³ and it is *'the only location where major expansion of the centre can realistically take place and many of Reading's development needs can be met'*¹⁴. In the case of the application site, the site is currently low density and vacant, demonstrating a clear need for its regeneration to ensure it contributes to meeting the Council's vision.
- 8.15 The policy framework for the area is within AAP Policy RC1 (Development in the Station/ River Major Opportunity Area) alongside emerging Local Plan policy CR11 To assist the consideration of the application proposal, we have assessed the scheme against each of the requirements of RC1/CR11 below (text in red identifies new text with draft Local Plan):

RC1/ CR11 - Policy	Scheme Compliance
Contribute towards providing a high-density mix of uses to create a	The proposed mixture of key town centres uses, including retail, hotel and offices, within

¹³ Paragraph 6.3 of the AAP and paragraph 5.4.1 of the emerging Local Plan

¹⁴ Paragraph 6.7 of the AAP

destination in itself the areas that also make up part of the primary shopping area and central core will have a particular emphasis on delivering much of the identified retail and leisure need and capitalise on its role as one of the most accessible locations in the south east. Development for education will be an acceptable part of the mix	the building will extend and build upon the proposals envisaged for the wider Station Hill development area, and create a 24 hour destination close to the entrance to Reading Railway Station.
Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the centre and across the railway line, IDR and River Thames area centred on the new station, including across the IDR, are of particular importance	The introduction of a 'colonnade' along part of the Station Road and Garrard Street frontage will assist in 'transitioning ' between the wide pedestrian area in front of Thames Tower and narrower pavement along Station Road.
Provide developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces	The proposed scheme introduces a new retail frontage along Station Road, being the major pedestrian route between the Railway Station and the primary retail area and a prominent entrance to the upper floor hotel and offices on the corner of Garrard Street
Safeguard land which is needed for • Improvements to Reading Station • Reading station interchange • MRT routes and stops	Not relevant to the scheme.
Give careful consideration to the areas of transition to low and medium density and protect and, where appropriate residential and conserve and, where possible, enhance listed buildings, conservation areas and historic gardens and their settings;	The site is within an area where high density development is envisaged and satisfies this desire. The removal of the existing poor quality semi-derelict building will contribute to improving the setting of the Grade II Listed Malmaison Hotel and the nearby Grade II Listed Statue of Queen Victoria.
Be laid out in a way that allows the area to come forward in parcels- for instance, single developments should not be inwards-facing, ignoring the links with other potential future development areas	Not relevant to the scheme. However the scheme will both compliment and build upon the development at Station Hill.
Give careful consideration to the archaeological potential of the area and be supported by appropriate	An archaeological assessment has been prepared by CgMS which concludes that the site has limited archaeological potential given

archaeological assessment which should inform the development;	past development impacts and the proposed development will not have either a significant or widespread below ground archaeological impact.
Demonstrate that it is part of a comprehensive approach to its sub-area, which does not prevent neighbouring sites from fulfilling the aspirations of this policy, and which contributes towards the provision of policy requirements that benefit the whole area, such as open space;	The proposal has come forward in line with the Station Hill Design Brief and the Station Area Planning and Design Framework. The design approach does not undermine the Station Hill development and nor will it prevent neighbouring sites coming forward for redevelopment as required. The site is well located to benefit from existing public open space along the River Thames and at Forbury Gardens alongside the new public square in front of Reading Station.
Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.	A Utilities Statement has been prepared by PBA which sets out that there is capacity and there are opportunities for the site to connect to the water and waste water infrastructure through the existing provision.

- 8.16 Further to the above, the application site is specifically located within the Friar Street and Station Road area which is allocated within AAP under Policy RC1a. This policy identifies that within this area *‘there will be active retail and leisure uses on the ground floor along Friar Street and Station Road with a mix of uses on higher floors. Development should enhance linkages in a north-south direction to link to the Station Hill area. The setting of listed buildings in the area will be preserved, and opportunities to improve the environment of Merchants Place will be sought’*. This policy wording is proposed to be reflected within emerging Policy CR11a (Friar Street and Station Road). The development proposal will accord with these policy requirements.
- 8.17 Furthermore, the Local Plan is committed to the station area becoming *‘a destination in its own right’ with a wide mix of uses that the station area become a vibrant central quarter, active at different times of day’*. At present, despite the Council’s commitment to this since 2008, the failure of the Station Hill to come forward has resulted in a limited change over the last 10 years. The proposed development therefore provides an important opportunity to kick-start the regeneration and be the catalyst to realise the ‘vibrant central quarter’ envisaged.

The Role of the Application Site

- 8.18 The RSAF identifies the site as within the Station Area boundary as shown below:

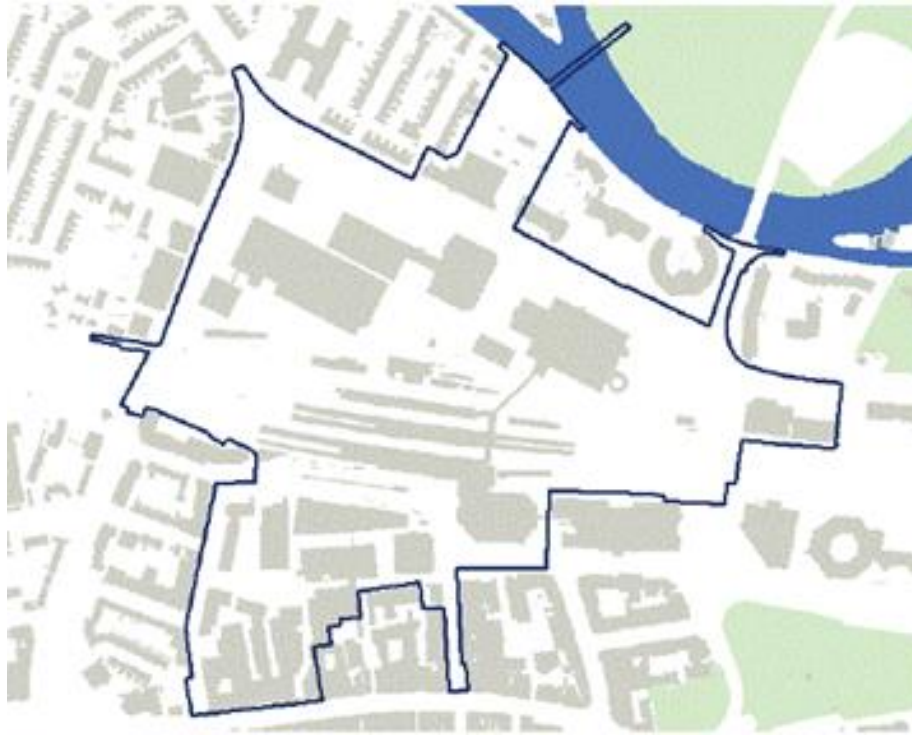


Figure 6: RSAF Figure 2.1

8.19 Within the document, the following are identified which are relevant to the site itself:

- The Station Cluster and 'Tall buildings and high density development are an integral part of the vision for Central Reading' (para 6.6)
- Consent was granted in 2005 for the redevelopment of No.35 Station Road to provide a twenty two storey residential tower (Page 13), with an image of the scheme contained on Page 36 of the RSAF as shown below:- **Note this is the application site;**



Figure 7 Image of previously approved scheme replicated from RSAF pg 36

- Redevelopment provides opportunities to secure vibrant retail and leisure uses. Street level retail, hotels, cafes, bars and restaurants will provide activity throughout the day and evening (Page 17)
 - The strategic location of the Station Area and its proximity to the town centre and the Station represent a unique opportunity to build upon the success of the town centre and create a substantial commercial development of new high-quality flexible office space. Business and employment development will make a significant contribution towards Reading's established position as the 'Capital of the Thames Valley'. (Page 18)
 - The Station Area will contain buildings and development of outstanding architectural merit and design innovation, creating a unique sense of place which responds to the character of the historic town centre and adjoining residential areas. (Page 19)
 - Contributing to the character and identity of the town centre, helping to instil a strong sense of place and underpinning investment. (Page 24)
 - The approach to building massing should be dramatic with a new cluster of taller buildings forming a new distinctive skyline for the Station Area as a centrepiece of the centre (para 6.13)
 - The 'dome' of development is identified with the 'crown', the area of greatest permissible height, immediately adjoining and to the south of the Station entrance (para 6.14).
- 8.20 The proposals have evolved with consideration given to the RSAF and the Station Hill South Planning and Urban Design Brief which has provided the broad development context / principles for the area and where there is recognition in the Design Brief that 'new development along Friar Street and Station Road will be built up to 22 storeys in height. Further information on design is included at Section 10 of this Statement.
- 8.21 In light of the above, we have considered the role of the application site specifically considering the following:
- The relationship of the site to Station Road;
 - The potential to deliver a high density local landmark building and its relationship to surrounding sites;
 - The opportunity for the site to deliver and adhere to the requirements of Policy RC1a; and
 - The timescales for delivery of the site.

The relationship of the site to Station Road

8.22 Within the RSAF, Station Road is identified as a 'major city spine' and one of the 'most significant movement corridors'¹⁵ with a requirement for frontage that will be enlivened by active uses including retail and leisure. It is acknowledged that the site fronts Station Road which is identified within the Framework as 'Major path/pedestrian link'¹⁶ between the principal shopping area and the Station and is an area identified for the Major Rapid Transport route. The proposed development will enhance this function by re-positioning the existing service access from the site along Station Road to the rear of the site. This will improve pedestrian safety and experience along Station Road as envisaged within the Framework. In addition, the application seeks to not only re-provide but also expand the currently 'dead' frontage and activate the streetscene through delivering uses appropriate to a 24 hour economy.

The potential to deliver a high density local landmark building and its relationship to surrounding sites

8.23 With regard to building heights and density, the site is identified as S12 (shown below) which is noted as being a potential local landmark albeit with a density range of medium - very high with a requirement that 'tall buildings should rise up around the Station 'nexus'¹⁷ with 'the area closest to the southern Station entrance has been selected as a suitable place for the tallest buildings' on account of the following¹⁸:

- The Station entrance is a major transport node;
- A cluster will mark the Station as an important place and landmark in itself; and
- The area is suitable for the formation of a cluster of tall buildings which will form a dramatic skyline in views from higher ground and open space to the north and also in views from the south east and south west.

¹⁵ Paragraph 5.9 of the Reading Station Framework Document

¹⁶ Page 45 of the Reading Station Area Framework

¹⁷ 6.12 of the Reading Station Framework Document

¹⁸ Paragraph 6.15 of the RSFD



Figure 8 RSAF Figure 6.6 Indicative appropriate densities for individual development plots

- 8.24 The benchmark height for the site is identified as 10 storeys (Figure 6.9 of the RSAF) with a focus on the landmark element of a proposal adhering to the 'dome' massing pattern. A Local Landmark is defined by the document as a *'tall or prominent building above ten storeys which are nevertheless subordinate and therefore lower than district landmarks'*. Figure 6.10 (Tall building location guidance) identifies the site as forming part of a 'higher' height area as shown below:

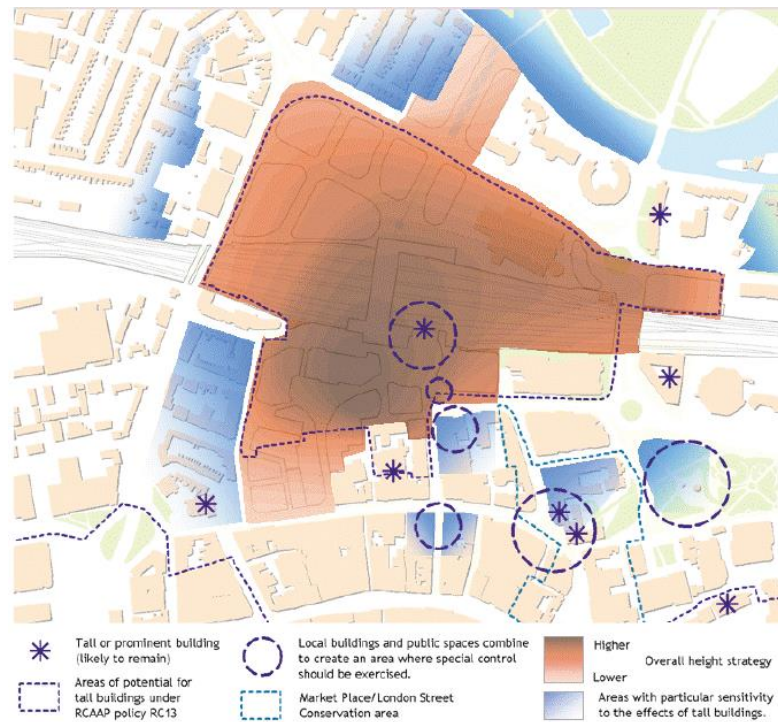


Figure 9: RSAF Figure 6.10 Tall buildings location guidance

8.25 It is considered that the proposals accord with the Framework as follows:

- The proposal respects the maximum height secured through the Station Hill development - 128m AOD on the area identified as S12 on Figure 6.6 above which ensures that the scheme responds to the dome massing principle;
- The scheme, at 121m AOD, will appear subordinate to parcel S12 which is identified as a potential District Landmark, reinforcing the site's positioning as a local landmark and being a wayfinder from the Station to Broad Street;
- The proposal will respond to the established building heights at Garrard House by proposing 4 storey 'bridge' element, which responds to the benchmark requirement, with the 22 storey element fronting Station Road - thus responding to the identification of the site as appropriate for medium to very high density; and
- The proposal will respond to the illustrative views within the RSAF at Figure 14.5 as shown below, with the application site appearing subservient to the tallest building in front of the Station as shown below:



Figure 10: RSAF Figure 14.5 Perspective view looking from the North

The opportunity for the site to deliver and adhere to the requirements of Policy RC1a

8.26 The site is identified under policy RC1a as being a key opportunity site within the Framework and such sites are considered '*key to the realisation of the framework objectives*'¹⁹ and where there is the '*greatest potential development capacity*'. Uses that have been referenced within the Framework for the application site are retail/leisure at ground floor with a mix of uses on upper floors which includes offices. We note that paragraph 9.3 identifies 'leisure uses' as hotels alongside the site frontage onto Station Road requiring active frontages. The proposed development accords with these requirements as discussed at Section 9 of this Statement.

¹⁹ Paragraph 8.21 of the Reading Station Area Framework

The timescales for delivery of the site.

- 8.27 We further note that the RSAF whilst adopted in 2010 envisaged that the application site would come forward in the short to medium term (Figure 13.2 of the RSAF). However, despite a series of planning applications having been submitted no redevelopment has yet materialised on site. As such, this proposal seeks to bring forward a proposed development in line with RBC's aspirations and to deliver a high quality development within the first five years of the plan period and support the regeneration of the area and providing a gateway on arrival at Reading Station.

Station Hill South Planning and Urban Design Brief (2007)

- 8.28 Building upon the RSAF, the proposals have given consideration and responded to the Station Hill South Planning and Urban Design Brief (2007) (SHDB) that seeks to guide development within this area. This document covers the area below and encompasses the application site:

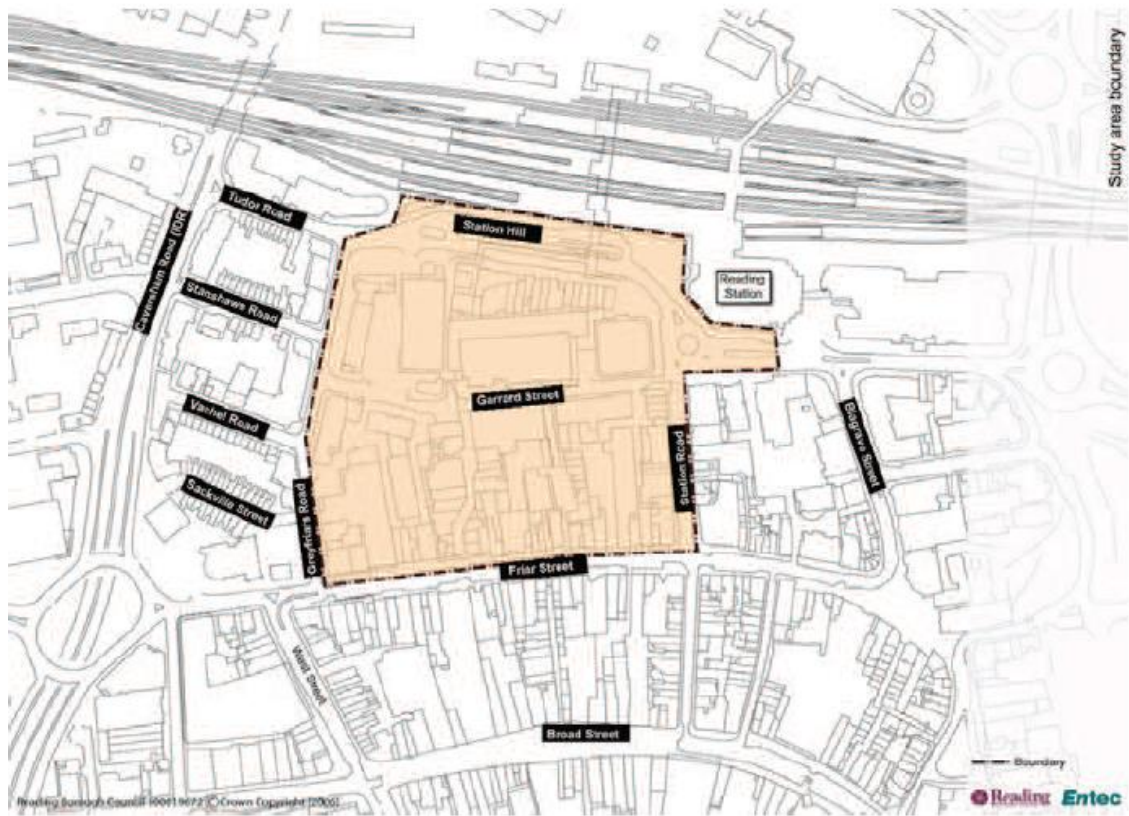


Figure 11: SHDB Figure 1.1 Site Area Boundary

- 8.29 At the time of adoption, the application site had achieved permission for the delivery of a 22 storey tower which is referenced throughout the document²⁰. Whilst it is appreciated that this permission has expired, the adopted and emerging policies at this time further reinforce the suitability of the site for a tall building, with this application now being supported by all relevant technical material to demonstrate the suitability and deliverability of the site for the proposed development.

²⁰ Appendix 8 of the Station Hill Urban Design Brief (2007)

- 8.30 The Brief identifies the site as one the 'gateways' with the corner of Garrard Street and Station Road being a 'strong entrance point'²¹ with recognition that, even in 2007, the site did not provide active frontage onto Station Road²². In addition, the established building heights at the time of the Brief is shown below which identifies the application site at 22 storeys and an existing building to the north -west at 17 storeys (now demolished) as shown below:

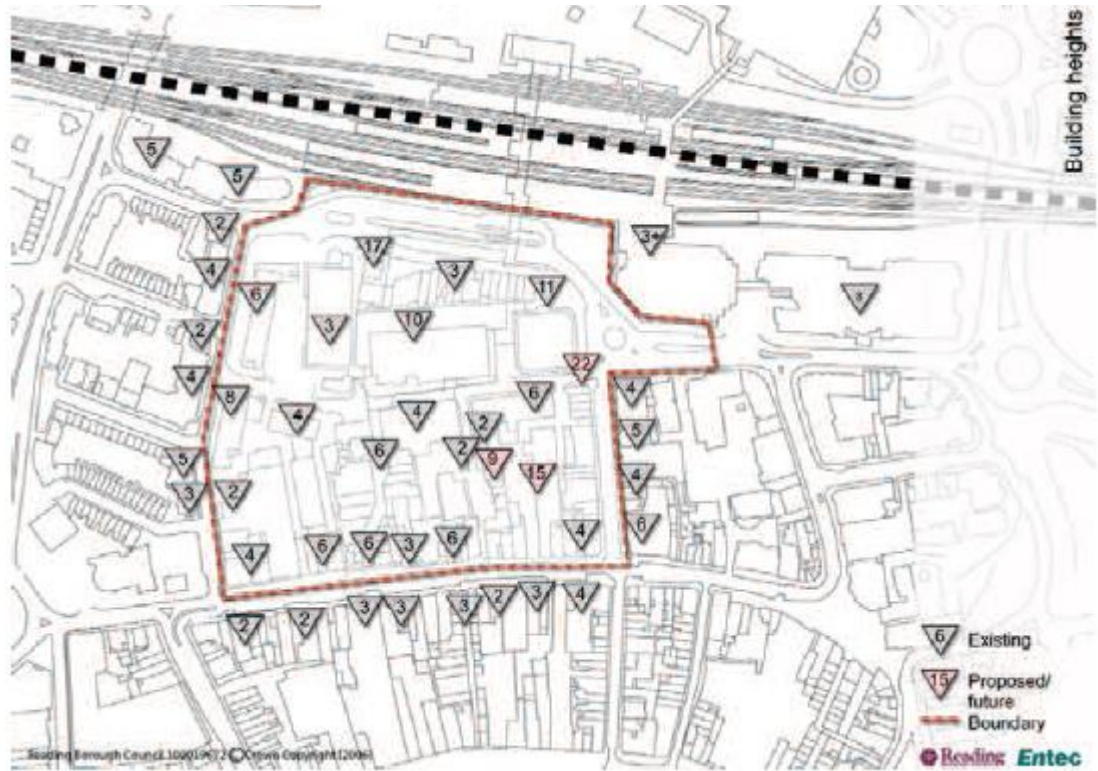


Figure 12: SHDB Figure 3.23

²¹ Figure 1.5 of the Station Hill Urban Design Brief (2007)

²² Figure 3.2 of the Station Hill Urban Design Brief (2007)



Figure 13: Photo of former western tower (17 storeys)

- 8.31 The principle requirements of the Brief have evolved into adopted and emerging policy and as a result the design elements have been considered at Section 10 of this Statement, and also in detail within the Design and Access Statement which also supports this application.

9. Scheme Compliance with Policy

- 9.1 The Framework is predicated on the three dimensions of sustainable development: economic, social and environmental. The scheme has evolved specifically with these dimensions in mind. The delivery of a high quality mixed use scheme will deliver the requirements under paragraph 8 which states that ‘economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities’.
- 9.2 This section of the Planning Statement demonstrates that the proposals fully accord with the adopted and emerging Development Plan and as a result in line with paragraph 11 of the Framework the proposals accord with an up-to-date development plan and should be approved without delay.

The Principle of Mixed Use Development

- 9.3 Paragraph 17 of the NPPF sets out 12 core land-use planning principles which should underpin both plan-making and decision-taking. One of these relates to that of brownfield land; to *“encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”*. The proposed development seeks to reuse land previously developed within Reading town centre in order to deliver a use which meets the policy objectives of the Development Plan. It wholeheartedly meets this objective of the Framework.
- 9.4 The site itself is within Reading’s settlement boundary (as identified at Policy CS6 - Settlement Boundary) where new development will be permitted. Reading centre is identified as a Regional Centre within Policy CS26 (Network and Hierarchy of Centres) and emerging Policy RL1 (Network and Hierarchy of Centres) and the site falls within this location.
- 9.5 Within the Regional Centre adopted Policy RL1 supports a *‘broadening of the range of uses’* with Central Reading seeing the greatest level of development and change and the site is within the Central Reading area as shown on the proposals map. The strategy for Central Reading contained within the emerging Local Plan further indicates that the site falls within an area which will focus on the conservation of retail, office and leisure floor space. This strategy is fully met by the proposed development.
- 9.6 The site is located within the Central Reading where the most significant growth is proposed (as identified above), with Policy CS4 (Accessibility and the Intensity of Development) and emerging Policy CC6 (Accessibility and the Intensity of Development) with the policies stating that the density and scale of development will be related to its level of accessibility, *‘with the densest and largest scale development taking place in the most accessible locations’*²³. The pre-application response enclosed at Appendix 10 confirms that the site is located *‘less than a minute from Reading Station’* and therefore is one of the most sustainable sites within the Borough.

²³ Emerging Local Plan Policy - CC6

- 9.7 The RCAAP (2009) provided further clarification on the policy approach for development within the Central Reading area. The site is identified within the Reading Area Action Plan specifically within the Station/River Major Opportunity Area. RCAAP Policy RC1 (Development in the Station/ River Major Opportunity Area) requires new development to *'contribute towards providing a high-density mix of uses to create a destination in itself'*. It is clear that the proposed development comprising of retail, hotel and offices uses, achieves this policy requirement.
- 9.8 Furthermore, RCAAP Policy RC1(a)(Friar Street and Station Road) and emerging Policy CR1a (Friar Street and Station Road) requires the provision of active retail and leisure uses on the ground floor along Station Road, with a mix of uses on upper floors. As currently proposed, the development will deliver the following:

Floor	Use
Ground Floor	Retail Use
First Floor	Hotel lobby café/ bar
Second Floor	Hotel restaurant
Third to Sixteenth Floors	Hotel rooms
Seventeenth to Twenty First Floors	Offices

- 9.9 The proposed development therefore meets the requirements of Policy RC1(a) and emerging Policy CR1a.
- 9.10 In addition, the proposed development will ensure that the north-south direction link between Broad Street to the Station is retained which is a key thoroughfare within the centre. This complies with emerging Policy CR11a. .
- 9.11 We have considered the specific uses proposed and relevant considerations to their acceptability in policy terms below, with technical matters in compliance considered at Section 9.

Retail

- 9.12 The emerging Local Plan requires the provision for up to 34,900sqm of retail and related facilities alongside new leisure facilities to 2032 and the supporting text identifies that the bulk of these needs will be accommodated within the major opportunities areas - such as Station Road which is identified as being within the Central Core (as identified on the proposals map).
- 9.13 The adopted Core Strategy places a firm focus of new retail development being delivered within the centre of Reading at adopted policy CS25 (Scale and Location of Retail, Leisure and Culture Development). The supporting text to the policy further identifies that such development enhances the vitality and viability of the centre. Furthermore, the site is within the Central Core of the town centre and within the Station/ River Major Opportunity Area which will be the 'principle emphasis on delivering the identified retail and leisure need' (Policy RC1).

- 9.14 The existing building formerly benefited from a retail unit at ground floor level, and the proposed development will seek to re-establish and enhance the provision of retail (potential for Use Classes A1, A2, A3, A4, A5) at ground floor level and optimise the presence of an active frontage along Station Road. This is a clear material benefit to the proposals.
- 9.15 In addition, it is proposed that the first floor will accommodate a café bar to support the hotel uses which will be accessible to the public, therefore ensuring public access of the building at ground and first floor levels.
- 9.16 In relation to the appropriateness of an A4 use in this location, RCAAP Policy RC8 (Drinking Establishments) and emerging Policy CR5 (Drinking Establishments in Central Reading) references that such uses will be welcomed where they contribute to the 18 hour economy and are located within the Central Core and easily accessible to public transport services. The proposals would clearly satisfy this policy requirement and would have no impact on nearby residents given its frontage onto Station Road and the existing night-time economy in the vicinity. Any further requirements could be secured via condition if planning permission were to be granted.

Active Frontages

- 9.17 RCAAP Policy RC10 (Active Frontages) and emerging Policy CR7 (Primary Frontages in Central Reading) requires the provision of A1, A2, A3, A4, A5, C1, D1, D2 or related *sui-generis* uses along designated active frontages. The proposal seeks a flexible permission A1, A2, A3, A4 uses at ground floor level (including the same flexibility on the first floor), with the provision of a hotel entrance to the north-east corner providing access to the upper floor retail unit and hotel lobby area. The proposed entrances would be of a high visual quality (see supporting application drawings and Design and Access Statement) and will be contained within the existing building footprint thus not hindering movement along Station Road. This proposal will fully accord with Policy RC10 and emerging Policy CR7.
- 9.18 Furthermore, RCAAP Policy RC1 and emerging Policy CR7 requires development that 'front onto and provide visual interest' to existing pedestrian routes. The provision of retail at ground floor level provides opportunities to re-activate the existing frontages along Station Road in line with Policy RC1a. At present, due to the condition of the building, the existing site provides a dead and blank frontage and fails to respond positively to the existing public realm environment. Consideration has also been given to ensuring that a window/glazed frontage is proposed at ground floor level delivering a frontage of high visual quality as shown in the supporting Design and Access Statement.. As such, the delivery of a reactivated frontage will contribute towards enhancing the north-south links along Station Road leading from the Station entrance to Broad Street. This matter is considered further within Section 10 of this Statement.
- 9.19 Overall it is considered that the proposed retail uses at ground and first floor will deliver a strong retail character along a principal pedestrian route within the centre linking the Station to the principal shopping area at Broad Street. It will help draw pedestrian movements in this direction and will contribute to the delivery of active uses which will support the vitality of this part of the retail network within Reading Centre in line with adopted Policy CS27 (Maintaining the Retail Character of Centres).

Hotel

- 9.20 The RCAAP supports the delivery of visitor facilities at Policy RC7 (Leisure, Culture and Tourism in the Centre) which includes tourism development. In addition, the site is within the Central Core of the town centre and within the Station/ River Major Opportunity Area which will be the 'principle emphasis on delivering the identified retail and leisure need' (Policy RC1).
- 9.21 In addition, the emerging Local Plan at Policy CR4 (Leisure, Culture and Tourism in Central Reading) states that such uses will be focussed within the central core, This emerging policy is supported by the Western Berkshire Retail and Leisure Assessment (2016), which identifies the need for 'additional hotel floorspace in the Reading area' (paras 3.4) with a number of operators having a requirements for sites within Reading town centre (para 7.23). The Assessment concludes that 'we would expect that the development of modern floorspace in a well-placed location close to existing primary shopping frontage would attract demand from operators over the course of the Council's new Local Plan period' (para 7.25). This proposal will assist in meeting the identified demand from occupiers wishing to establish a presence within the local area.
- 9.22 The proposed hotel will attract a wide range of people into the centre which is supported by the policy and the Framework. It is further considered that the combined hotel and retail uses will contribute to deliver an 18-hour (or indeed a 24 hour) economy which is a key objective for the central core (as cited at para 5.3.14 of the emerging Local Plan) and the approach to ensuring that the entrance is along Station Road which minimises any adverse impact on residents to the rear of the site.
- 9.23 It is considered by adopted and emerging Policy that such development should be focussed within the central core within which the site resides, and the policy encourages such uses especially where they are readily accessible. The proposal will deliver a net gain in visitor accommodation within Reading centre.

Offices

- 9.24 The adopted RCAAP sets out at policy RC6 that major office development of over 1,000 sqm will be within the office core. The site is identified within the office core as identified on the proposals map.
- 9.25 The emerging Local Plan sets out at Policy EM1 (Provision of Employment Development) that there is a requirement for a net increase of 53,000 -112,000sq m of office floorspace between 2013 and 2036, with emerging Policy EM2 (Location of New Development) supporting employment development within the centre of Reading.
- 9.26 The existing building extends to 1,654sqm, of which 1,366 sqm and was formerly used as offices and 288 sqm. This use is no longer viable within the existing building, due to its condition. The site is not within a 'Core Employment Area'; however the application proposals seek to re-provide c. 2,000 sqm of Grade A office floor space across 5 floors. The office floor space will come forward alongside the proposed retail and hotel uses, which cumulatively will deliver net gains in employment across the site. As such it is considered that an overall increase in office floorspace is acceptable and will deliver an appropriate balance of uses appropriate to the town centre location.

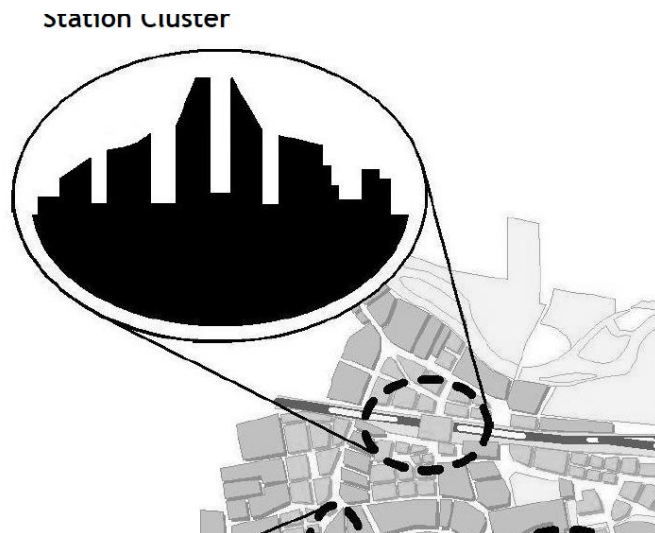


Figure 15: Station Cluster illustration

- 9.31 The supporting text to Policy RC13 clearly recognises that buildings will be:
- ‘Visible from a wide area’ (para 8.49);
 - Provide ‘variety and interest in visual terms ,as well as creating a distinctive character for the business core of the centre’(para 8.50);
 - ‘The station area will be signified by the highest buildings and the densest cluster due to its proximity to the station and public transport interchange (para 8.51); and
 - The station area will ‘be the most extensive of the three clusters and will make a significant impact on the townscape around the station and on the town’s skyline’.
- 9.32 In addition, the RSAF identifies the tall building location guidance as shown below:

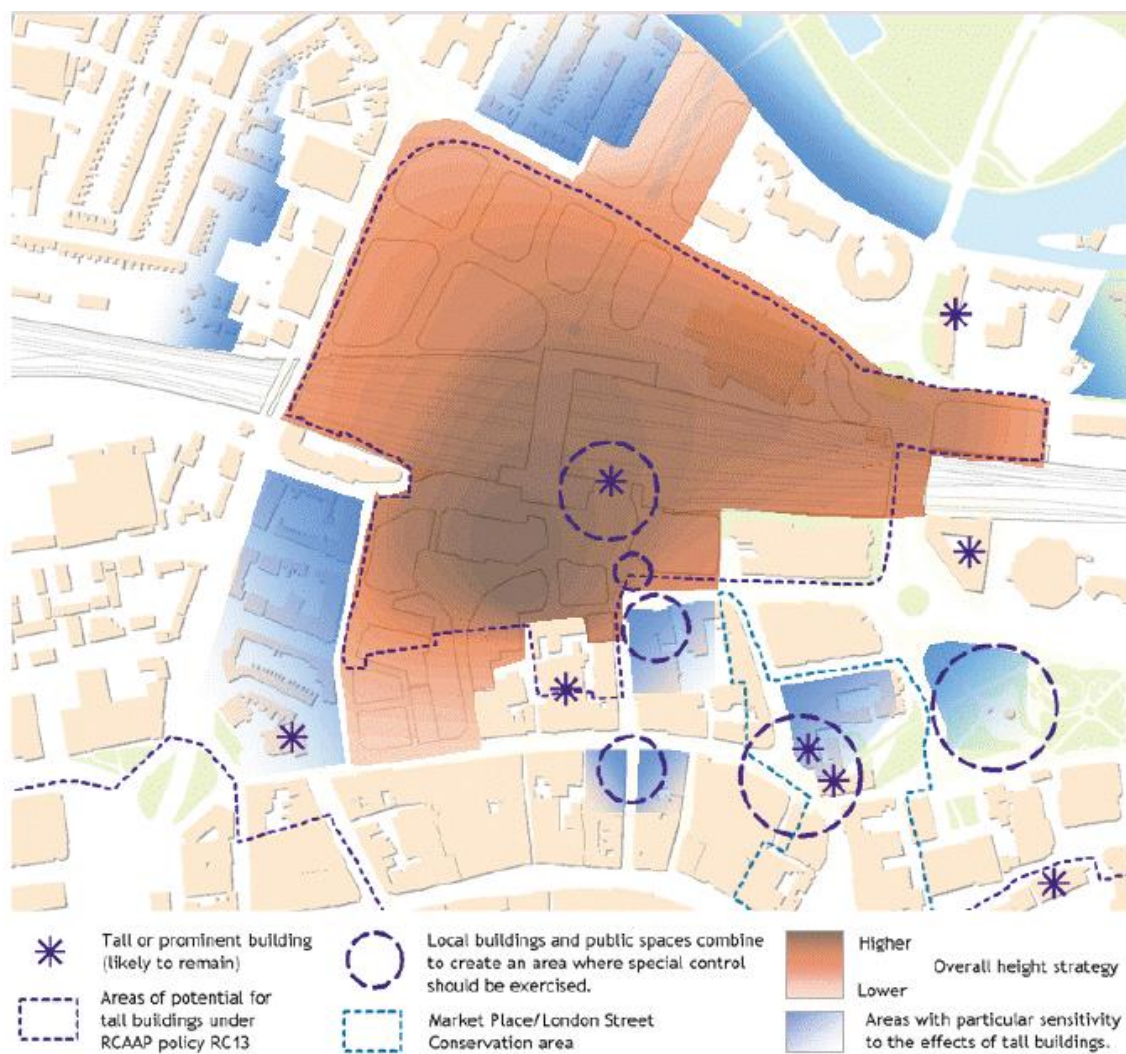


Figure 16: SRSF Figure 6.10

- 9.33 To demonstrate compliance with Policy RC13a and emerging Policy CR10a, we have provided a table below which sets out the policy considerations for tall buildings and how the proposals comply. Additional text has been added to the emerging policy which is identified in red. This should be read within the context of the supporting Design and Access Statement.

RC13(a)	Compliance
A new cluster of tall buildings with the station at its heart will signify the status of the station area as a major mixed-use destination and the main gateway to, and most accessible part of Reading	This development will contribute to the new cluster of tall buildings in the station area. The proposed building, alongside Plot B and C and Station Hill will create an appropriate cluster around the station, acting as a gateway to Reading town centre.
Tall buildings should:	The development proposals have

Follow a pattern of the tallest buildings at the centre of the cluster, close to the station, and step down in height from that point towards the lower buildings at the fringes	been developed in view of the proposals at Station Hill, in particular Plots B & C. Plot C will be the tallest building within the cluster, stepping down on either side to Plot B and this proposed building at Station Road. This development will create the desired 'doming' effect around the station, with Plot C closest to the station functioning as the crown of the dome.
Contribute to the creation of a coherent, attractive and sustainable cluster of building with a high quality of public realm	The proposed development will significantly enhance the public realm, by reinstating active frontages at street level and creating a high quality transition from the Station Plaza onto Station Road. The use of colonnades on the Station Road /Gerrard Street corner will integrate with the design approach on the adjacent Thames Tower whilst filtering pedestrians from the plaza area onto the narrower Station Road frontage. The applicant is also committed to working with RBC to deliver public realm improvements around Gerrard Street.
Ensure that adequate space is provided between the buildings to avoid the creation of an overly dense townscape and to allow buildings to be viewed as individual forms	With the exception of the bridge link to the rear of the building connecting to Gerrard House, the proposed development occupies the footprint of the existing building on the site and will not encroach on to the adjacent buildings including Thames Tower and Great Western House. Indeed the use of colonnades at street level and setting back the hotel entrance will enhance public space at ground floor level and will enhance pedestrian flow through the area. The use of square corners in the design of the building offer a robust

	visual appearance, in keeping with the street scene and ensuring all the buildings can be viewed as individual forms.
Be designed to fit within a wider planning framework or masterplan for the area, which allows separate parcels of land to come forward at different times in a co-ordinated manner	The development has been designed cognisant of the wider planning framework, in particular the action plan and framework documents for the area. The development of this site will not prejudice the delivery of other sites within the Station Hill area.

- 9.34 Further to the above, further policy requirements are cited at Policy RC13(v) and emerging Policy CR10 (in red), which have been considered in the same manner below:

RC13(v)	Compliance
Should be of excellent design and architectural quality	As illustrated in the DAS, significant design assessment and analysis has been undertaken in the evolution of the proposals for the site. The application scheme will provide a building of excellent design and architectural quality.
Enhance Reading's skyline, through a distinctive profile and careful design of the upper and middle sections of the building	The elevational treatment of the building has been sensitively developed to ensure the development enhances Reading's skyline. The middle section of the building represents the primary use of the building and defines the building's primary grid, giving a strong vertical character to the façade and reflects the vertical rhythm of facades along Station Road. The upper section of the building will incorporate increased glazing to optimise on views and dissipate the tower into the sky.
Contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural	The base of the proposed building relates to the human scale of the street. Through the use of large glazed panels and entrance doors

detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape	the retail floorspace and ground floor lobby space will become part of the character of Station Road. The transition between the lower and middle section of the building is at 3-4 storeys in keeping with the traditional scale and neighbouring buildings on Station Road, as well as the adjacent Thames Tower.
Contribute to high-quality views from distance, views from middle-distance and local views.	The accompanying LVIA provides full details of the contribution the proposed development will make to views. This assessment concludes that the cumulative effects of the proposed development in combination with other consented tall buildings in the town centre would be positive.
Take account of the context within which they site, including the existing urban grain, streetscape and built form and local architectural style	In developing the design approach, as set out in the accompanying DAS the design team has taken full consideration of the site's context. The application proposals fully reflect the site's context, providing a landmark building which reflects and acknowledges the urban context in which it is located.
Avoid bulk, over-dominant massing	As demonstrated in the accompanying DAS, the proposed massing of the building is entirely appropriate in this location. The building is in a suitable place within the Station area tall buildings cluster and whilst it is envisaged it will become a local landmark it will not over-dominant the skyline.
Preserve Conserve and where appropriate possible enhance the setting of conservation areas and listed buildings	A full assessment of the impact of the proposed development on heritage assessment has been undertaken and is detailed in the accompanying Heritage Assessment. In summary, the assessment concluded that the proposed building would have a positive or neutral impact upon the

	setting of the conservation areas and listed buildings in the vicinity.
Use high quality materials and finishes	High quality materials and finishes will be used throughout the development reflecting the gateway nature of the site. The external finishes reference the historic materiality of the town centre through the use of light buff colours through brickwork and darker infill tones through metal panels and glazing. The innovative use of high quality laser cut panels on the plant and service areas will add interest to these areas.
Create safe, pleasant and attractive spaces around them and avoid detrimental impacts on the existing public realm	As set out above previously, the development will significantly enhance the public realm by creating an appropriate transition between the station plaza and Station Road, creating a cohesive public realm. The access road to the rear of the building will be significantly improved through the creation of a shared space and the introduction of natural surveillance from the hotel and retail uses.
Consider innovative ways of providing green infrastructure, such as green walls, green roofs and roof gardens	Consideration has been given to the incorporation of green infrastructure within the development. As a result, a green roof terrace is proposed for the bridge link.
Locate any parking or vehicular servicing within or below the development	Given the highly sustainable location of the site and accessibility by public transport modes and on foot, no parking spaces are proposed within the development. Servicing will take place via the rear access road, underneath the link bridge connecting to Garrard House.
Maximise the levels of energy efficiency in	The accompanying Energy Report

order to offset the generally energy intensive nature of such buildings	sets out the proposed energy strategy for the building. It is forecast that the implementation of the energy efficiency measures proposed will achieve a carbon saving of 2.6% for demand reduction measures and 10.7% saving attributable to low / zero carbon energy generation.
Mitigate any wind or turbulence or overshadowing effects through design and siting	A wind assessment has been undertaken and concluded that there are no locations where the wind conditions exceeded either the road vehicle safety criteria or distress conditions. In relation to overshadowing, an assessment also concluded that this was acceptable and therefore no mitigation measures are required.
Ensure adequate levels of daylight and sunlighting are able to reach buildings and spaces within the development	A daylight and sunlight assessment has been undertaken and concluded that the development would receive adequate levels of daylight and sunlight.
Avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting	The proposed development would not have a significant negative impact upon existing residential properties. It is considered the development would improve the amenity of residents in the adjacent Garrard House and Icon House by redefining the existing rear service area into an attractive piece of public realm which benefits from natural surveillance.
Provide managed public access to an upper floor observatory and to ground floors where appropriate, and ensure that arrangements for access within the building are incorporated in the design stage	Not relevant to this proposal.
Incorporate appropriate maintenance at the design stage	In designing the building, consideration has been given to its longevity and maintenance

requirements. These will continue to evolve during the detailed design stage.

9.35 The development proposals are also consistent with the objectives of the RSAF, in that

- They will bring back into active use a derelict site, secure active uses at ground floor level and helping make the station area an enjoyable place to live, work and visit (page 17)
- It will provide new Grade A office floorspace in accordance with the framework's principles (page 17)
- The redevelopment of this site and development of a landmark tall building with assist in 'stitching' together the various development sites within the Area, both visually and physically. (Page 24)
- By reinstating active ground floor frontages on 3 sides of the building, the development will create an environment that is busy, overlooked and safe through its relationship with adjoining buildings ('passive surveillance'). (Page 24)
- This development represents significant investment in Reading, in a gateway location. It will contribute to the character and identity of the town centre, helping to instil a strong sense of place and underpinning investment in the town. (Page 24)
- Enhance public realm along Station Road, creating a high quality transition with the station plaza and assisting with the integration of the station area with the town centre core (page 25)

10. Other Planning Considerations

- 10.1 Within this section, we consider the technical elements of the proposals within the context of adopted and emerging policy to demonstrate compliance with the proposed development. Due consideration has been given to the comments raised by Officers in the pre-application response contained at Appendix 10.

Heritage

- 10.2 As part of this submission, due consideration has been given to adopted policy CS33 (Protection and Enhancement of the Historic Environment), emerging policy EN1 (Protection and Enhancement of the Historic Environment), EN4 (Locally Important Heritage Assets) and EN6 (New Development in a historic context) which requires that consideration be given to historic areas and areas of historic importance with regard to the significance of the heritage asset and their setting within the context of the development proposals. As such, a Heritage Assessment has been prepared by Andmore Planning which considers the relationship of the site to neighbouring listed buildings and any potential impact on the Market Place / London Street Conservation Area, in which some of the identified heritage assets are located.
- 10.3 There is an emerging policy EN5 (Protection of significant views with heritage interest) albeit the proposals fall into none of the view identified on Figure 4.2. As such, the proposed development will not impact of the 'significant heritage views' identified by the Council.
- 10.4 The report concludes that the proposed development would have a neutral or positive impact upon identified heritage assets. As such, it is considered the proposals align with policy CS33, RCAAP policy RC1(vii), RC1(a) and emerging policy CR11a and there will be no adverse impact on the historic assets and their settings surrounding the site.

Landscape and Visual Impact

- 10.5 A Landscape and Visual Impact Assessment has been prepared by Nicholas Pearson Associates to support this submission which describes the existing landscape/townscape conditions for the site and its surroundings and provides an analysis of its landscape and visual characteristics and sensitivity within the context of the proposed development. Given the nature of the proposed development, the appointed consultant has sought to liaise with RBC with regard to confirming appropriate viewpoints to support the submission. No response was provided by RBC prior to the submission of this application.
- 10.6 In addition, in light of policy RC13 (v) in relation to tall buildings, the LVIA demonstrates the proposed development in light of views from distance, views from middle-distance and local views (a study area of 4km from the site). In addition, the supporting text (para 5.3.44) to emerging policy CR10 (v) identifies views from Balmore Park, Caversham Park, Kings Meadow, Reading Bridge, and from Oxford Road to the west of the centre, the Whitley Street area to the south and Wokingham Road to the east.

10.7 Consideration has been given to the specific Major Landscape Features identified at adopted policy CS37 (Major Landscape Features and Strategic Open Space) and emerging policy EN13 (Major Landscape Features and Areas of Outstanding Natural Beauty). Within this policy context, 27 representative viewpoints have been identified and assessed , with a number subject to verifiable visual montages (VVM) which support this application. The identified viewpoints are as follows:

1. Reading Station (from outside The Three Guineas) -VVM
2. Blagrove Street
3. Junction of Friar Street and Station Road -VVM
4. Forbury Rd / Vastern Rd roundabout (from the base of the ramp up to the entrance of One Reading Central) -VVM
5. Forbury Gardens -VVM
6. Town Hall Square -VVM
7. Friar Street / West Street junction (from outside Thai Corner restaurant) -VVM
8. St Mary's Butts
9. Civic Centre towards St Mary's
10. Great Knollys Street / A329 junction
11. Vastern Road / Trooper Potts Way junction
12. Vastern Rd / Reading Bridge roundabout -VVM
13. Reading Bridge
14. Forbury Road roundabout -VVM
15. Kings Meadow -VVM
16. Christchurch Meadows -VVM
17. Caversham Bridge -VVM
18. Balmore Walk -VVM
19. Rivermead, near Thames Path
20. The Horse Close, Caversham
21. Henley Road / Lower Henley Road junction
22. Mount Pleasant (near The Pheasant)

- 23. Elm Park
 - 24. A33 / Rose Kiln Lane junction
 - 25. London Road (near Shepherds Hill)
 - 26. Playhatch, Dunsden Green -VVM
 - 27. Mapledurham, PROW near Chazey Wood
- 10.8 The Assessment concludes that the proposed development fully accords with planning policy in that the site is outside of, and set away from, designated landscapes, and the development proposals are not considered to result in any material adverse impact to the landscape setting of heritage assets.
- 10.9 With regard to landscape impacts alongside visual impacts, a detailed conclusion is provided at Section 10 of the Assessment. Overall, it is considered that the none of the views will be materially altered in terms of their character, rather the development will be seen as a new distinctive element, usually within the context of the extant, and emerging, urban form and skyline of Reading. It is considered that the development will have a positive effect of the landscape by increasing the local density of development and building form within the central area of Reading, in accordance with established planning policy for the area.
- 10.10 In light of the above, it is considered that the application considers the relevant policy requirements contained within the adopted Development Plan.

Wind/ Microclimate considerations

- 10.11 With regard to the wind/microclimate, policy RC13 and emerging policy CR10 (v) states a requirement for proposed development to 'mitigate any wind speed or turbulence or overshadowing effects through design siting'. Further guidance is contained within the supporting text to policy CR10 which relates to any Wind Assessment being considered against the Lawson Criteria (paragraph 5.3.47). Reference is also made at paragraph 5.3.48 to the use of architectural devices to minimise the effects of high wind speed at the base of a tall building.
- 10.12 This application is supported by a Wind Microclimate Assessment which has been prepared by BRE. BRE were commissioned to undertake a wind tunnel study where wind measurements were taken around the existing site and the proposed development. There were 50 measurements taken around the existing site and at 55 locations around the proposed site. The Assessment considered the wind conditions against the Lawson criteria.
- 10.13 Within the locations identified, consideration was given to the pedestrian activity that was likely to occur within these locations against the Lawson comfort criteria. The assessment concludes that the wind conditions around the proposed development will remain similar to those measured around the existing site. The impact on the wind microclimate of the proposed development with existing surrounds is therefore considered to be neutral and the impact with future surrounds is expecting to be minor

beneficial. At all locations the wind conditions are expected to be suitable for the intended pedestrian activities.

- 10.14 In summary, this wind tunnel study conducted for the Reading Station Road development complied with the Reading planning policy requirements – the tests were conducted within the context of existing and future surrounding building and the wind conditions were assessed against the Lawson Criteria. No adverse impacts on the environmental quality of the proposed scheme or surrounding areas were found.

Daylight and Sunlight

- 10.15 With regard to the wind/microclimate, policy RC13 and emerging policy CR10 (v) states a requirement for proposed development to 'ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development and avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight...'. Further guidance is contained within the supporting text to policy CR10 which states that 'in terms of the effects of developments, the BRE 'has guidelines on assessing daylight and sunlight effects of development, which the Council will apply flexibly given the high density of the central area'.
- 10.16 A daylight / sunlight and overshadowing assessment has been undertaken by Point 2 Surveyors in accordance with BRE guidance. This assessment has concluded that the daylight / sunlight and overshadowing results are acceptable in the context of the site location, planning policy and BRE guidance. In relation to radiance levels, the assessment has identified that there will be little change to the existing light condition within the adjacent Icon House as a result of the proposed development.

Air Quality

- 10.17 The site is located within an Air Quality Management Area and therefore in line with adopted policy CS34 (Pollution and Water Resources) and emerging policy EN15 (Air Quality) and Air Quality Assessment has been undertaken by REC. This assessment concludes that:
- The proposed development site is location in close proximity to an area identified by RBC as experiencing elevated pollutant concentrations
 - Whilst monitoring data identified exceedances of the relevant air quality standards at roadside locations in the vicinity of the proposals, pollutant background maps showed that the existing levels at the development site are below the relevant air quality standards
 - It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts during the construction phase to an acceptable level.

Noise and Vibration

- 10.18 A Noise and Vibration Report has been prepared by KP Acoustics which demonstrates that there will be no impacts arising from the development following an environment noise and vibration survey that was undertaken on site. A robust glazing specification is proposed to provide appropriate internal noise levels to hotel rooms which is considered to be appropriate mitigation. With regard to vibration, the levels are below the threshold of human perception thus no adverse impact is envisaged. It is considered the proposed development complies with adopted policy CS34 (Pollution and Water Resources) and emerging policy EN16 (Pollution and Water Resources).
- 10.19 The noise generation associated with plant has been considered with a preliminary assessment include within the Report with regard to any impact on neighbouring residential uses to ensure that it will accord with RBC's required levels. It is considered that once the specific plant specification is confirmed if permission were granted, then subsequent details could be secured via an appropriate worded condition in line with emerging policy EN17 (Noise Generating Equipment).

Highways, Parking and Servicing

- 10.20 Given the site's location, it is proposed that the development would primarily be served by public transport given the proximity to Reading Station and the positioning of the site along Station Road which a main bus route through the town centre in line with adopted policy CS20 (Implementation of the Reading Transport Strategy).
- 10.21 In addition to support this application, a Transport Statement has been prepared by PBA to demonstrate compliance with CS22 (Transport Assessments). It is proposed that this development will be a car-free development given the high level accessibility of the site in line with policy CS24 (Car/Cycle Parking). The Transport Statement concludes that the proposed development would have no material impact on the local highway network and comply with relevant planning policies.
- 10.22 The current servicing arrangements for the site utilise Station Road. It is proposed to provide a servicing access to the rear of the property, with access taken from Garrard Street. This approach will enhance pedestrian and cycle safety along Station Road and assist in the delivery of RBC's strategy for a new red route to be delivered along Station Road itself. As such, the proposals will contribute to the facilitation of RBC's transport plans in this regard as outline in adopted policy CS21 (Major Transport Projects).
- 10.23 Furthermore, the re-positioning of the service area will facilitate greater pedestrian and cycle permeability and reinforce the north-south link between the Station, Friar Street and Broad Street identified within RCAAP policy RC1.
- 10.24 A Travel Plan is also enclosed within this application in accordance with Policy CS23(Sustainable Travel and Travel Plans) which demonstrates the proposed development will promote the use of sustainable transport facilities by actively encouraging walking and cycling.

Drainage

- 10.25 The site is located within Flood Zone 1 and the site areas is below 1ha and therefore a Flood Risk Assessment has not been submitted to support this submission, thus complying with adopted policy CS35 (Flooding). This said, a Surface Water Drainage Strategy has been prepared by PBA in line with emerging policy EN8 (Flooding and Sustainable Drainage Systems).
- 10.26 The proposed development incorporates two green/blue roofs on the bridge link extending to 80sqm (5th floor level) and on the upper roof (above 21st level) extending to 155 sqm and is considered to be the most appropriate. This proposal will assist in attenuating surface water by limiting discharge into the rainwater down pipes. In line with national requirements, there will be a reduction of 26% in peak discharge rates.

Contamination

- 10.27 A Phase 1 Environmental Assessment Report has been prepared by Subadra which demonstrates compliance with adopted policy CS34 (Pollution and Water Resources) and emerging policy EN16 (Pollution and Water Resources). The Report concludes that Subadra do not consider that there will be any active pollutant linkages at the site and do not consider the identified impacted Made Ground will pose any significant risk to future site occupants. As such, it is considered that the site is appropriate for the proposed development and that no further environmental investigation, risk assessment or remedial action is required.
- 10.28 It is considered that an appropriately worded condition could be applied to any future permission as required.

Energy and Sustainability

- 10.29 The adopted Core Strategy at policy CS1 (Sustainable Construction and Design) and CS2 (Waste Minimisation) alongside emerging policies CC2 (Sustainable Design and Construction), CC3 (Adaptation to Climate Change), CC4 (Decentralised Energy) and CC5 (Waste Minimisation) provides the policy requirement in relation to energy generation and waste. An Energy Statement prepared by PBA has been submitted with this application which sets out the following:
- The inclusion of energy demand measures and low / zero carbon energy generation would assist the proposed development in achieving a BREEAM Very Good
 - It is proposed to install a Combined Heat and Power (CHP) scheme to provide the base DHW load for the hotel.
 - Investigations have been undertaken into the feasibility to link to existing decentralised energy provision within the vicinity of the site where they exist
 - It is estimated that the development will deliver a 13.3% improvement in carbon emissions over the baseline, with 10.7% attributed to low /zero carbon energy generation and 2.6% to demand reduction measures.

- 10.30 In relation to surface water, as identified in the Surface Water Drainage Strategy prepared by PBA,, open surface SuDS are not considered appropriate on this site. A system utilising Green and Blue Roofs is proposed which will follow the key SuDS principles in relation to reducing flood risk and the removal of pollutants and contaminants through the use of trapped gullies, oil interceptors and catchpits / silt traps.
- 10.31 With regard to waste minimisation as cited at policy CS2, appropriate measures will be put in place to ensure more sustainable approaches to waste management in relation waste storage and recycling. Measures will be agreed with the occupiers of the proposed development, prior to occupation.
- 10.32 In relation to the construction phase, as set out in the Construction Environmental Management Plan prepared by K2 consulting Ltd, a site waste management plan will be prepared. This will set out how waste will be managed, reduced, reused or recycled. Materials such as timber will be selected from certified sustainable sources and procurement will seek to minimise packaging and waste wrapping of products.
- 10.33 Further detail on the sustainability measures to be incorporated into the development is provided with the accompanying Design and Access Statement.

Ecology

- 10.34 This application is supported by an Ecology Statement (2018) prepared by ECOSA to demonstrate compliance with adopted policy CS36 (Biodiversity and Geology) and emerging policy EN12 (Biodiversity and the Green Network) and CR10 (Tall Buildings).
- 10.35 A survey of the building has been undertaken with the findings documented within the Ecological Impact Assessment. The baseline survey concluded that the site is not suitable for:
- Roosting bats with no evidence of bats on site with no features likely to be attractive to foraging and commuting bats
 - Protected or notable bird species other than nesting feral pigeons
- 10.36 In addition, no habitats of intrinsic ecological interest will be lost or impacted through the proposed development. However, given the presence of the potential for nesting feral pigeons on site the following mitigation is proposed:
- Development works to be undertaken outside of the months March to August inclusive at a time when the pigeons have dispersed and deterred from site.
- 10.37 This said, in light of the adopted and emerging policy a number of enhancement measures are proposed to be incorporated into the development proposals as follows:
- The provision of a low maintenance brown roof area on a section of rooftop of the new building with the creation of an environment that will provide opportunities for invertebrate species to colonise

- The brown roof will further provide a favoured habitat for black redstart for foraging. Two woodstone build-in open nest boxes (or similar) will be installed above the 5th floor rooftop to assist the breeding of black redstart

10.38 Overall, the existing site supports minimal biodiversity although the opportunity to incorporate enhancements above what is currently proposed on site demonstrates accordance with the adopted and emerging Development Plan policies. An Ecological Management Plan has been submitted to support the above recommendations.

Trees and Landscape

10.39 The previous Committee Reports on the site recognises that there are limited opportunities for additional landscaping given the town centre location and the harsh urban environment in this area of the centre.

10.40 The Tree Strategy (June 2010) sets out at paragraph 2.11 that ‘little new street planting has taken place in recent years, partly because of a lack of resources but also because of constraints’ which include underground services, pavement width etc. Such constraints directly relate to the application site, and the Council should be mindful of paragraph 7.3.6 that *‘Where feasible, the Council will consider selective new street planting in areas identified as deficient in tree cover, where such planting will enhance the character and appearance of the area and provide valuable shading. However, the highway can be highly constrained and not always suitable for new tree planting. This may be achieved on Council land other than that directly adjacent to the highway.’* This is particularly relevant to the application site where the existing built boundaries along Station Road and Garrard Street align with the highways boundary and the liabilities identified at paragraph 3.9.1 and 7.3.7 of the Report are directly relevant to demonstrating that tree provision is not appropriate for this site.

10.41 As such, the application submission includes indicative images of where new tree planting could be accommodated along Garrard Street if the Council’s ambitions for this route to become fully pedestrianised were realised. This is not the case at present, although the applicant would be willing to enter into discussions with RBC if this were required to increase vegetation cover within the centre as cited at adopted policy CS38 (Trees, Hedges and Woodland). We would note that the acceptability of this scheme is not dependent on the deliverability of these trees.

Archaeology

10.42 This application is supported by an Archaeological Statement prepared by CGMS as required under emerging policy EN2 (Areas of Archaeological Significance). The Statement provides an assessment of any archaeological impacts that may arise through the proposed development. The assessment concludes that the proposed development will not impact on the Medieval Abbey Medieval Monument given the wider urban setting and are unlikely to contribute to the significance of the setting of the monument.

10.43 Furthermore, the former and existing development on site are considered to have had a severe negative archaeological impact and the site is considered to have limited archaeological potential. As such, it is not considered that the proposed development

would have either a significant or widespread below ground archaeological impact and no further archaeological mitigation is recommended.

Utilities

- 10.44 A Drainage and Utilities Statement has been prepared by PBA which sets out the approach that will be taken to gas, electricity, potable water and virgin media. It is considered that appropriate diversions/ connections can be undertaken to support the proposed development at the appropriate time if planning permission were to be granted.

Ventilation and Extraction

- 10.45 A Ventilation and Extraction Statement has been prepared by PBA in line with policies CS34 of the adopted Local Plan and emerging policy CC3. Consideration has been given to the locations of particular uses within the proposed development and the ventilation provisions required.
- 10.46 The hotel provision will be supported by an associated restaurant and kitchen facilities at second floor level and appropriate kitchen extract risers are proposed from kitchen to roof level. In addition, appropriate fresh air/ stale air extracts will be provided from louvres at the service floor (third floor level). A similar position applies to the hotel rooms.
- 10.47 At ground floor level, fresh air intake will be taken from louvres at the ground floor devise. For the offices, fresh air will be taken from louvres at roof level. Appropriate noise attenuation will be provided for all AHU's.

CAA Safeguarding

- 10.48 The supporting text to emerging policy CR10(v) makes reference to the CAA aerodrome safeguarding criteria. The applicant as notified the CAA of the proposal given the development will be in exceed of 91m in height. The letter is contained at Appendix 12.

11. Section 106 and CIL

- 11.1 The Applicant is committed to agreeing Heads of Terms with RBC at the appropriate time once the contributions required associated with the application proposals are understood. It is appreciated that adopted policy CS9 (Infrastructure, Services, Resources and Amenities) and emerging Local Plan policy (Securing Infrastructure) requires that appropriate contributions are sought to allow the appropriate infrastructure to be secured to mitigate the proposed development. The Applicant is happy to comply with such a requirement subject to each contributions demonstrating compliance with CIL Regulations 2010 (122 and 123).
- 11.2 In line with the CIL Charging Schedule the applicant will comply with the requirement for CIL charges on the new office floorspace at £30 per sqm alongside £120 per sqm for new hotel accommodation.

12. Conclusions

- 12.1 The submission of this full planning application is made on behalf of Station Road Dev Co Ltd in relation to the regeneration of 29-35 Station Road within Reading Town Centre. The site is within a prime location within 100 metres of Reading Station and fronts the main pedestrian thoroughfare from the station towards Broad Street.
- 12.2 The site has long sat derelict and boarded up. There is continued antisocial behaviour both on and surrounding the site, which is affecting the amenity of neighbouring residents whilst also having a detrimental impact to the street scene and the arrival of visitors into Reading. Whilst the site was most recently granted planning permission in 2010 under the adopted Development Plan, the permission was never implemented. Despite a series of subsequent applications being submitted to RBC these never materialised into a planning permission. As such, our Client is committed to delivering the proposed development which follows similar principles to the 2010 permission and wish to retain a long-term interest within the site for the future.
- 12.3 This application has been prepared and submitted in light of several pre-application discussions with Reading Borough Council and relevant engagement with stakeholders, businesses and residents. Reflecting on comments during the pre-application process, the applicant has reduced the height of the building from 28 storeys (140m AOD) to 22 storeys (121m AOD). This significant reduction is a direct response to Officer's concerns. The proposal has been robustly assessed within this Statement against the current development plan and emerging policies where relevant, supported by a robust suite of technical documentation.
- 12.4 This application has been prepared on the basis of the inherent opportunities to optimise the site capacity given it is a previously development site with a high level of accessibility and within a main opportunity area for the town centre. The proposals have been balanced with a number of technical considerations which have not identified any adverse impacts. The submitted scheme is considered to fully align with the requirements of relevant policies of the Development Plan on such matters.
- 12.5 The proposal has responded to the Council's aspirations for tall buildings within this area in such a way that it complements the extant permission at Station Hill and does not undermine the design principles set out within the RSAF and the Station Hill Development Brief with regard to building heights, active frontages and design objectives. The positioning of the site entrance and the façade treatment from ground to the top floor has been carefully considered such that the high quality design will ensure that a landmark building is delivered enhancing the arrival of visitors to Reading and providing a gateway from the Station towards Broad Street, and the core town centre area.
- 12.6 The delivery of a mixed use scheme incorporating retail, hotel and offices is supported through policy and will deliver a mid-market hotel with Grade A office accommodation addressing current unmet needs within the Borough. The proposed development will deliver a significant number of economic benefits as cited below which will in turn

demonstrate the continued investor confidence in the town assisting in Reading's aspiration to gain City status and be the heart of the Thames Valley.

- 124 net operation jobs;
- £59 million net operation related GDV

12.7 Overall, the emerging Local Plan reflects the Framework (2018) at policy CC1 with presumption in favour of sustainable development. Within the policy state that 'a positive approach to considering development proposals will be taken' with planning permission 'determined in accordance with the development plan unless material considerations indicate otherwise'. It is considered that the proposals have been wholly developed in line with both adopted and emerging policies contained within the development plan, supported by the relevant technical evidence.

Appendix 1: 2004 Planning Permission: Officer's Report

COMMITTEE REPORT BY THE DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT
READING BOROUGH COUNCIL

ITEM NO.

WARD: Abbey

PLANNING APPLICATIONS COMMITTEE: 27th April 2005

App. No.: 04/01395/FUL

Address: 29-35 Station Road, Reading.

Proposal: Demolition of existing building and the erecti
building comprising 103 residential units, two
A1 retail and/or Class A3 food and drink units,
level providing car/cycle parking spaces and refi

Applicant: Kier Property

Date received: 19th November 2004

13-week target decision date: 26th February 2005

RECOMMENDATION:

Delegate to the Head of Planning and Transport to **GRANT** subject to the completion of a S.106 legal agreement by 27th May 2005 to secure the following:

- i. The provision of 26 shared equity Affordable Housing units (16 x 1-bed and 10 x 2-bed) on-site in conjunction with policy HSG 2 (Affordable Housing) and KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan 1998. Units to be disposed of to either a Housing Association or Registered Social Landlord at no more than 80% TCI (Total Cost Indicator);
- ii. A financial contribution of £33,775 towards Transport improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iii. A financial contribution of £79,968 towards Education improvements, in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iv. A financial contribution of £157,500 towards the provision/improvement of Leisure/Open Space facilities within the town centre in conjunction with Reading Borough Local Plan Policies KEY 3 (The Role of Development in Improving the Town), CEN 2 (Housing in the Town Centre) and LEI 3 (The Provision and Improvement of Leisure and Recreation Facilities). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;

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REPORT

- v. Should either, or both, of the proposed retail units be used for A3 (restaurant) purposes, a financial contribution of £9,000 per A3 (restaurant) unit shall be secured towards the implementation of Reading CCTV and City Safe programmes in compliance with Policy KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan. Payment(s) to be index linked from the date of Committee and made prior to first occupation of either retail unit as an A3 (restaurant) use;
- vi. A financial contribution of £15,000 towards the provision of future Public Art schemes within the surrounding area in accordance with Reading Borough Local Plan Appendix 5: Public Art Statement and Policy KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- vii. The re-paving of areas adjacent to the development with Marshalls Ashbourne Multi Red clay pavements (200mm x 100mm x 65mm) as detailed in the submitted plan (drawing no.: (03)09 Revision A) in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Re-paving of these areas to be completed prior to first occupation/use of the development; and
- iii. The provision and retention of 5 wheelchair compliant units on the 1st, 20th and 21st floors of this development and the provision and retention of disabled parking bays for sole use of these wheelchair compliant units in compliance with Reading Borough Local Plan Policies KEY3 (Role of Development in Improving the Town) and HSG 10 (Housing Provision for People with Disabilities).

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Should the legal agreement not be completed by 27th May 2005, delegate to officers to REFUSE the application as contrary to the aims of adopted Local Plan Policies KEY3, TRN1, CEN2, LE13, HSG 2 and HSG 10.

CONDITIONS TO INCLUDE:

General:

1. Development must begin within five years;
2. Amended plans condition;
3. Development in accordance with amended plans;

Design:

4. Materials to be submitted and approved;
5. No external vents or ducting shall be installed on the road frontage elevations (Station Road and Garrard Street) of the building;
6. Details of the canopy (including cross section drawings) on the Station Road and Garrard Street frontages of the development shall be submitted and approved;
7. There shall be no alteration to the existing site levels;
8. There shall be no alterations to or deviations from the finished floor levels and finished building heights as detailed on the approved plans;
9. Notwithstanding the provisions of the GPDO no telecommunications equipment shall be erected on any external surface of the building;
10. Notwithstanding the provisions of the GPDO no satellite dishes shall be erected on any external surface of the building;

Residential Amenity:

11. Details of any external lighting on the site to be submitted and approved;
12. No works outside of 8am to 6pm Monday to Fridays or 8am to 1pm on Saturdays. Works shall not take place at all on Sundays or Bank Holidays;
13. Details of refuse storage facilities to be submitted and approved;
14. Construction Method Statement to be submitted and approved (details to include: Construction vehicle holding bay, 24 hour hotline, Construction vehicle routes and parking arrangements, Pedestrian routes during demolition and construction, storage of plant and materials, hours of demolition/construction, recycling details, suppression of dust and dirt etc.);
15. Details of ventilation and extraction equipment for the proposed A3 (restaurant) units to be submitted and approved;
16. Details of mechanical ventilation for the proposed residential units to be submitted and approved;
17. Obscure glazing to WC's;
18. No materials/rubbish to be burnt on site;
19. A security management plan for the site shall be prepared and implemented in consultation with the Thames Valley Police Crime Prevention Design Advisor;

Access Issues:

20. Details of internal and external circulation spaces to be provided to demonstrate 5 wheelchair compliant units. The approved wheelchair compliant units shall be provided and retained throughout out the lifetime of the development;
21. The 5 disabled parking bays shall be for sole use of the 5 wheelchair compliant units and retained for use as such at all times;
22. Lifts within the development to be provided prior to first occupation and retained and maintained for use as such;

Landscaping:

23. Re-paving of areas with Marshalls Ashbourne Multi Red clay paviours (200mm x 100mm x 65mm) as indicated in the approved plan (drawing no.: (03)09 Revision A) to be implemented prior to first occupation;

Transport:

24. Car parking and turning spaces shall be provided in accordance with the approved plans prior to the first occupation/use of the development and retained for use as such at all times;
25. Cycle storage facilities to be provided in accordance with approved plans and retained for use as such at all times;

Archaeology:

26. An archaeological watching brief shall be carried out during the removal of existing foundations on site and any ground works during the construction of the development hereby permitted;

Land Contamination:

27. Prior to development a site investigation shall be carried out and submitted to and approved by the LPA. Dependant on the findings of the site investigation, further remediation measures to be undertaken by the applicant to the satisfaction of the Local Planning Authority;

WHEELCHAIR COMPLIANT UNITS TO BE PROVIDED ON 1ST, 2ND, 12TH FLOORS
- Amend

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Retail units:

28. The "dual commercial use" of A1/A3 (restaurant with no hot food takeaway) units hereby permitted on the ground floor shall be limited for a period 10 years only;
29. The use of the food and drink units shall be restricted to that of A3 (restaurant with no hot food takeaway), as defined under the Use Classes (Amendment) Order 2005;
30. Any bar area within the A3 unit(s) hereby permitted shall not exceed 10% of the total floor area as indicated on the approved plans, and
31. Notwithstanding the provisions of the GPDO there shall be no permitted change to other A2 uses.

INFORMATIVES TO INCLUDE:

1. There should be an assumption that the occupants of these flats will not be issued with any residents parking permits;
2. A Building Regulations Application is required for this application;
3. A Section 106 Agreement relates to this site;
4. Policy informative;
5. Section 59 of the Highways Act; and
Transco informative.

BACKGROUND INFORMATION

This application was deferred from your meeting of 9th March 2005 (please refer to the appended report) in order that the applicant could provide a three dimensional model showing the proposed building in context with the surrounding area and in order that more detailed information of proposed materials could be provided. At the time of writing these items have not been received but the applicant has advised that they will be available at your meeting. Officers will provide an update note on this additional information at your meeting.

One additional letter of objection letter has been received which states that the proposed A3 units on the ground floor would adversely effect the business of the Malthouse public house located on the corner of Greyfriars Road and Tudor Road. Officer's advise that this concern is not a material planning consideration and hence has not been taken into account.

**COMMITTEE REPORT BY THE DIRECTOR OF ENVIRONMENT
READING BOROUGH COUNCIL**

ITEM NO.

WARD: Abbey

PLANNING APPLICATIONS COMMITTEE: 9th March 2005

App. No.: 04/01395/FUL

Address: 29-35 Station Road, Reading

Proposal: Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 food and drink units, with a basement level providing car/cycle parking spaces and refuse storage.

Applicant: Kier Property

Date received: 19th November 2004

13-week target decision date: 26th February 2005

RECOMMENDATION:

Delegate to the Head of Planning and Transport to **GRANT** subject to the receipt of suitable amended plans that demonstrate a) vehicle clearance height of no less than 4.5m on the bridge link building, b) vehicle clearance height of no less than 3.0m to the basement parking area and c) a service vehicle parking bay in the basement parking area; and subject to no substantive comments being received by March 10th 2005 in response to consultations on amended plans and subject to the completion of a S.106 legal agreement by 9th May 2005 to secure the following:

- i. The provision of 26 shared equity **Affordable Housing** units (16 x 1-bed and 10 x 2-bed) on-site in conjunction with policy HSG 2 (Affordable Housing) and KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan 1998. Units to be disposed of to either a Housing Association or Registered Social Landlord at no more than 80% TCI (Total Cost Indicator);
- ii. A financial contribution of £33,775 towards Transport improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iii. A financial contribution of £79,968 towards Education improvements, in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;

- iv. A financial contribution of £157,500 towards the provision/improvement of Leisure/Open Space facilities within the town centre in conjunction with Reading Borough Local Plan Policies KEY 3 (The Role of Development in Improving the Town), CEN 2 (Housing in the Town Centre) and LEI 3 (The Provision and Improvement of Leisure and Recreation Facilities). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- v. Should either, or both, of the proposed retail units be used for A3 (restaurant) purposes, a financial contribution of £9,000 per A3 (restaurant) unit shall be secured towards the implementation of Reading CCTV and City Safe programmes in compliance with Policy KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan. Payment(s) to be index linked from the date of Committee and made prior to first occupation of either retail unit as an A3 (restaurant) use;
- vi. A financial contribution of £15,000 towards the provision of future Public Art schemes within the surrounding area in accordance with Reading Borough Local Plan Appendix 5: Public Art Statement and Policy KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- ii. The re-paving of areas adjacent to the development with Marshalls Ashbourne Multi Red clay paviours (200mm x 100mm x 65mm) as detailed in the submitted plan (drawing no.: (03)09 Revision A) in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Re-paving of these areas to be completed prior to first occupation/use of the development; and
- iii. The provision and retention of 5 wheelchair compliant units on the 1st, 20th and 21st floors of this development and the provision and retention of disabled parking bays for sole use of these wheelchair compliant units, in compliance with Reading Borough Local Plan Policies KEY3 (Role of Development in Improving the Town) and HSG 10 (Housing Provision for People with Disabilities).

Should the legal agreement not be completed by 9th May 2005, delegate to officers to REFUSE the application as contrary to the aims of adopted Local Plan Policies KEY3, TRN1, CEN2, LEI3, HSG 2 and HSG 10.

CONDITIONS TO INCLUDE:

General:

1. Development must begin within five years;
2. Amended plans condition;
3. Development in accordance with amended plans;

Design:

4. Materials to be submitted and approved;
5. No external vents or ducting shall be installed on the road frontage elevations (Station Road and Garrard Street) of the building;

6. Details of the canopy (including cross section drawings) on the Station Road and Garrard Street frontages of the development shall be submitted and approved;
7. There shall be no alteration to the existing site levels;
8. There shall be no alterations to or deviations from the finished floor levels and finished building heights as detailed on the approved plans;
9. Notwithstanding the provisions of the GPDO no telecommunications equipment shall be erected on any external surface of the building;
10. Notwithstanding the provisions of the GPDO no satellite dishes shall be erected on any external surface of the building;

Residential Amenity:

11. Details of any external lighting on the site to be submitted and approved;
12. No works outside of 8am to 6pm Monday to Fridays or 8am to 1pm on Saturdays. Works shall not take place at all on Sundays or Bank Holidays;
13. Details of refuse storage facilities to be submitted and approved;
14. Construction Method Statement to be submitted and approved (details to include: Construction vehicle holding bay, 24 hour hotline, Construction vehicle routes and parking arrangements, Pedestrian routes during demolition and construction, storage of plant and materials, hours of demolition/construction, recycling details, suppression of dust and dirt etc.);
15. Details of ventilation and extraction equipment for the proposed A3 (restaurant) units to be submitted and approved;
16. Details of mechanical ventilation for the proposed residential units to be submitted and approved;
17. Obscure glazing to WC's;
18. No materials/rubbish to be burnt on site;
19. A security management plan for the site shall be prepared and implemented in consultation with the Thames Valley Police Crime Prevention Design Advisor;

Access Issues:

20. Details of internal and external circulation spaces to be provided to demonstrate 5 wheelchair compliant units. The approved wheelchair compliant units shall be provided and retained throughout out the lifetime of the development;
21. The 5 disabled parking bays shall be for sole use of the 5 wheelchair compliant units and retained for use as such at all times;
22. Lifts within the development to be provided prior to first occupation and retained and maintained for use as such;

Landscaping:

23. Re-paving of areas with Marshalls Ashbourne Multi Red clay pavements (200mm x 100mm x 65mm) as indicated in the approved plan (drawing no.: (03)09 Revision A) to be implemented prior to first occupation;

Transport:

24. Car parking and turning spaces shall be provided in accordance with the approved plans prior to the first occupation/use of the development and retained for use as such at all times;
25. Cycle storage facilities to be provided in accordance with approved plans and retained for use as such at all times;

Archaeology:

26. An archaeological watching brief shall be carried out during the removal of existing foundations on site and any ground works during the construction of the development hereby permitted;

Land Contamination:

27. Prior to development a site investigation shall be carried out and submitted to and approved by the LPA. Dependant on the findings of the site investigation, further remediation measures to be undertaken by the applicant to the satisfaction of the Local Planning Authority;

Retail units:

28. The "dual commercial use" of A1/A3 (restaurant with no hot food takeaway) units hereby permitted on the ground floor shall be limited for a period 10 years only;
29. The use of the food and drink units shall be restricted to that of A3 (restaurant with no hot food takeaway), as defined under the Use Classes (Amendment) Order 2005;
30. Any bar area within the A3 unit(s) hereby permitted shall not exceed 10% of the total floor area as indicated on the approved plans, and
31. Notwithstanding the provisions of the GPDO there shall be no permitted change to other A2 uses.

INFORMATIVES TO INCLUDE:

1. There should be an assumption that the occupants of these flats will not be issued with any residents parking permits;
2. A Building Regulations Application is required for this application;
3. A Section 106 Agreement relates to this site;
4. Policy informative;
5. Section 59 of the Highways Act; and
6. Transco informative.

1. INTRODUCTION

The application site lies at the corner of Station Road and Garrard Street and is located within the Town Centre as identified within the Reading Borough Local Plan (1998). The site is currently occupied by a 1950's 5-storey building, comprising of approximately 1,500 sq. m of office floorspace, which fronts Station Road with a rear vehicular service access located at the rear. Members may recall a previous application (01/00132/FUL) for redevelopment on the application site for a new 9-storey office block, which was determined by Planning Applications Committee in April 2001 and approved following the signing of a S106 agreement.

The upper floors of this building are currently vacant offices and the ground floor units are in retail use as a hot food takeaway, a camera shop and newsagents. Foster Wheeler House (Thames Tower) lies to the north of the site and beyond this is the main entrance to Reading Rail Station and the main bus interchange. To the west of the site lies a 6-storey office block (Garrard House). South-west of the application site lies the Boars Head public house/ABC Cinema development site which fronts onto Friar Street. Directly opposite the site, on the eastern side of Station Road, lies Great Western House. This property is a 4-storey Grade II Listed Building that was previously occupied as offices but has been vacant for approximately 3 years. Directly south of the application site there is the 6-storey office block, 17-27 Station Road (Brunel House). 18 Station Road is a 1960's three-storey office that is also presently vacant.

At its closest point the application site is located approximately 95m west of the northern edge of the Market Place/London Street Conservation Area (refer to Appendix 1). The Reading Borough Local Plan (1998) designates Station Road within the Town Centre Pedestrianisation and Traffic Management Area.

Detailed pre-application discussions (including a Member presentation) have been conducted with the applicant. These pre-application discussions have involved the Commission for Architecture and the Built Environment (CABE), English Heritage and the Council's consultant Urban Designer. The applicant has provided a detailed Planning Statement, Design Statement, Highways Statement, Archaeological Impact Assessment, Noise Assessment, Environment Site Assessment, Wind Environment Study, Sunlight & Daylight Study, a 360 degree animated visual CD-ROM and a draft Construction Method Statement to support this application.

2. PLANNING HISTORY

29-35 Station Road:

04/00744/SCR (EIA screening application)	Demolition of existing buildings and replacement 22 storey building inc. 132 residential units, A1/A3 units on the ground floor and basement level car parking.	Environmental Impact Assessment (EIA) NOT required.	05/08/04
04/00296/SCR (EIA screening application)	Demolition of existing buildings and replacement 17 storey building inc. 118 residential units, A1/A3 units on the ground floor and basement level car parking.	Environmental Impact Assessment (EIA) NOT required.	24/03/04
03/00510/ADV	1 x PVC temporary banner for one month.	WITHDRAWN	03/06/03
01/00132/FUL	Demolition of existing building and redevelopment to provide new 9-storey office building with retail / A3 use at ground floor level and basement car parking.	GRANTED subject to S106 Legal Agreement	17/01/02
99/00498/FUL	Demolition of existing building, erection of new 9-storey office building with retail or A3 use at ground floor level.	GRANTED subject to S106 Legal Agreement.	10/11/00

Other relevant planning history:

Former ABC Cinema/Boars Head Public House, Friar Street:

03/01294/FUL	Demolition of Shoemiths Court, Merchants Place and Erection of 2 hotels (one 182 bed, one 178 bed), with 112 flats and 25 car parking spaces (one 182 bed, one 178 bed), with 112 flats and 25 car parking spaces.	GRANTED subject to Section 106 Legal Agreement.	02/02/04
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02/00841/FUL	Demolition of former ABC cinema & Boars Head Public House on Friar Street, & Shoemiths Court in Merchants Place. Redevelopment to form two hotels (one 182 bed, one 179 bed), with 112 flats and 25 car parking spaces.	GRANTED subject to Section 106 Legal Agreement.	31/03/04
Great Western House, 18-20 Station Road:			
02/00437/FUL	Partial demolition and redevelopment to provide 151 bed hotel with associated bar, restaurant, conference facilities and gym.	GRANTED subject to Section 106 Legal Agreement.	26/06/02
02/00483/LBC	Partial demolition and redevelopment to provide 151 bed hotel with associated bar, restaurant, conference facilities and gym.	GRANTED	26/06/02
Foster Wheeler House (Thames Tower), 37-41 Station Road:			
01/01325/REG4	Change of use of ground floor only from Class B1 (offices) to D1(c) (RBC TEA shop)	GRANTED	05/12/01
00/00330/FUL	Demolition of existing plant area and the erection of three additional storeys for (B1) office use, change of use of ground floor from (B1) office to (A3) food and drink, re-cladding of the building, a new office entrance.	GRANTED subject to Section 106 Legal Agreement.	21/06/00
Forbury Square, Reading:			
00/00493/FUL	Creation of a new public square and surrounding buildings (19 storeys and 6 storeys) consisting of offices, A3 uses, living accommodation and a health club.	REFUSED	19/07/00

3. PROPOSAL

Planning permission is sought for the erection of a 22-storey building comprising 103 residential units (54 x 1-bedroom units and 49 x 2-bedroom units) on the upper floors of the building. This would be for a ratio of 2,289 Dwellings Per Hectare (DPH). 26 of these properties would be allocated as Affordable Housing units and located on the 1st, 2nd, 3rd and 4th floors. The remaining private flats would be located on the upper floors of the building. Two Class A1 retail and/or Class A3 food and drink units are also proposed on the ground floor of this building. The proposed ground floor would have a double floor-to-ceiling height of 6.2 m. A basement level car/cycle parking area and refuse storage area is also proposed.

The proposed building incorporates the following three main physical elements:

- the 22 storey tower,
- the linking element between 17-27 Station Road to the south of the proposed tower; and
- the bridge link to the west between the proposed tower and Garrard House.

The tower element of this proposal rises from the ground to 22 storeys (approximately 71m) and would be clad in glass and white profiled metal panels. The applicant has advised that a palette of materials will be available for inspection at your meeting. East and north facing private balconies would be provided for the most northerly units on floors 2 to 9. Private balconies on each elevation would be provided for all units on floors 11 to 18.

The southern link block would be finished with brick incorporates a vaulted roof that and rises to a height of ten storeys (approximately 30 m). The bridge link element of the proposal is sited over the existing vehicular service access and comprises of floors 2 to 9 extending to approximately 31 m in height. A communal roof terrace of approximately 72 sq. m would be located on the roof of this bridge link aspect of this building.

4. CONSULTATIONS

An advertisement for this application was placed in the local press on 3rd December 2004 and a site notice was displayed on the frontage of the site on 10th December 2004. Notification letters were sent to the following addresses in respect of both the original (29/11/04) and amended plans (08/12/04 and 17/02/05):

<u>Station Approach</u> -	Reading Station, British Rail and Three Guineas public house,
<u>Station Hill</u> -	6, 18, 20-24, 26, 28-34, 36, 38, 40 to 58, Phoenix House, The flat Western Towers and Mecca Bingo,
<u>Garrard Street</u> -	30,
<u>Merchants Place</u> -	1a, 2, 3d, 3b, 3e, 5, 6a, 7, 8, 9a, 9 and 5-9,
<u>Friar Street</u> -	12, 12a, 13-14, 15, 16, 18, 22, 24, 24a, 25, 26a, 26, 27, 28, 30-31, 32, 33, 34, flat a 34, flat b 34, 35, 35-38, 39a and 39,
<u>Friars Walk</u> -	11, Unit 1-2, Unit 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22-23, 24, 25, 3, 4-5, 6, 7-8 and 15-16.

In addition notification letters were sent to Ealing Family Housing Association, Portfolio Ventures Ltd. and London and Continental Investment Ltd. Further multiple copies of letters were also hand delivered to the properties located on the attached plan (appendix 1). One written representation has been received from the Reading Civic Society who provided the following comments:

- It is suggested that Planning Committee Members conduct a site visit for this application to evaluate the height and scale of the proposed building.
- Details of proposed materials should be brought back to Planning Committee for approval.
- Two of the consented schemes (Great Western House and the Boars Head public house / ABC Cinema site) highlighted have not yet been built and it is difficult to judge a building of 22 storeys in context. We fear the effect on the eyeline of the street and this area will not be favourable.
- RBC has stated that landmark buildings will be of World Class Architecture. Our first impression is that this is not a spectacular building.

- It is suggested that the South East Regional Design Panel is consulted in respect of this application.
- Has wind tunnelling in the region of the application site been resolved or considerably reduced as part of this application.
- A condition should be imposed to avoid washing being dried over the balconies of the residential units proposed.
- The proposal incorporates insufficient landscaping.
- The proposal would contribute nothing to the skyline of Reading, would dominate the site and dwarf adjacent properties.
- The residential entrance to the proposed development would face Station Road that is very busy with pedestrian traffic; people just have their heads down either going to or coming away from the station. They will now be faced with 100 more people turning out of this building - right at the corner. The people traffic flows need to be carefully considered by the Committee.
- Whilst we do appreciate that tall buildings do have their place, we would not want to see a precedent set of tall buildings in this area.

CABE advised that they support the principle of a high-density residential use in this location. However, it was suggested that the lower elements of the proposed scheme (the bridge link between Garrard House and the linking element between 17-27 Station Road) should be reduced in height in order to relate better to the existing building line along Station Road and Garrard Street. It was suggested that the architectural language of these elements would benefit from being 'simplified' as there is not a convincing reason to express them as completely separate elements. CABE also highlighted that the internal partitions on the 19th and 20th floors would not correspond with the glazed curtain walling and that an application for a building of this prominence should be supported by a 360-degree analysis showing how it would really look in its context.

CABE finally added that the CABE/DETR 'Guidance on Tall Buildings' states that tall and significant buildings should be 'of first-class design quality in its own right and should enhance the qualities of its immediate location and setting'; and that the proposal in its current form falls short of that standard.

The South East Regional Design Panel was consulted on this application. They advised that as CABE had been involved throughout the design process they have no further comments to make.

English Heritage provided the following summarised concerns in respect of this proposal:

- Whether this is the correct site in principle for a tall building, particularly one claiming to be a landmark, in the absence of a tall buildings study to identify appropriate locations for such an approach.
- The relationship between a building of this height and presence and the public realm.
- The design of the building itself.

The Council's Urban Design Advisor advised that that the submitted design statement and urban design analysis are both considered successful in justifying this location for a landmark structure of this size and height. It was also advised that the proposed building, if carried out with high quality materials and competent design detailing, could be a very successful even iconic scheme for Reading subject to any approval

being conditioned to secure an acceptable materials 'palette' and sufficient technical design detailing.

The Council's Landscape Officer advised that the proposed red clay paving around the base of the application site, as shown on the submitted plans (drawing no.: (03) 09 Revision A), is acceptable for this development and should be secured via the Section 106 Legal Agreement. It was also advised that the provision of soft landscaping adjacent to the application site would not be appropriate given the relatively harsh conditions of this urban environment and the likely landscape maintenance problems may arise.

Royal Berks Fire & Rescue Service raised no objection to this application as the applicant has advised that the proposed building shall be designed to meet the functional requirements of current Building Regulations. However, it was queried whether the applicant could consider providing domestic sprinklers within the proposed building. The applicant has considered this option but advised that this would inordinately increase construction costs and make the scheme financially unviable.

The Council's Consultant Archaeological Advisor raised no objection to this proposal as the findings and recommendations of the Archaeological Impact Assessment were considered acceptable. In line with the above report a condition to secure an Archaeological Watching Brief during the removal of existing foundations on site and any ground works during construction of the development was also recommended.

RBC Building Control was consulted on this application but at the time of writing no response has been received in respect of the latest amended plans. Any further comments received shall be provided on the night of your meeting.

RBC Housing advised that the intended level of affordable units (approximately 25% of the overall number of units proposed) is acceptable given the evidence provided within the submitted financial appraisal.

The Council's Contaminated Land Officer has considered the submitted Environment Site Assessment and agrees with the findings of this report which indicates a) that this site should be given a low risk category and b) that a more detailed site investigation should still be carried out to confirm that there is not a risk to the end users of the site, particularly from the potential organic contaminants such as oils and greases.

Due to the above, The Council's Contaminated Land Officer has advised that any approval granted to this scheme should be conditioned to ensure that a site investigation is carried out and, dependant on the findings of the site investigation, it may also be necessary to remediate the site.

Thames Valley Police, Crime Prevention Design Advisor raised no objection to this proposal as the provision of introduction of residential dwellings and active food and drink uses in this location would provide higher levels of public surveillance and enhance guardianship of the public realm. However, the following matters were also suggested to be resolved via a security management plan for the proposed development. The applicant has agreed in principle to all of the following points:

- The security of the basement parking area and cycle storage is paramount if this is not to become a highly unsafe area. An automatic roller screen with an electronic fob activator would both save space and be easier to operate and secure.
- Access into the lift lobby should be by secure electronic fob.
- Access doorways should avoid recesses that could be misused in this vicinity and window glazing to all ground floor fenestration should be of laminated glass to at least 11.5 mm.
- The street entrance to the residential units must be flush with the building line to avoid venues for anti-social activity. Good lighting, access control and a secure lobby should also be provided.
- Either a concierge facility or lobby and lift access CCTV should be provided.
- The use of modern access control technology would be highly appropriate for a landmark development such as this. The use of access fobs which only allow residents of individual floors to leave the communal lift / stairwell lobby and access their own landing is strongly recommended.
- All flats MUST have visually verified CCTV access control to allow entry to callers at the main entrance.
- All individual flats MUST have front doors that meet the attack resistance standards of British Standard PAS 24.
- All communal stairs and landings must have good levels of constant lighting.

Transco raised no objection to this proposal but advised that no mechanical excavations should take place above or within 0.5 m of the Low pressure and Medium pressure system and within 3 m of the Intermediate pressure system.

RBC Leisure Services have requested a financial contribution towards the provision of recreational open space improvements in the locality.

RBC Education Services have requested contributions towards improvements in education infrastructure both at primary and secondary levels.

The Council's Public Art Officer requested a contribution towards new public art schemes coming forward in the surrounding area.

RBC Environmental Health raised no objection to this application subject to any approval being conditioned to secure details of ventilation and filtration equipment for both the proposed residential flats and A3 uses.

The Environment Agency advised that the Environment Site Assessment submitted by the applicant satisfies their requirement for a 'desktop' study on this site and that no further action is considered necessary in respect of the groundwater quality aspects of this development.

5. TRANSPORT IMPLICATIONS

RBC Transport Strategy advised that the application site is well located in transport terms being sited within the town centre area, close to public car parks and opposite Reading rail station and main bus interchange. As such, it was advised that the limited number of car parking spaces proposed for this development was considered acceptable subject to securing a suitable contribution towards the Reading Urban Area Package.

However, the following concerns were also raised by Transport Strategy in respect of this proposal:

- A clearance height of at least 4.5m should be provided under the bridge link element,
- A clearance height of at least 3.0m should be provided at the entrance to the basement parking area,
- A service/delivery vehicle parking bay should be provided to serve the proposed residential flats, and
- 1-for-1 cycle parking should be provided for the proposed residential flats.

RBC Traffic Management has raised no objection to the draft Construction Method Statement (CMS) submitted by the applicant. However, a condition was recommended to secure a comprehensive CMS, using the principles of the draft statement, in order to limit any disruption or inconvenience to traffic and pedestrian movements in the Town Centre.

6. ACCESS IMPLICATIONS

The proposal residential units have been designed to meet 'Lifetime Homes' standards. Through negotiation with the applicant 5 of these flats have also been specifically designed to be wheelchair compliant. These wheelchair compliant units would be located on the 1st, 20th and 21st floors of the building. Four of these units would be affordable and the remaining unit would be private. A dedicated disabled car parking space is provided to serve each of these units as indicated on the proposed basement floor plans.

All external entrances to the proposed building would incorporate level access and the centrally located lift would provide access to all floors including the communal terrace area on the 10-floor of the bridge link building between the proposed tower and Garrard House.

The Council's Access Officer has been consulted on this application and raised no objection to this proposal subject to a condition to secure appropriate internal circulation spaces for the wheelchair compliant units that would be located on the 20th and 21st floors.

7. SUSTAINABILITY IMPLICATIONS

The proposed redevelopment scheme is readily accessible to the town centre, is well served by the local highway network and within easy reach of public transport facilities. The development proposes to make best use of the site with a high-density development and secure cycle storage facilities are proposed to promote sustainable alternatives to the private car. There are no significant pollution, energy or environmental implications of the development.

The applicant has also advised that:

- During the process of materials selection the Building Research Establishment (BRE) 'Green Guide to Specification' will be consulted to insure the use of low impact materials and renewable materials is maximised wherever possible.
- The scheme shall employ CFC and HCFC-free insulation materials with an ozone depletion of 0 throughout.

- Where possible the materials from the demolition of existing building will be recycled. Demolition will start with a soft strip to remove recyclable and biodegradable materials.
- Materials from the final stage of the demolition will be taken to licensed sites where this will be sorted and re-used as applicable in the construction industry.
- It is intended that hard core will be re-used for hardstanding areas and also backfill.

It is suggested that conditions relating to a) the approval of materials and b) a suitable construction method statement for this development could secure the above details.

8. APPRAISAL

The main issues to be considered in the assessment of this application are as follows:

- a). The principle of development,
- b). Suitability of this site for the location of a 'tall building',
- c). The scale, height, massing and design of the proposed building,
- d). The impact of the development on neighbouring areas,
- e). Proposed living accommodation,
- f). Transport implications,
- g). Affordable Housing,
- h). Proposed retail units,
- i). Other issues, and
- j). S106 contributions

These issues will be considered against the following:

National Planning Guidance

Planning Policy Guidance Note 3 (Housing) confirms the Government's commitment to promoting more sustainable patterns of development and identifies ways by which this objective can be met including concentrating most additional housing development within urban areas and making more efficient use of land by maximising the re-use of previously developed land. A national target is set that by 2008, 60% of additional housing should be provided on previously developed land at densities of between 30 and 50 dwellings per hectare but with greater intensity of development at places with good public transport accessibility such as cities, towns, district and local centres. The site is located within the defined town centre and in immediate proximity to Reading's main public transport interchange. Furthermore, the density of the residential development alone on the site equates to 2,289 residential units per hectare.

Planning Policy Guidance Note 13 (Transport) seeks to minimise the need to travel, especially by private car, promoting urban development that is accessible for pedestrians and cyclists and is well served by public transport. The use of *maximum* parking standards is required to be applied to new development as a part of a package to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote access to developments for those without the use of a car and to tackle congestion. Again, the town centre location and proximity to a range of public transport modes, the low level of on site parking and the provision of secure cycle storage ensures that the proposed development accords with PPG 13.

Planning Policy Guidance Note 15 (Planning and the Historic Environment) advises that Local Planning Authorities are required to consider applications for planning permission or listed building consent having special regard to the desirability of preserving the setting of listed buildings.

Planning Policy Guidance Note 24 (Planning and Noise) provides guidance on considerations to be taken into account when determining noise-sensitive developments, provides noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise.

The Urban White Paper, "Our Towns and Cities: The Future. Delivering an Urban Renaissance", states that when there is the opportunity for new development in towns and cities we must ensure that it is of the highest quality and makes the best use of the land available. This involves promoting town centre locations for residential use, with the aim of promoting an urban renaissance. The redevelopment of a site which is predominantly occupied by vacant buildings is clearly in line with this objective.

By Design - Urban Design in the planning system: Towards Better Practice and Better Places to Live by design: a companion guide to PPG3 provides supplementary guidance to the above PPG's. The guidance identifies character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity as the principle objectives of good urban design.

The Government's recently published Planning Policy Statement 1 "Delivering Sustainable Development" reiterates many of the points raised in 'By Design' and states that "good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning". It goes on to say that "design which is inappropriate in its context, or which fails to take opportunities available for improving the character and quality of an area and the way it functions should not be accepted. High quality and inclusive design should be the aim of all those involved in the development process." "Good design should be an integrated into the existing urban form and the natural and built environment" (paras 34 and 35).

National advice on the evaluation of proposals for tall buildings is provided within 'Guidance on Tall Buildings' (March 2003). This is a jointly produced document by CABE (a non-Departmental Public Body and a non-statutory consultee in the planning system) and English Heritage. This document recognises that tall buildings can make positive contributions to city life and that individually or in groups they affect the image and identity of a city as a whole. It states that in the right place they can serve as beacons of regeneration and stimulate further investment and it also acknowledges that, by virtue of their prominence and size, such buildings can harm the qualities that people value about a place. The document also advises that there should be no rigorous definition of what a tall building is but that each proposal needs to be considered against the heights of other buildings in the vicinity.

Local Plan Policy

The site is not allocated for development under Policy CEN13 of the Reading Borough Local Plan (1998) and the proposed should be assessed against the following policies: KEY1 (Equality of Access to Development); KEY3 (The Role of Development in Improving the Town); HSG2 (Affordable Housing); HSG5 (Residential Design Standards); HSG9 (Location of Residential Development); HSG10 (Housing Provision for People with Disabilities); TRN1 (A Balanced Transport Strategy); TRN5 (Cycle Parking); TRN11A

(Location of development); TRN11B (Development and Traffic); TRN13 (Off Street Servicing); CEN2 (Housing in the Town Centre); CEN7 (Town Centre Pedestrianisation and Traffic Management); CUD4 (Setting of Listed Buildings); CUD12 (Development Impact on Archaeological Remains), CUD14 (Standards of Design in Development), NE9 (Environmental Implications) and LE13 (The Provision and Improvement of Leisure and Recreation Facilities) of the Reading Borough Local Plan (1998).

Issues identified:-

(a). The principle of development

The application site is located within the Town Centre as identified within the Reading Borough Local Plan (1998) and has good links to public transport facilities. Policy CEN2 states that favourable consideration will given to the provision of additional housing throughout the Town Centre subject to the provision of suitable contributions towards necessary environmental improvements. Planning Policy Guidance Note (PPG 3: Housing) seeks to promote the greater intensity of development at places with good public transport links such as town centres. The redevelopment of this site for a high-density residential scheme is therefore considered to be acceptable in principle.

(b). Suitability of this site for the location of a 'tall building'

CABE and English Heritage's 'Guidance on Tall Buildings' stresses that applications for such schemes should be assessed against the most demanding standards of quality which, in terms of scale and height, should consider the relationship to context and effect on skyline, design of the top of the building, microclimate and overshadowing. Moreover, the above guidance suggests that proposals for tall buildings should have a positive relationship with other tall buildings considering the potential cluster of such buildings in the vicinity of the development site. For information, Table 1 (see below), indicates the approximate heights of existing nearby buildings and recently consented proposals relevant to the consideration of this application.

Table 1.		
Building and/or site address	Approximate heights	Storeys
29-35 Station Road.	Existing: 23 m Consented: 40 m PROPOSED: 71 m	5 9 22
Former ABC Cinema/Boars Head site, Friar Street.	CONCENTED: 42 m	15
Great Western House, 20 Station Road.	Existing: 15 m Consented: 39 m	5 11
Foster Wheeler House (Thames Tower), 37-41 Station Road.	Existing: 48 m Consented: 55 m	10 13
Western Tower, Station Hill.	Existing: 59 m	18
Garrard House, 30 Garrard Street.	Existing: 25 m	6
Brunel House, 17-27 Station Road.	Existing: 22 m	6

Policy CUD 14 recognises that proposals for tall buildings may come forward, in which case they will be considered favourable only where they are a visual asset, well designed, distinctive and located in appropriate positions such as on corners or to close views, thereby contributing to the environment of the town centre. The Reading City 20/20 Vision document which sets out the Borough's aspirations identifies the desire to strengthen the role of the city centre and in line with this there have been recent grants of planning consent for new taller buildings in the immediate vicinity of the application site; notably Great Western House, Foster Wheeler House (Thames Tower), ABC Cinema/Boars Head site and 29 - 35 Station Road itself.

The Design Statement submitted by the applicant incorporates a contextual appraisal of the area surrounding the application site and includes an analysis of the Reading skyline. The Design Statement identifies the application site as a possible location for a 'landmark building' on the basis of: a) the number of other existing and consented schemes for 'tall buildings' in the vicinity, b) the site's location on a prominent corner in the Town Centre and c) this site's central location close to the Reading Station Area, a major public transport node and important arrival point into Reading. The Design Statement also includes a photographic appraisal of strategic views of the application site from around the Borough, notably from sites at Henley Road, Mount Pleasant and Horse Close Emmer Green and from the Market Place/London Street Conservation Area. Moreover, the submitted 360-degree animated visual CD-ROM also provides a useful interpretation of the proposed scheme in the context of the existing area and against other recent approvals.

The proposed building would be significantly taller than many of the other buildings in the vicinity of the application site, particularly the 5/6 storey buildings along Station Road. However, the principle of a 'tall building' in this location must also be considered in respect of its juxtaposition with other existing and proposed tall buildings nearby and its potential presence as a 'corner building'.

The application site, being at the end of a terrace of existing buildings, is considered to lend itself as a suitable location for a taller building. When viewed from Reading Station, at various locations on Station Approach and Forbury Road, a 'tall building' on this site would be seen in the context of the existing Foster Wheeler House (Thames Tower) and the Western Tower. These existing buildings, whilst having larger footprints, are of substantial heights and form part of a cluster of 'tall buildings' in the vicinity of the application site. Should consented schemes for taller buildings in the surrounding area be implemented this would also further define the skyline of the town centre.

When viewed from locations within the Market Place/London Street Conservation Area, particularly when looking towards the site from St. Lawrence's Church, the upper floors of a building (of the height proposed) would be likely to be visible but, subject to a suitable design and appropriate material selection, would be unlikely to have a significant impact on views from this Conservation Area.

When viewed from more distant locations, such as along Henley Road, a 'tall building' of the height proposed would be seen in the context of the Reading skyline. From this distance the proposal would appear as a prominent skyline feature and would emphasise the town centre urban context within which it would sit and hence would strengthen the role of the town centre. A 'tall building' in this location would therefore be unlikely to appear as a significantly uncharacteristic feature and would enhance the context of other existing urban forms.

As indicated in Table 1 above, the proposed tower element would be substantially higher than existing buildings in the vicinity particularly those on Station Road. However, given the overall context of the existing town centre urban form and hence the potential for this building to appear at the heart of a cluster of other relatively tall buildings, the principle for a building of this height in this location is therefore considered acceptable. Indeed a proposal of a high quality design that utilises superior materials could enhance the quality of the surrounding environment by providing a landmark building at an important arrival point within Reading.

The principle of a tall building in this location is therefore considered to comply with the criteria and guidance provided within Policy CUD 14 and the 'Guidance on Tall Buildings' provided by CABE and English Heritage.

However, to establish whether the proposal itself is acceptable in design terms further consideration need to be given in respect of the following matters:

- Overall design (including the top of the building),
- Individual relationships with neighbouring buildings,
- Impact of the development upon the settings of listed buildings,
- Materials; and
- Landscaping.

The above issues are dealt with in the following section:

(c) The scale, height, massing and design of the proposed building.

As mentioned in Section 3 of this report, the proposed building incorporates three main physical elements; namely the 22-storey tower, the linking building between 17-27 Station Road and the bridge link element between the proposed tower and Garrard House.

Tower element:

The proposed 22-storey tower steps away from the southern and western boundaries of the application site and would therefore appear as a 'stand alone' building, with the linking elements of the proposal more reflecting the scale, size and design of the neighbouring buildings to the south and west than that of the tower. This arrangement has also allowed the tower building to be designed 'in-the-round' thereby providing active and interesting elevations on all sides of the building. This is usefully demonstrated by the 360 degree animated visual CD-ROM submitted to support the application.

The proposed tower element is of a modern design and incorporates significant vertical emphasis by way of metal 'fins' that run up and over the sides and roof of the building in a symmetrical fashion. This vertical design emphasis is in contrast to the Foster Wheeler House (Thames Tower) that has a more horizontal design given its considerably larger footprint and also due to its combination of both vertical and horizontal lines on the outside of the building. However, it is considered that the contrast between these two buildings would be complimentary and provide interest within the street scene. The proposed tower building would reflect the vertical aspects of existing smaller buildings in the vicinity of the application site (notably 20-22 Friar Street and 3-5, 7-11, 13, 15 and 17-27 Station Road). Thus, the proposed tower element would create a streamline and unified appearance that is considered to provide a building of first class design quality. This would enhance the qualities of the immediate location and setting of the application site.

The proposed tower element incorporates a double-height ground floor frontage to Station Road in addition to a glass canopy at a height of 4.4 m. These elements would visually delineate the proposed ground floor A1/A3 units and entrances to the building from the residential floors above. This double height ground floor unit would appear as a 'podium' beneath the proposed tower element and would suitably reflect the overall scale of this aspect of the proposal. Moreover, the proposed double height ground floor frontage incorporates three entrances along Station Road that would provide 'human scale' features at street level. The linking building between the application site and 17-27 Station Road would incorporate a single-height ground floor frontage, again with the addition of a glass canopy, which would provide a suitable transition from the above mentioned double-height entrance feature to the neighbouring entrances at 17-27 Station Road.

Linking building adjacent to 17-27 Station Road:

The linking building between the application site and 17-27 Station Road features a vaulted roof that reflects the similar roof arrangement on this neighbouring building. This element of the proposal would lie adjacent to the southern boundary of the application site and would extend approximately 9m above the highest part of 17-27 Station Road. CABE's comments, which are made on the basis of the submitted plans and without the benefit of a site visit, in respect of the increase in height of this link building (refer to Section 4 of this report) have been carefully considered. However, when this aspect of the development is viewed against the backdrop of the main tower it is considered unlikely that it would appear as an overly bulky or excessively high linking structure. Moreover, it is considered that with the use of high quality materials, this aspect of the development would provide a suitable transition between both the existing buildings on the western side of Station Road and the main tower building.

Bridge link between Garrard House:

The proposed bridge link element between the application site and Garrard House would be 13.2 m wide and approximately 33 m high. This element incorporating an underpass at a height of approximately 4.5m in order to allow vehicular access to the rear of the application site. Amended plans to demonstrate this access are to be submitted in time for your meeting. The proposed bridge link element would be approximately 15 m higher than Garrard House and would abut the east elevation of this neighbouring building; which is presently in the ownership of the applicant.

CABE's comments in respect of this aspect of the proposal (see Section 4 of this report) have been considered carefully, however, it should be noted that the bridge link would be viewed in the context of Garrard House, the proposed tower element and the consented scheme (03/01294/FUL) on the former ABC Cinema/Boars Head site from public locations on Garrard Street. Moreover, it would not be significantly visible when viewed other locations on Station Road and Station Approach and the extant consent on this site (01/00132/FUL) incorporates a similar linking arrangement. Therefore, the overall height and bulk of this bridge link element is considered to be acceptable given the bulk of neighbouring office block buildings and the presence of the proposed tower building.

Rooftop design:

As already mentioned, the top of the proposed tower building would incorporate metal 'fins' that neatly continue down the sides of the building to first floor level. This design feature, whilst also enhancing the verticality of the building, provides a feature to the top of the building rather than a 'capped' flat roof arrangement as seen on

many tall buildings. This demonstrates an all-encompassing first class design approach in order to achieve a building that has presence and integrity when viewed from all angles.

CABE's comments (see Section 4 of this report) in respect of the internal partitions on the 19th and 20th floors have been considered carefully, however, it is officer's view that these partitions would be practically unnoticeable from public locations around the application site and that requiring internal partitions to match external curtain walling in a symmetrical fashion is impractical given the proposed residential use of these floors. Moreover, CABE's the submitted 360 degree animated visual CD-ROM, in addition to the submitted street-scene drawings for each elevation, are considered to provide a reasonable 360 degree analysis of the proposed development.

Materials:

The proposal intends the use of modern materials of glass and metal panels for the tower building and bridge link. More traditional materials are proposed for the linking building between the application site and 17-27 Station Road in order to reflect those of neighbouring properties facing Station Road and would to further enhance the presence of the tower element as a stand-alone building. The applicant has advised that a palette of suggested materials will be available for inspection on the night of your meeting.

Impact on the setting of Listed Buildings:

As already mentioned, the overall height and bulk of proposed tower element would clearly be in contrast to many of the smaller properties on Station Road. Some of these properties, 13-15 and notably 20 Station Road, are Grade II listed buildings and the implications of this development on the setting of these properties must be considered in accordance with guidance provided within PPG 15 and against Local Plan Policy CUD 4. Policy CUD 4 states that the Council should seek to preserve or enhance the settings of Listed Buildings and guidance within PPG 15 stresses that Local Planning Authorities should have special regard to certain matters, including the desirability of preserving the setting of listed buildings.

To consider the impact of the proposed development on the setting of these listed buildings it is first important to appraise the context of these properties in their present form. 20 Station Road (Great Western House) is sited on the corner of Station Road and Station Approach, its main elevations facing north and west. The building is set 1m back from Station Road and 3m back from Station Approach. This building was one of the first railway hotels in Britain and the listing description suggests that I. K. Brunel or one of his assistants may have been the architect. The original building comprises three-storeys with a later fourth storey was added as a rooftop extension. Internally, the building retains little of its former character or appearance, primarily as a result of refurbishment after a fire severely damaged the building in 1964. The building has been vacant for approximately 3 years. As detailed in Section 2 and Table 1 within this report, planning permission (02/00437/FUL) was granted in 2002 for the erection of wrap-around hotel building (refer to appendix 2 for Station Road elevation).

Directly south of Great Western House is 18 Station Road. This building is a 1960's office block that has also been vacant for sometime. The existing modern office block at 29-35 Station Road has also been vacant for approximately 2 years. These neighbouring modern buildings arguably has little architectural merit and are starting

to become dilapidated due to being vacant. These buildings therefore do little to enhance the setting of Great Western House.

13-15 Station Road is a very elaborate three-storey building (circa 1903) of a mixture of Baroque, Art Nouveau and Flemish architectural styles. The building faces directly onto Station Road and sits in a terrace of other four and five-storey properties with similar building heights. The neighbouring property, 17-27 Station Road, is a modern office building that extends 3m higher and bears little or no relation to the character and appearance of this listed building.

The proposed tower building would be sited directly opposite 20 Station Road at a distance of approximately 16 m and would be located 30 m north of 13-15 Station Road. Both of these listed buildings presently sit within a varied architectural context of modern office buildings with varying heights and more traditional buildings of 3-5 storeys. They both have little or no separation space between other buildings or public highway.

The design of the proposed development incorporates a 'crisp' modern design that is considered to provide a suitable contrast to the more detailed aspects of these listed buildings and the proposal, whilst introducing a significantly higher building to the street-scene, is not considered to detract from the settings of these listed buildings. Moreover, the proposal would also reflect the vertical emphasis of the recently consented scheme (02/00437/FUL) that would provide a wrap-around hotel development of 11 storeys at Great Western House. Finally, the proposal would remove the existing poor quality vacant office block at 29-35 Station Road and would therefore be likely to help regenerate the surrounding area. This potential regeneration effect would also possibly promote the reuse of Great Western House.

Landscaping:

The applicant originally proposed the introduction of tree planting that would be located directly north of the application site within the footpath and adopted public highway. However, problems in establishing suitable planting depths in this location, due to the location of underground services, have been identified and the tree planting has subsequently been removed from this proposal.

The latest amended plans (refer to drawing no.: (03) 09 Revision A) incorporate the addition of Marshalls Ashbourne Multi Red clay paviours, as agreed by the Council's Landscape and Urban Design Officer, around the application site and would provide an appropriate setting for this potential 'landmark' building. This would also improve the current mix of asphalt and concrete paving around the site and would complement other highway improvement schemes in the town centre. It is suggested that these hard landscaping works should be secured via the Section 106 Legal Agreement given that the areas concerned are on Highway Land lying outside of the application site.

Conclusion:

To conclude on the matters of scale, height, massing and design, it is considered that the proposed development would relate suitably to neighbouring buildings surrounding the application site whilst providing a 'tall building' of a high quality design. Subject to the approval of suitable high quality materials, which could be secured by condition, the proposal is considered to comply with the relevant design guidance mentioned above and relevant local plan policies.

d). The impact of the development on neighbouring areas,

It is inevitable that a building of the size proposed will have an impact on neighbouring properties and it is necessary to assess whether these impacts are acceptable or unduly harmful in terms of public amenity or the potential sterilisation of adjacent land.

The proposed development would abut the adjacent properties of 17-27 Station Road and Garrard House. The linking element between 17-27 Station Road and the proposed tower building would extend an additional three floors higher than that of 17-27 Station Road. At this point the main tower building steps back away from this boundary by approximately 5m. This arrangement allows for the potential redevelopment of this neighbouring building and the proposal is therefore not considered to sterilise this adjacent site.

In respect of Garrard House, currently also in the ownership of the applicant, the proposed bridge link between the tower element would extend approximately 15m higher than this existing building. This arrangement is equivalent to the office scheme approved on the previous planning application (01/00132/FUL) and is considered acceptable given the massing and presence of other existing buildings, notably Thames Tower, in the surrounding area.

The relationship between the proposed bridge link building and the residential part of the consented scheme on the Former ABC Cinema/Boars Head Public House site is demonstrated in drawing no. (02) 101. The nearest back-to-back distance between the windows on the rear of the proposed development and the windows of the residential units within the ABC development would be at least 15m apart. Views between these windows would then only be at obscure angles and this separation distance is considered suitable to protect the amenities of the future occupants of either development.

As outlined in part f) of this section, amended plans to demonstrate suitable heights for the vehicle underpass that would serve the consented ABC Cinema/Boars Head development shall be submitted prior to your meeting.

To address the issue of the developments impact on the surrounding environment the applicant has submitted studies in order to establish the likely impact of the proposed development in terms of loss of daylight and overshadowing to neighbouring buildings and to assess the additional impact of wind generated by the mass and height of the proposed building. Each point is dealt with in turn as follows:

i) The Sunlight and Daylight Study submitted assesses levels of both daylight and direct sunlight is based on a model of the proposed development, surrounding buildings and topography to a distance of 250m from the application site. These studies are based on a) Annual Probable Sunlight Hours, in order measure direct sunlight levels and b) Vertical Sky Component, in order to establish the amount of daylight at any given location. The study also takes into account the proposed development on the former ABC Cinema/Boars Head Public House as approved under 03/01294/FUL; which is presently under construction. The study concluded that occupants, particularly on the ground floor, in the area of the west side of Garrard Street would notice a considerable reduction in available sunlight and daylight as a result of the proposed development. However, the study also concluded that that the availability of natural light in this location is not untypical for a city centre environment.

Given that the predominant use of buildings surrounding the site is that of offices and considering the sites town centre location, the impact of the proposed development on these neighbouring uses in terms of potential loss of daylight or sunlight is considered to be acceptable.

ii) The Wind Environment Study produced by BMT Fluid Mechanics Ltd, an independent specialist in the field of wind engineering, provides a detailed quantitative assessment of the wind environments at key pedestrian level locations around the application site. The study provides the following conclusions:

- Resulting wind conditions adjacent to the application site would be expected to be suitable, at worst, for a pedestrian thoroughfare in relation to leisurely strolling.

Given the professional advice provided within the submitted Wind Environment Study, it is considered that the wind conditions adjacent to the application site are unlikely to significantly deteriorate as a result of the proposed development. The proposal is therefore considered in accordance with Policies NE 9 and HSG 5 of the Reading Borough Local Plan (1998).

e). Proposed living accommodation,

Policy HSG 9 considers the location of residential development and, in principle, supports applications on sites that are in close proximity to existing infrastructure, open space, facilities, employment opportunities and public transport links, provided they would not have a detrimental impact on the physical and visual character and quality of the area. Environmental Health legislation also provides guidance, inter alia, on acceptable room dimensions for new residential developments and suitable noise attenuation levels.

All of the proposed residential units would have a self-contained kitchen, bathroom, living and bedroom accommodation. Most of the proposed units would benefit from being dual aspect with large areas of curtain wall glazing. In the case of the 18 units proposed within the linking element, between the tower element and 17-27 Station Road, these would be of single aspect. However, the principle rooms of these units would be well served by a 2.5 m glazed wall (east or west facing) that would provide sufficient light to these rooms.

The Council's adopted minimum floor space standard for a one-bedroom unit is 21 sq. m. The smallest of the proposed one-bedroom flats would have floor areas of 40.5 sq. m. The Council's adopted minimum floor space standard for a two-bedroom unit is 40 sq. m. The smallest of the proposed two-bedroom flats would have floor areas of 55.5 sq. m. The largest of the proposed two-bedroom flats, located on floors 19-21, would have floor areas in excess of 100 sq. m. Moreover, all of the proposed units comply the Council's adopted floorspace standards for individual room sizes. It is therefore the opinion of officers that the proposal provides relatively generous room sizes for all of the intended residential units.

Each unit of accommodation would benefit from at least two areas of curtain wall glazing that would provide sufficient light and a pleasant outlook from these units. The proposal also incorporates a suitable 'stacking' of rooms of a similar type above each other in order to avoid the excessive creation of noise between residential units.

The applicant has advised that the submitted Noise Assessment was conducted in accordance with guidance contained within PPG 24. The report states that during the four noise surveys (two of which were 24 hour surveys) train movements were inaudible during attendance on site and that the dominant noise source was observed to be road traffic. The report concludes that the proposed development would offer 40 dB noise attenuation for all habitable rooms on the northern, southern and eastern residential facades and 33 dB noise attenuation for all habitable rooms on western residential facade. These level comply with the maximum level of 45 dB for vehicular traffic advocated within Annex 1 of PPG 24.

The Noise Assessment also suggests that where it is necessary to maintain closed windows an alternative means of ventilation should be provided. The applicant has advised that an alternative/mechanical means of ventilation would be installed to every habitable room facing onto a noise source and the windows within the units would still be openable at the discretion of the resident. It is recommended that the specifications for the mechanical ventilation for these units should be secured by condition.

The applicant has also advised that the proposed A1/A3 units are anticipated to accommodate suitable ventilation and extraction equipments within the ceiling void of the double height ground floor area. Therefore, no such equipment would be externally visible on this building. The specification of these units will be bespoke to the A3 users and subject to environmental health requirements in order to provide the residential units above with reasonable protection from fumes and smells. It is recommended that the specifications for the ventilation equipment for these units should be secured by condition.

f). Transport Implications,

The applicant has advised that the first three of the points raised by Transport Strategy (see Section 5 of this report) shall be complied with and amended plans demonstrating these aspects shall be provided prior to your meeting. The applicant also advised that providing the service/delivery parking bay would reduce the overall number of cycle parking spaces to 72. This would represent 70% of the overall number of residential units proposed.

Transport Strategy's suggested requirement of 1-for-1 cycle parking has been carefully considered especially given that the proposal intends minimal car parking and hence there is likely to be a significant reliance on other more sustainable forms of transport. However, given that the location of this site is very close to good public transport links and it is considered that a 70% provision of cycle parking is acceptable in this instance. Moreover, it should be noted that due to the physical constraints of the site and the requirement to provide disabled parking spaces, for the wheelchair complaint flats secured, there is little or no additional space to provide for further cycle parking that would be considered useable.

Therefore, subject to receiving suitable amended plans to address the concerns raised above the proposal is considered to comply with the relevant local plan policies and national planning guidance of transport issues.

g). Affordable Housing,

Adopted Local Plan Policy HSG 2 identifies the need for affordable housing within the Borough and states that the Council will seek to secure affordable housing to meet local needs. In Reading's case the Borough Plan target equates to approximately 38%

of the total housing provision for the plan period (1991 to 2006). Members will note however that the recently adopted SPG relating to Planning Obligations now seeks 50% provision of Affordable Housing on residential schemes.

The applicant has provided a financial appraisal to support the proposed development. This indicates that the financial viability of this scheme would not be feasible should the full 50% of Affordable Housing units, as sought under the SPG, be provided as part of this scheme. A scheme that provides 26 Affordable Housing units (approximately 25% of the overall residential units proposed) is regarded as acceptable and is supported by officers in the Council's Housing Strategy team.

h). Proposed retail units,

The application site lies within the Town Centre Shopping Area as identified within the Reading Borough Local Plan. Relevant Policy CEN 4 states that proposals for non-A1 use at ground level will normally be permitted provided it would not result in an over concentration of such uses.

This proposal also incorporates the provision of two A1 (retail) and/or A3 (food and drink) units on the ground floor. This dual flexible use proposed is sought by the applicant in order to allow for the site to be marketed with a choice of permitted uses within 10 years, allowing the occupier(s) to interchange between the two permitted uses. After 10 years the use at the end of that period shall become the authorised use.

Class E, Part 3, Schedule 2 of the Town and County Planning (General Permitted Development) Order 1995 allows local planning authorities to grant such flexible planning permissions which authorize alternative possible uses. In terms of this application, assessment needs to be made in relation to the acceptable nature of any such dual flexible use; any potential implications on the Council's ability to future control land use; and the impacts of the uses themselves. Moreover, the April 2005 changes proposed to the Use Classes (Amendment) Order 2005 need to be considered as the final grant of permission would be after this date.

The introduction of new A1 use(s) in this location would enhance the viability and vitality of the town shopping area and would be in accordance with local plan policy.

The introduction of A3 use(s), as defined within the Use Classes (Amendment) Order 2005 (i.e.: Restaurants, snack bars and cafes), would complement the surrounding mix of different uses along Station Road and could help regenerate this area. However, the introduction of A5 use(s), as defined within the Use Classes (Amendment) Order 2005 (i.e.: Take-Aways) could lead to considerable noise and disturbance late at night that would have a significant detrimental impact on the amenity of the future occupants of this development. It is therefore recommended that the use of these two units is restricted to that of A3 as defined within the Use Classes (Amendment) Order 2005 via condition.

However, the potential to change from A3 to A2, as allowed under the Use Classes (Amendment) Order 2005, could result in the use of the units that would not enhance the vitality and viability of the retail functions of the Town Centre Shopping Area and could lead to inactive shopfronts to the detriment of the visual amenity of the surrounding area. Therefore, a condition is recommended to remove permitted development rights on these units to change to other A2 uses.

i). Other issues,

As mentioned in Section 5 of this report, a draft Construction Method Statement (CMS) has been submitted to support this application. The principles agreed within this draft statement include the following provisions:

- The provision of a construction vehicle holding bay away from the application site to be controlled by a site manager who would 'radio in' construction vehicles at appropriate times,
- A 24 hour hotline,
- Details of construction vehicle routes through the town,
- Details of parking arrangements,
- Pedestrian routes during demolition and construction phases,
- Details of the storage of plant and materials,
- Hours of demolition/construction details, and
- Details of recycling provisions and the suppression of dust and dirt.

It is recommended that the finalised CMS should be agreed in consultation with RBC Traffic Management and could be secured by condition. Subject to the above, the proposal is not considered likely to create excessive inconvenience to pedestrian or highway movements throughout demolition and construction phases.

In respect of the Section 4 of this report and the suggested condition to restrict occupants of the proposed building from hanging washing on the balconies of the proposed development, it is advised that this is not a reasonable or enforceable condition but rather is a matter for the management company of this development.

In relation to concerns raised regarding heavy pedestrian traffic flows that would be likely to occur outside the main entrance to this building, it is advised that this is not a material planning consideration and has therefore not been assessed as part of this application.

j). S106 contributions,

The applicant has proposed suitable and necessary contributions towards the Reading Urban Area Package, Education and Leisure/Recreation infrastructure improvements within the Town Centre. The levels of contribution offered are considered to be acceptable and to meet the requirements of Policies KEY 3, TRN 1, LEI 3, HSG 2, CEN 2 and HSG 10 and the Council's Supplementary Planning Guidance on 'Planning Obligations Under Section 106' (2004). These contributions can be secured with a S.106 Legal Agreement (as detailed at the start of this report).

k). Conclusion,

On the basis of the above appraisal it is considered that on balance the proposal complies with relevant Local Plan policies and national planning guidance. Therefore, subject to the appropriate use of conditions and a S106 agreement to secure the aforementioned financial contributions, affordable housing, re-paving and disabled parking spaces it is recommended that planning permission be granted for this proposal.

PLANS:

Drawing Numbers:

- (03) 08 Revision A - Proposed Basement Floor Plans
- (03) 09 Revision A - Proposed Ground Floor Plans
- (03) 10 Revision A - Proposed 1st Floor Plans
- (03) 11 Revision A - Proposed 2nd - 5th Floor Plans
- (03) 12 Revision A - Proposed 6th - 9th Floor Plans
- (03) 13 Revision A - Proposed 10th Floor Plans
- (03) 14 Revision A - Proposed 11th - 18th Floor Plans
- (03) 15 Revision A - Proposed 19th Floor Plans
- (03) 17 Revision A - Proposed 20th Floor Plans
- (03) 16 Revision A - Proposed 21st Floor Plans
- 05 (01) Revision B - Proposed East Elevation
- 05 (02) Revision B - Proposed North Elevation
- 05 (03) Revision B - Proposed West Elevation
- 05 (04) Revision B - Proposed South Elevation
- 05 (05) - Proposed Cross Section Through Service Road
- (02) 101 - Site Layout overlaid with Friar Street development

05 (100) - Existing Context Elevations (East and North)

05 (200) - Existing Context Elevations (South and West)

Case officer: Andrew Chugg

APPENDIX 1.

COMMITTEE REPORT BY THE DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT READING BOROUGH COUNCIL

ITEM NO.

WARD: Abbey

PLANNING APPLICATIONS COMMITTEE: 27th April 2005

App. No.: 04/01395/FUL

Address: 29-35 Station Road, Reading.

Proposal: Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 food and drink units, with a basement level providing car/cycle parking spaces and refuse storage.

Applicant: Kier Property

Date received: 19th November 2004

13-week target decision date: 26th February 2005

RECOMMENDATION:

Delegate to the Head of Planning and Transport to GRANT subject to the completion of a S.106 legal agreement by 27th May 2005 to secure the following:

- i. The provision of 26 shared equity Affordable Housing units (16 x 1-bed and 10 x 2-bed) on-site in conjunction with policy HSG 2 (Affordable Housing) and KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan 1998. Units to be disposed of to either a Housing Association or Registered Social Landlord at no more than 80% TCI (Total Cost Indicator);
- ii. A financial contribution of £33,775 towards Transport improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iii. A financial contribution of £79,968 towards Education improvements, in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iv. A financial contribution of £157,500 towards the provision/improvement of Leisure/Open Space facilities within the town centre in conjunction with Reading Borough Local Plan Policies KEY 3 (The Role of Development in Improving the Town), CEN 2 (Housing in the Town Centre) and LEI 3 (The Provision and Improvement of Leisure and Recreation Facilities). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;

- v. Should either, or both, of the proposed retail units be used for A3 (restaurant) purposes, a financial contribution of £9,000 per A3 (restaurant) unit shall be secured towards the implementation of Reading CCTV and City Safe programmes in compliance with Policy KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan. Payment(s) to be index linked from the date of Committee and made prior to first occupation of either retail unit as an A3 (restaurant) use;
- vi. A financial contribution of £15,000 towards the provision of future Public Art schemes within the surrounding area in accordance with Reading Borough Local Plan Appendix 5: Public Art Statement and Policy KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- vii. The re-paving of areas adjacent to the development with Marshalls Ashbourne Multi Red clay pavements (200mm x 100mm x 65mm) as detailed in the submitted plan (drawing no.: (03)09 Revision A) in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Re-paving of these areas to be completed prior to first occupation/use of the development; and
- viii. The provision and retention of 5 wheelchair compliant units on the 1st, 20th and 21st floors of this development and the provision and retention of disabled parking bays for sole use of these wheelchair compliant units, in compliance with Reading Borough Local Plan Policies KEY3 (Role of Development in Improving the Town) and HSG 10 (Housing Provision for People with Disabilities).

Should the legal agreement not be completed by 27th May 2005, delegate to officers to REFUSE the application as contrary to the aims of adopted Local Plan Policies KEY3, TRN1, CEN2, LEI3, HSG 2 and HSG 10.

CONDITIONS TO INCLUDE:

General:

- /1. Development must begin within five years;
- /2. Amended plans condition;
- /3. Development in accordance with amended plans;

Design:

- /4. Materials to be submitted and approved;
- /5. No external vents or ducting shall be installed on the road frontage elevations (Station Road and Garrard Street) of the building;
- /6. Details of the canopy (including cross section drawings) on the Station Road and Garrard Street frontages of the development shall be submitted and approved;
- /7. There shall be no alteration to the existing site levels;
- /8. There shall be no alterations to or deviations from the finished floor levels and finished building heights as detailed on the approved plans;
- /9. Notwithstanding the provisions of the GPDO no telecommunications equipment shall be erected on any external surface of the building;
- /10. Notwithstanding the provisions of the GPDO no satellite dishes shall be erected on any external surface of the building;

Residential Amenity:

- ✓ 11. Details of any external lighting on the site to be submitted and approved;
- ✓ 12. No works outside of 8am to 6pm Monday to Fridays or 8am to 1pm on Saturdays. Works shall not take place at all on Sundays or Bank Holidays;
- ✓ 13. Details of refuse storage facilities to be submitted and approved;
- ✓ 14. Construction Method Statement to be submitted and approved (details to include: Construction vehicle holding bay, 24 hour hotline, Construction vehicle routes and parking arrangements, Pedestrian routes during demolition and construction, storage of plant and materials, hours of demolition/construction, recycling details, suppression of dust and dirt etc.);
- ✓ 15. Details of ventilation and extraction equipment for the proposed A3 (restaurant) units to be submitted and approved;
- ✓ 16. Details of mechanical ventilation for the proposed residential units to be submitted and approved;
- ✓ 17. Obscure glazing to WC's;
- ✓ 18. No materials/rubbish to be burnt on site;
- ✓ 19. A security management plan for the site shall be prepared, and implemented in consultation with the Thames Valley Police Crime Prevention Design Advisor;

Access Issues:

- ✓ 20. Details of internal and external circulation spaces to be provided to demonstrate 5 wheelchair compliant units. The approved wheelchair compliant units shall be provided and retained throughout out the lifetime of the development;
- ✓ 21. The 5 disabled parking bays shall be for sole use of the 5 wheelchair compliant units and retained for use as such at all times;
- ✓ 22. Lifts within the development to be provided prior to first occupation and retained and maintained for use as such;

COND
AMENDED
AT PAC
(RECORDED)

Landscaping:

- 23. Re-paving of areas with Marshalls Ashbourne Multi Red clay pavours (200mm x 100mm x 65mm) as indicated in the approved plan (drawing no.: (03)09 Revision A) to be implemented prior to first occupation;

CONDITION
DELETED
AT 20
(COVERED)
BY S106)

Transport:

- ✓ 24. Car parking and turning spaces shall be provided in accordance with the approved plans prior to the first occupation/use of the development and retained for use as such at all times;
- ✓ 25. Cycle storage facilities to be provided in accordance with approved plans and retained for use as such at all times;

← 3 ADDITIONAL CONDITIONS
(ACCESS, BIN STORE, GRADIENT)

Archaeology:

- ✓ 26. An archaeological watching brief shall be carried out during the removal of existing foundations on site and any ground works during the construction of the development hereby permitted;

REMOVED
REMOVED
VERBALLY
UPDATED
AT PAC

Land Contamination:

- ✓ 27. Prior to development a site investigation shall be carried out and submitted to and approved by the LPA. Dependant on the findings of the site investigation, further remediation measures to be undertaken by the applicant to the satisfaction of the Local Planning Authority;

Retail units:

- ✓ 28. The "dual commercial use" of A1/A3 (restaurant with no hot food takeaway) units hereby permitted on the ground floor shall be limited for a period 10 years only;
- ✓ 29. The use of the food and drink units shall be restricted to that of A3 (restaurant with no hot food takeaway), as defined under the Use Classes (Amendment) Order 2005;
- ✓ 30. Any bar area within the A3 unit(s) hereby permitted shall not exceed 10% of the total floor area as indicated on the approved plans, and
- ✓ 31. Notwithstanding the provisions of the GPDO there shall be no permitted change to other A2 uses.

INFORMATIVES TO INCLUDE:

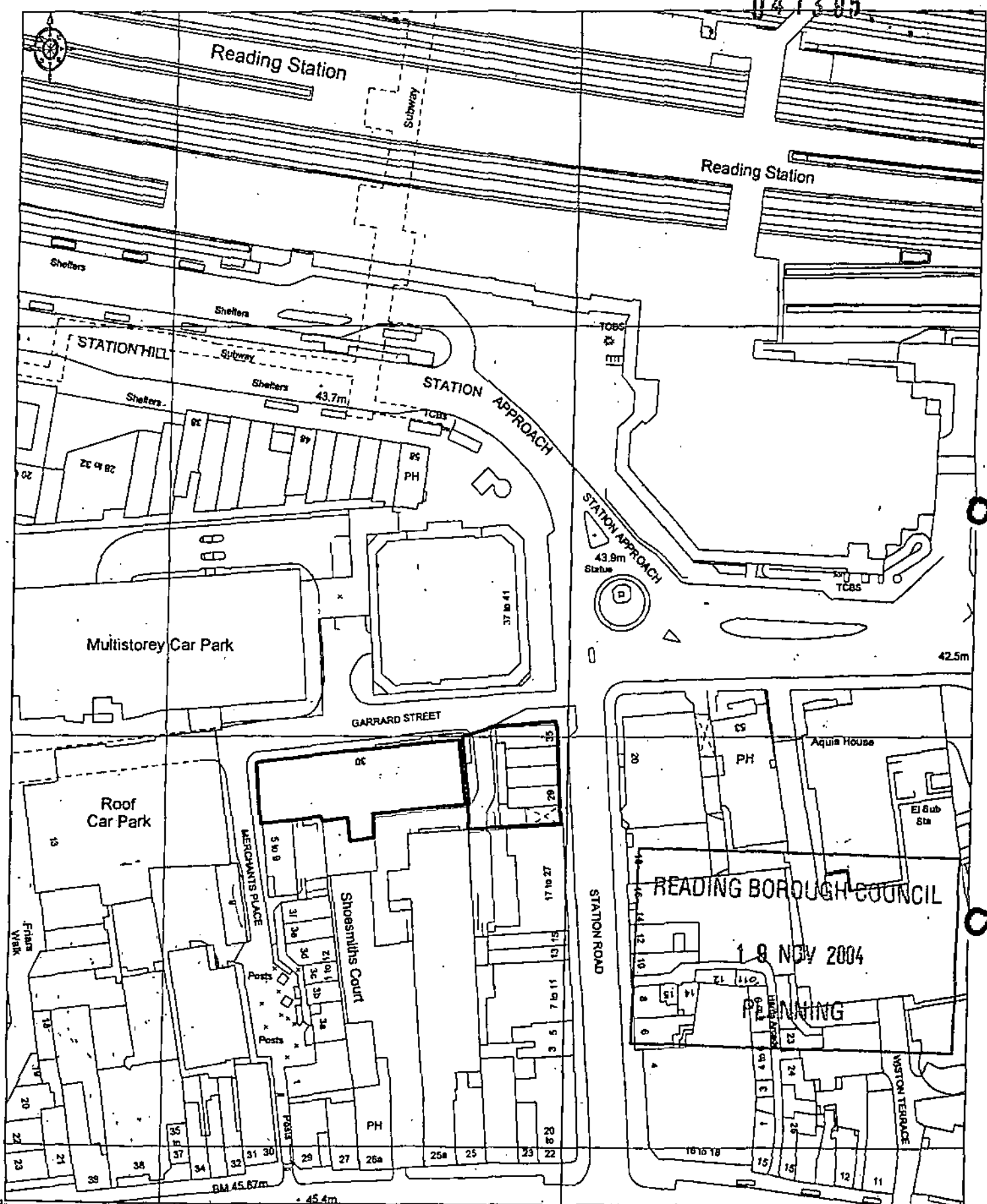
- 1. There should be an assumption that the occupants of these flats will not be issued with any residents parking permits;
 - 2. A Building Regulations Application is required for this application;
 - 3. A Section 106 Agreement relates to this site;
 - 4. Policy informative;
 - 5. Section 59 of the Highways Act; and
- Transco informative.

BACKGROUND INFORMATION

This application was deferred from your meeting of 9th March 2005 (please refer to the appended report) in order that the applicant could provide a three dimensional model showing the proposed building in context with the surrounding area and in order that more detailed information of proposed materials could be provided. At the time of writing these items have not been received but the applicant has advised that they will be available at your meeting. Officers will provide an update note on this additional information at your meeting.

One additional letter of objection letter has been received which states that the proposed A3 units on the ground floor would adversely effect the business of the Malthouse public house located on the corner of Greyfriars Road and Tudor Road. Officer's advise that this concern is not a material planning consideration and hence has not been taken into account.

041385



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client
Kier Property
project
29-35 Station Road, Reading
drawing title
Site location plan
project name
PM/MB
date
15.11.04
scale
1:1250
drawing no
JLE0656-01

RPS Planning, Transport and Environment

- ii. A financial contribution of £33,775 towards Transport improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iii. A financial contribution of £79,968 towards Education improvements, in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iv. A financial contribution of £157,500 towards the provision/improvement of Leisure/Open Space facilities within the town centre in conjunction with Reading Borough Local Plan Policies KEY 3 (The Role of Development in Improving the Town), CEN 2 (Housing in the Town Centre) and LEI 3 (The Provision and Improvement of Leisure and Recreation Facilities). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- v. Should either, or both, of the proposed retail units be used for A3 (restaurant) purposes, a financial contribution of £9,000 per A3 (restaurant) unit shall be secured towards the implementation of Reading CCTV and City Safe programmes in compliance with Policy KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan. Payment(s) to be index linked from the date of Committee and made prior to first occupation of either retail unit as an A3 (restaurant) use;
- vi. A financial contribution of £15,000 towards the provision of future Public Art schemes within the surrounding area in accordance with Reading Borough Local Plan Appendix 5: Public Art Statement and Policy KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- vii. The re-paving of areas adjacent to the development with Marshalls Ashbourne Multi Red clay paviours (200mm x 100mm x 65mm) as detailed in the submitted plan (drawing no.: (03)09 Revision A) in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Re-paving of these areas to be completed prior to first occupation/use of the development; and

COMMITTEE REPORT

**BY THE DIRECTOR OF ENVIRONMENT, CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 20th July 2005**

ITEM NO: 12

Ward: Abbey
App No: 04/01395/FUL
Site Address: 29-35 Station Road, Reading
Proposal: Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 food and drink units, with a basement level providing car/cycle parking spaces and refuse storage.
Applicant: Kier Property
Date received: 19th November 2004
Major Application - 13 week decision target date: 26th February 2005

RECOMMENDATION:

That members agree an extension to the delegation to the Head of Planning and Transport agreed at Planning Applications Committee on 27th April 2005 to allow completion of the Section 106 agreement by 20th August 2005 (unless the Head of Planning and Transport agrees to a later date) and note the revised wording in respect of the Heads of Terms for Affordable Housing to be secured as part of the Section 106 agreement on this application. For the purpose of clarity the other Heads of Terms (ii - vii below) are also provided below:

- i. The construction of and transfer (upon practical completion of the 39th private residential unit; i.e. 50% of the private units) of the freehold or leasehold interest in 26 shared equity Affordable Housing Units (16 x 1-beds and 10 x 2-beds) to a Registered Social Landlord (as defined in Section 2 of the Housing Act 1996) or a Housing Association (as defined in Section 1(1) of the Housing Association Act 1985) for a less than open market consideration at a cost that is affordable, subsidised and adjusted in accordance with the Council's Supplementary Planning Guidance (2004) in relation to affordable housing with provision for:
 - (a) alternative dispute resolution (if required) in relation to consideration, market value, affordability, subsidy or adjustment
 - (b) the disposal of these Housing Units by a Registered Social Landlord or Housing Association on shared ownership terms as defined in Section 2(6) of the Housing Act 1996
 - (c) occupation of these Housing Units by those in recognised housing need unable to afford to rent or buy at open market value
 - (d) these Housing Units being secured for successive occupiers in conjunction with Reading Borough Local Plan Policy HSG2 and the Council's Supplementary Planning Guidance (2004) in relation to affordable housing;

RECOMMENDATION:

Delegate to the Head of Planning and Transport to **GRANT** subject to the receipt of suitable amended plans that demonstrate a) vehicle clearance height of no less than 4.5m on the bridge link building, b) vehicle clearance height of no less than 3.0m to the basement parking area and c) a service vehicle parking bay in the basement parking area; and subject to no substantive comments being received by March 10th 2005 in response to consultations on amended plans and subject to the completion of a S.106 legal agreement by 9th May 2005 to secure the following:

- i. The provision of 26 shared equity **Affordable Housing** units (16 x 1-bed and 10 x 2-bed) on-site in conjunction with policy HSG 2 (Affordable Housing) and KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan 1998. Units to be disposed of to either a Housing Association or Registered Social Landlord at no more than 80% TCI (Total Cost Indicator);
- ii. A financial contribution of £33,775 towards **Transport** improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iii. A financial contribution of £79,968 towards **Education** improvements, in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- iv. A financial contribution of £157,500 towards the provision/improvement of **Leisure/Open Space** facilities within the town centre in conjunction with Reading Borough Local Plan Policies KEY 3 (The Role of Development in Improving the Town), CEN 2 (Housing in the Town Centre) and LEI 3 (The Provision and Improvement of Leisure and Recreation Facilities). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
- v. Should either, or both, of the proposed retail units be used for A3 (restaurant) purposes, a financial contribution of £9,000 per A3 (restaurant) unit shall be secured towards the implementation of **Reading CCTV and City Safe** programmes in compliance with Policy KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan. Payment(s) to be index linked from the date of Committee and made prior to first occupation of either retail unit as an A3 (restaurant) use;
- vi. A financial contribution of £15,000 towards the provision of future **Public Art** schemes within the surrounding area in accordance with Reading Borough Local Plan Appendix 5: Public Art Statement and Policy KEY 3 (The Role of

Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;

- ii. The re-paving of areas adjacent to the development with Marshalls Ashbourne Multi Red clay pavements (200mm x 100mm x 65mm) as detailed in the submitted plan (drawing no.: (03)09 Revision A) in compliance with Reading Borough Local Plan Policy KEY3 (Role of Development in Improving the Town). Re-paving of these areas to be completed prior to first occupation/use of the development; and
- iii. The provision and retention of 5 wheelchair compliant units on the 1st, 20th and 21st floors of this development and the provision and retention of disabled parking bays for sole use of these wheelchair compliant units, in compliance with Reading Borough Local Plan Policies KEY3 (Role of Development in Improving the Town) and HSG 10 (Housing Provision for People with Disabilities).

Should the legal agreement not be completed by 9th May 2005, delegate to officers to REFUSE the application as contrary to the aims of adopted Local Plan Policies KEY3, TRN1, CEN2, LEI3, HSG 2 and HSG 10.

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT, CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 20th July 2005

ITEM NO: 12

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Applicant: Kier Property
Date received: 19th November 2004
Major Application - 13 week decision target date: 26th February 2005

RECOMMENDATION:

That members agree an extension to the delegation to the Head of Planning and Transport agreed at Planning Applications Committee on 27th April 2005 to allow completion of the Section 106 agreement by 20th August 2005 (unless the Head of Planning and Transport agrees to a later date) and note the revised wording in respect of the Heads of Terms for Affordable Housing to be secured as part of the Section 106 agreement on this application. For the purpose of clarity the other Heads of Terms (ii - vii below) are also provided below:

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 - (a) alternative dispute resolution (if required) in relation to consideration, market value, affordability, subsidy or adjustment
 - (b) the disposal of these Housing Units by a Registered Social Landlord or Housing Association on shared ownership terms as defined in Section 2(6) of the Housing Act 1996
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 - (d) these Housing Units being secured for successive occupiers in conjunction with Reading Borough Local Plan Policy HSG2 and the Council's Supplementary Planning Guidance (2004) in relation to affordable housing;

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BACKGROUND INFORMATION

At your meeting of 27th April 2005 this application was resolved to GRANT subject to the completion of a S106 legal agreement, no later than 27th May 2005, in order to secure contributions towards affordable housing, leisure, transport, education, CCTV/City Safe, Public Art and hard landscaping works.

The delegation period has now expired due to protracted discussions with the applicant over how best to secure the affordable housing element of this proposal. Please therefore refer to the suggested rewording at point i. above and to the previous officer's recommendation (see appendix 1).

The Section 106 legal agreement is now nearing completion however a further extension to the delegation period is required.

Case officer: Andrew Chugg

APPENDIX 1.

COMMITTEE REPORT BY THE DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT READING BOROUGH COUNCIL

ITEM NO.

WARD: Abbey

PLANNING APPLICATIONS COMMITTEE: 27th April 2005

App. No.: 04/01395/FUL

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Applicant: Kier Property

Date received: 19th November 2004

13-week target decision date: 26th February 2005

RECOMMENDATION:

Delegate to the Head of Planning and Transport to GRANT subject to the completion of a S.106 legal agreement by 27th May 2005 to secure the following:

- i. The provision of 26 shared equity Affordable Housing units (16 x 1-bed and 10 x 2-bed) on-site in conjunction with policy HSG.2 (Affordable Housing) and KEY 3 (The Role of Development in Improving the Town) of the Reading Borough Local Plan 1998. Units to be disposed of to either a Housing Association or Registered Social Landlord at no more than 80% TCI (Total Cost Indicator);
- ii. A financial contribution of £33,775 towards Transport improvements brought forward through the Reading Urban Area Package (RUAP), in compliance with Reading Borough Local Plan Policy TRN 1 (A Balanced Transport Strategy) and KEY 3 (The Role of Development in Improving the Town). Payment to be index linked from the date of Committee and made prior to first occupation/use of the development;
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- iii. The provision and retention of 5 wheelchair compliant units on the 1st, 20th and 21st floors of this development and the provision and retention of disabled parking bays for sole use of these wheelchair compliant units, in compliance with Reading Borough Local Plan Policies KEY3 (Role of Development in Improving the Town) and HSG 10 (Housing Provision for People with Disabilities).

Should the legal agreement not be completed by 27th May 2005, delegate to officers to REFUSE the application as contrary to the aims of adopted Local Plan Policies KEY3, TRN1, CEN2, LEI3, HSG 2 and HSG 10.

CONDITIONS TO INCLUDE:

General:

1. Development must begin within five years;
2. Amended plans condition;
3. Development in accordance with amended plans;

Design:

4. Materials to be submitted and approved;
5. No external vents or ducting shall be installed on the road frontage elevations (Station Road and Garrard Street) of the building;
6. Details of the canopy (including cross section drawings) on the Station Road and Garrard Street frontages of the development shall be submitted and approved;
7. There shall be no alteration to the existing site levels;
8. There shall be no alterations to or deviations from the finished floor levels and finished building heights as detailed on the approved plans;
9. Notwithstanding the provisions of the GPDO no telecommunications equipment shall be erected on any external surface of the building;
10. Notwithstanding the provisions of the GPDO no satellite dishes shall be erected on any external surface of the building;

Residential Amenity:

11. Details of any external lighting on the site to be submitted and approved;
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13. Details of refuse storage facilities to be submitted and approved;
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15. Details of ventilation and extraction equipment for the proposed A3 (restaurant) units to be submitted and approved;
16. Details of mechanical ventilation for the proposed residential units to be submitted and approved;
17. Obscure glazing to WC's;
18. No materials/rubbish to be burnt on site;
19. A security management plan for the site shall be prepared and implemented in consultation with the Thames Valley Police Crime Prevention Design Advisor;

Access Issues:

20. Details of internal and external circulation spaces to be provided to demonstrate 5 wheelchair compliant units. The approved wheelchair compliant units shall be provided and retained throughout out the lifetime of the development;
21. The 5 disabled parking bays shall be for sole use of the 5 wheelchair compliant units and retained for use as such at all times;
22. Lifts within the development to be provided prior to first occupation and retained and maintained for use as such;

Landscaping:

23. Re-paving of areas with Marshalls Ashbourne Multi Red clay pavements (200mm x 100mm x 65mm) as indicated in the approved plan (drawing no.: (03)09 Revision A) to be implemented prior to first occupation;

Transport:

24. Car parking and turning spaces shall be provided in accordance with the approved plans prior to the first occupation/use of the development and retained for use as such at all times;
25. Cycle storage facilities to be provided in accordance with approved plans and retained for use as such at all times;

Archaeology:

26. An archaeological watching brief shall be carried out during the removal of existing foundations on site and any ground works during the construction of the development hereby permitted;

Land Contamination:

27. Prior to development a site investigation shall be carried out and submitted to and approved by the LPA. Dependant on the findings of the site investigation, further remediation measures to be undertaken by the applicant to the satisfaction of the Local Planning Authority;

Retail units:

28. The "dual commercial use" of A1/A3 (restaurant with no hot food takeaway) units hereby permitted on the ground floor shall be limited for a period 10 years only;
29. The use of the food and drink units shall be restricted to that of A3 (restaurant with no hot food takeaway), as defined under the Use Classes (Amendment) Order 2005;
30. Any bar area within the A3 unit(s) hereby permitted shall not exceed 10% of the total floor area as indicated on the approved plans, and
31. Notwithstanding the provisions of the GPDO there shall be no permitted change to other A2 uses.

INFORMATIVES TO INCLUDE:

1. There should be an assumption that the occupants of these flats will not be issued with any residents parking permits;
2. A Building Regulations Application is required for this application;
3. A Section 106 Agreement relates to this site;
4. Policy informative;
5. Section 59 of the Highways Act; and
Transco informative.

BACKGROUND INFORMATION

This application was deferred from your meeting of 9th March 2005 (please refer to the appended report) in order that the applicant could provide a three dimensional model showing the proposed building in context with the surrounding area and in order that more detailed information of proposed materials could be provided. At the time of writing these items have not been received but the applicant has advised that they will be available at your meeting. Officers will provide an update note on this additional information at your meeting.

One additional letter of objection letter has been received which states that the proposed A3 units on the ground floor would adversely effect the business of the Malthouse public house located on the corner of Greyfriars Road and Tudor Road. Officer's advise that this concern is not a material planning consideration and hence has not been taken into account.

Appendix 2: 2010 Planning Permission - Decision Notice



**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING AND COMPENSATION ACT 1991
THE TOWN & COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) ORDER 2010**

**APPLICATION FOR EXTENSION OF TIME FOR IMPLEMENTATION OF AN EXISTING
PLANNING PERMISSION**

To: Imperial Properties (Reading)
C/O PJ Planning
Mr Graham Parker 82
Northwood Street
Birmingham
B3 1TH

Application No: 10/00902/EXT

>

Applicant: Imperial Properties (Reading)

READING BOROUGH COUNCIL as local planning authority GRANT planning permission for the following development in accordance with the plans and supporting information submitted in connection with 04/01395/FUL (the original planning permission) and the further information (if any) submitted in connection with this application.

Proposal: Application for an extension of the time limit for implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage

At: 29 Station Road Reading Berkshire RG1 1LG

Subject to such conditions and for such reasons as may be attached

**OTHER STATUTORY CONSENTS MAY BE REQUIRED
PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE**

A handwritten signature in black ink, appearing to read 'Alison Bell', with a long horizontal flourish extending to the right.

Date: 5th January 2011

Head of Planning & Building Control

Application At: 29 Station Road Reading Berkshire RG1 1LG

Application No: 10/00902/EXT

CONDITIONS & REASONS

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted. Reason: to prevent an accumulation of unimplemented planning permissions, and in accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
2. The approved plans are as follows, which were received by the local planning authority on 15th February 2005:

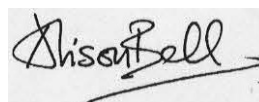
(03) 10 Revision A	- Proposed 1st Floor Plans
(03) 11 Revision A	- Proposed 2nd - 5th Floor Plans
(03) 12 Revision A	- Proposed 6th - 9th Floor Plans
(03) 13 Revision A	- Proposed 10th Floor Plans
(03) 14 Revision A	- Proposed 11th - 18th Floor Plans
(03) 15 Revision A	- Proposed 19th Floor Plans 05
(01) Revision B	- Proposed East Elevation 05
(02) Revision B	- Proposed North Elevation 05
(03) Revision B	- Proposed West Elevation 05
(04) Revision B	- Proposed South Elevation
(02) 101	- Site Layout overlaid with Friar Street development

and as by the following drawing nos. that were received by the local planning authority on 25th February 2005:

- | | |
|--------------------|--|
| (03) 0B Revision C | - Proposed Basement Floor Plans |
| (03) 00 Revision B | - Proposed Ground Floor Plans |
| (03) 17 Revision B | - Proposed 20th Floor Plans |
| (03) 16 Revision B | - Proposed 21st Floor Plans |
| 05 (05) | - Proposed West Elevation Through Service Road |
| 04 (02) | - Proposed Cross Section Through Vehicular Entrance to Basement Reason: to |

clarify which plans have been approved.

3. No development shall take place until samples of materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved samples/details. Reason: as full details of proposed materials have not been submitted and in the interests of ensuring that the new development appears in keeping with the surrounding area.



Date: 5th January 2011

Head of Planning & Building Control

Policies:

RBLP: HSG5, CUD14

RBCS: CS7, CS33

RCAAP: RC1, RC5, RC13

4. No external vents or ducting shall be installed on the road frontage elevations (Station Road and Garrard Street) of the building. Reason: in the interest of protecting the visual appearance of the building.

Policies:

RBLP: HSG5, CUD14

RBCS: CS7, CS33

RCAAP: RC1, RC5, RC13

5. No development shall commence until details of the ground floor glass canopy (including cross section drawings) on the Station Road and Garrard Street frontages of the development have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: as full details of proposed canopy have not been submitted and in order to protect the visual appearance of the building and the public realm.

Policies:

RBLP: HSG5, CUD14

RBCS: CS7, CS33

RCAAP: RC1, RC5, RC13, RC14

6. There shall be no alterations to the existing site levels at 29-35 Station Road, as detailed in the approved plans set out in Condition 2 above. Reason: to ensure that the impact of the development in relation to the natural features of the site and nearby buildings is as demonstrated.

Policies:

RBLP: HSG5, CUD14

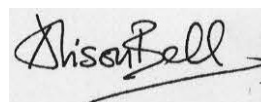
RBCS: CS7, CS33

RCAAP: RC1, RC5, RC13, RC14

7. There shall be no alterations to or deviations from the finished floor levels and finished building heights, as detailed in the approved plans set out in Condition 2 above. Reason: to ensure that the impact of the development in relation to the natural features of the site and nearby buildings is as demonstrated.

Policies:

RBLP: HSG5, CUD14



Date: 5th January 2011

Head of Planning & Building Control

RBCS: CS7, CS33

RCMP: RC1, RC5, RC13, RC14

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no telecommunications equipment shall be erected or installed on any external surface of the development without the prior written consent of the local planning authority. Reason: to protect the visual character and appearance of the building and surrounding area.

Policies:

RBLP: HSG5, CUD14

RBCS: CS7, CS33 RCMP:

RC1, RC5, RC13

9. No external lighting shall be installed within the application site unless and until details have been submitted to and approved in writing by the local planning authority. Such details shall include the design of fittings and fixture, beam patterns/cowls and wattage. The approved lighting shall thereafter be installed, maintained and operated in accordance with the approved details. Reason: to protect and enhance the appearance of the building and to limit the levels of light pollution to other nearby residential developments.

Policies:

RBCS CS34

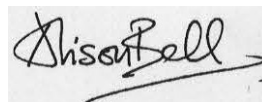
RCMP RC14

10. In connection with the implementation of this permission, the demolition and construction works including the delivery of materials to the site shall not take place outside the hours of 8am to 6pm Mondays to Fridays or 8am to 1pm on Saturdays. Works shall not take place at all on Sundays or Bank Holidays. Reason: to protect local residents from unreasonable disturbances from works connected with implementing this permission.

Policies:

RBCS CS34

11. No construction shall commence until details of proposed refuse storage facilities to include recycling facilities, ventilation details and a management plan to cover the removal of rubbish from the site shall be submitted to and approved in writing by the local planning authority. Development shall take place in accordance with the approved details and the facilities maintained thereafter. Reason: in the interests of ensuring adequate facilities are in place for the storage of refuse.



Date: 5th January 2011

Head of Planning & Building Control

Policies:

RBLP TRN11B, CUD14

RBCS CS7 CS34 RCAAP

RC5 RC9

12. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted and approved in writing by the local planning authority to provide for:
- (A) The parking of vehicles and site operatives and visitors to be shown on a Plan not less than 1.500.
 - (B) Loading and unloading of plant and materials used in constructing the development. Areas to be shown on a plan not less than 1.500
 - (C) Storage of plant and materials used in constructing the development. Areas to be shown on a plan not less than 1.500
 - (D) The erection and maintenance of security hoarding/scaffolding if required.
 - (E) Wheel washing facilities
 - (F) Measures on site to control the deposition of dirt/mud on surrounding roads during construction.
 - (G) Footpath Closures /Road Closures needed during construction
 - (H) Traffic Management needed during construction.
 - (I) Times, routes and means of access into and from the site for construction traffic and delivery vehicles (including the removal of waste from the site and methods of preventing deposition of materials on the public highway).

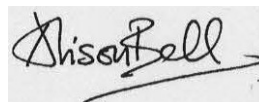
The approved Construction Method Statement shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority. Reason: in the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety.

Policies:

RBLP TRN11B

RBCS CS2 CS34

13. No occupation of either of the ground floor units as restaurant/cafes (A3 use) shall take place until the proposed details of extraction, ventilation and filtration equipment to be installed to suppress and disperse fumes and smells created from the cooking operations from the premises have been submitted to and approved in writing by the local planning authority. The approved equipment shall be installed in full accordance with the approved details and shall be in full working order prior to the commencement of restaurant use(s) and thereafter be effectively operated and maintained in accordance with the manufacturer's instructions for as long as the proposed use(s) continue(s). Reason: to ensure that the restaurant use(s) has/have adequate ventilation equipment to ensure that neighbouring properties are not unreasonably affected by odours from the use(s) and to protect the appearance of the building.



Date: 5th January 2011

Head of Planning & Building Control

Policies:

RBLP CUD14

RBCS CS7 CS34

RCMP RC5, RC13

14. No development shall commence until details of mechanical ventilation measures to be installed within the proposed residential units have been submitted to and approved in writing by the local planning authority. The equipment shall be installed in accordance with the approved details prior to the first occupation of the residential units and shall thereafter be effectively operated and maintained in accordance with the manufacturer's instructions for the lifetime of these units. Reason: to ensure that the proposed residential units have adequate ventilation facilities.

Policies:

RBLP HSG5

RBCS CS34

15. Any windows to a bathroom, shower room or WC in the development hereby permitted shall be glazed with obscure glass and thereafter maintained with obscure glass. Reason: in the interests of privacy.

Policies:

RBLP HSG5

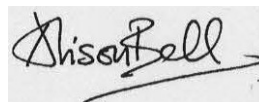
RBCS CS7

16. No trade refuse shall be burnt or otherwise disposed of on the site. Reason: in the interests of protecting the appearance of the area and local residents from unreasonable noise and smells.

RBCS CS34

17. No development shall commence until a security management plan for the site has been submitted to and approved by the local planning authority, including details relating to:

- a. An electronic security roller shutter to the rear entrance of the basement car and cycle parking area,
- b. Secure electronic fob access to the lift lobby,
- c. Laminated window glazing (to at least 11.5 mm thick)
- d. Internal lighting specifications for stairs and landings, access controls and a secure lobby,
- e. Details of the proposed concierge facility or lobby, lift access, CCTV
- f. Access fobs which only allow residents of individual floors to leave the communal lift/stairwell lobby and access their own landing,
- g. Visually verified CCTV access control for all flats to allow entry to callers at the main entrance,



Date: 5th January 2011

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- h. Front doors to all flats that meet the attack resistance standards of British Standard PAS 24
- i. anti-terrorism design (anti -ram bollards/planters)

The plan shall be prepared and implemented in consultation with the Thames Valley Police Crime Prevention Design Advisor. The approved details and measures shall thereafter be adhered to at all times within the development. Reason: in the interests of safety and security for prospective residents, their property, staff (and other users of the site) and persons in the public realm.

Policies:

RBLP HSG5 HSG9 CUD14

RBCS CS7

RCAAP RC1 RC5 RC13 RC14

18. No development shall commence until detailed plans and specifications have been submitted to and approved in writing by the local planning authority to demonstrate that internal circulation spaces shall be acceptable to provide five wheelchair- compliant flats on the first, twentieth and twenty-first floors. No residential unit shall be occupied until the five wheelchair compliant units located on the first, twentieth and twenty-first floors have been provided and they shall thereafter be retained in accordance with the approved plans. Reason: in the interests of the amenities of future occupants and visitors.

Policies:

RBLP CUD14

RBCS CS4 CS5

RCAAP RC9

19. The five disabled parking spaces as detailed in the approved plans (drawing no.: (03)08 Revision B) shall be allocated to the wheelchair compliant units located on the first, twentieth and twenty-first floors and shall be provided, marked and retained in accordance with the approved plans for use as such. Reason: in the interests of the amenities of future occupants and visitors and to retain parking only for disabled persons.

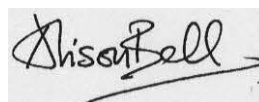
Policies:

RBLP CUD14

RBCS CS5 CS24

RCAAP RC9

20. No occupation of the residential units shall take place until the lifts have been provided in accordance with the approved plans and they shall thereafter be retained for use at all times and maintained in accordance with the manufactureQS instructions. Reason: in the interests of the amenities of future occupants and visitors and to provide equality of access.



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Policies:

RBLP CUD14

RBCS CS4 CS5 CS24

RCAAP RC9

21. No dwelling/building shall be occupied until vehicle parking and turning space has been provided in accordance with a layout to be submitted to and approved by the Local Planning Authority. These facilities shall thereafter be retained for parking and turning only. Reason: to ensure that the development is provided with adequate parking facilities, to reduce the likelihood of roadside parking which would be a danger to other road users/pedestrians and to ensure vehicles enter and leave the highway in forward gear.

Policies:

RBLP CUD14 TRN11B

RBCS CS24

RCMP RC9

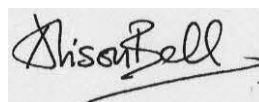
22. No occupation of the residential units shall take place until the proposed cycle storage facilities have been provided in accordance with a layout to be submitted to and approved by the Local Planning Authority. The cycle storage facilities shall thereafter be maintained for use only as cycle storage facilities at all times. Reason: to encourage travel by sustainable alternatives other than the car, in accordance with the Local Planning Authority's approved transport policies.

Policies:

RBLP CUD14

RBCS CS24

23. Before any agreement is entered into for a new occupation of, or transfer of any interest in, the residential units hereby approved, the prospective occupier /transferee shall be informed of the prohibition on entitlement to a car parking permit. All material utilised for advertising or marketing the residential units for letting or sale shall make it clear to prospective tenants and occupiers that no parking permit will be issued by the Council to occupiers of the residential units. Reason: in order that the prospective occupiers are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking in the area.



Date: 5th January 2011

Head of Planning & Building Control

Policies:
RBCS CS24

24. The residential units hereby approved shall not be occupied until the Council has been notified in writing of the full postal address of the units. Such notification shall be addressed to the Council's Planning Manager (Implementation) quoting the planning application reference specified in this Decision Notice. Reason: in order that the Council can update its records to ensure that parking permits are not issued to the neighbouring occupiers of the new residential units hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of residential properties by adding to the already high level of on street car parking in the area.

Policies:
RBCS CS24

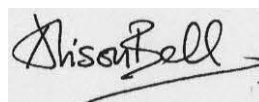
25. No development shall commence until a service vehicle/delivery vehicle management plan has been submitted to and approved in writing by the local planning authority. The development shall thereafter only operate in accordance with the agreed plan. Reason: in order to ensure that disruption from vehicle movements is minimised, in the interests of residential amenity, the general amenities of the area and the local road network.

Policies:
RBLP TRN118
RBCS CS34

26. The gradient of the access to the basement parking area shall not exceed 1 in 8 (or 12%). Reason: to ensure that adequate access to parking spaces is provided.

Policies:
RBLP TRN118 HSG5

27. No development shall take place within the site, including any works of demolition, until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition. Reason: to ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.



Date: 5th January 2011

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Policies:

RBLP CUD11 CUD12 CUD13

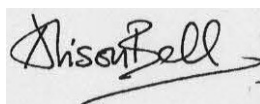
RBCS CS33

28. No development shall commence until a site investigation has been carried out and a report submitted to and approved by the Local Planning Authority in respect of potential contaminants. Any contamination revealed by the above site investigation report should then be dealt with by means of:
- a) Remediation Strategy based upon risk assessment and associated Remediation Method Statements incorporating quality assurance procedures to demonstrate compliance with the proposed methodology and best practice guidance
 - b) A Monitoring Regime for the on-going monitoring of any residual contamination present on the site; and
 - c) The Remediation Strategy, Remediation Method Statements and Monitoring further remediation measures shall be completed to the satisfaction of the Local Planning Authority.
- Reason: to evaluate and prevent further pollution of the site, watercourses and environs.

Policies:

RBCS CS34

29. No development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site have each been submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. ¹
 - 3) Based on the site investigation results and the detailed risk assessment, an options appraisal and remediation strategy shall be produced, giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Reason: the site is on a Principal Aquifer and potentially contaminative activities may have taken place on the site. It is important that an appropriate phased site investigation is carried out to prevent pollution of controlled waters.



Date: 5th January 2011

Head of Planning & Building Control

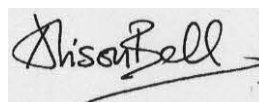
30. No occupation shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation have been submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any long-term monitoring and maintenance plan for monitoring of pollutant linkages, maintenance and arrangements for contingency action (as identified in the verification plan) and for the reporting of this to the local planning authority. Reason: the site is on a Principal Aquifer and there may have been potentially contaminative activities on the site. It is important that the site is remediated to an appropriate level and to prevent further pollution of the site, watercourses and environs.

Policies:
RBCS CS34

31. No piling or any other foundation designs using penetrative methods shall be permitted unless and until details of such have been submitted to and approved in writing by the local planning authority. Such methods will only be acceptable for those parts of the site where it has been demonstrated by the submitted details that there is no resultant unacceptable risk to groundwater. The development shall thereafter be carried out in accordance with the approved details. Reason: the site is on a Principal Aquifer and any piling taking place could create a pathway for contamination to reach groundwater.

Policies:
RBCS CS34

32. No development within shall commence until a scheme for the connection and potential improvements to the existing water supply/foul and surface water drainage and sewerage system has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved. No occupation of the building shall occur until the approved scheme for improvements have been completed and the development shall be retained and operated only in accordance with the approved works. Reason: to ensure that the water supply and sewerage infrastructure including the works can cope with the additional load from this redevelopment for a tall building (which has particular issues for water supply/pressure and other loading) before construction or occupation takes place.



Date: 5th January 2011

Head of Planning & Building Control

Policies:

RBCS CS34

33. No construction shall commence until details of the green/brown roofs have been submitted to and approved in writing by the local planning authority. Such measures shall be installed in accordance with the approved details (and manufacturer's/installer's instructions and be retained/maintained thereafter. Reason: in order to control surface water run-off and provide a habitat for birds, in the interests of the sustainability of the development.

Policies:

RBLP CUD14 NE6 NE7

RBCS CS1 CS36

34. No A3 use shall be brought into first use until a written management plan/strategy for any ancillary takeaway service has been submitted to and approved in writing by the local planning authority. Such a plan/strategy shall indicate the extent of the service, how it will operate, likely percentage of all sales and arrangements for controlling litter. Reason: in order to ensure that any take-away services remain ancillary to the main A3 use and that they do not cause noise/disturbance or anti-social behaviour.

Policies:

RBCS CS34

RCAAP RC7

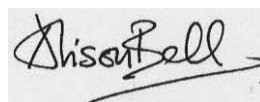
35. No occupation of any part of the development shall take place until the vehicular access has been constructed in accordance with the approved plans and in compliance with the requirements of the Local Planning Authority for work carried out within the Public Highway. Reason: in the interest of road safety.

Policies:

RBLP CUD14 TRN11B

36. No commencement of the development shall occur until details of the main doors to the bin store/basement parking area, as shown on the approved plans (drawing no.: (03)0B Revision C) have been submitted to and approved in writing by the Local Planning Authority. The doors shall only be in the form of roller shutters. Reason to ensure that there is no obstruction of the Public Highway at all times and in the interest of road safety and to ensure a satisfactory design of the roller shutters in the street.

Policies:



Date: 5th January 2011

Head of Planning & Building Control

RBLP CUD14 TRN11B HSG5
RBCS CS7
RCAAP RC5 RC13 RC14

37. The Class A1 retail and/or Class A3 restaurant & cafe uses hereby permitted under Class E, Part 3, Schedule 2 of the Town and County Planning (General Permitted Development) Order 1995 shall be for a limited period of 10 years from the date of this permission. Upon the expiry of this 10 year period the prevailing use of these units, as either retail (A1) or restaurant & cafe (A3), shall become the permitted lawful uses, as to be agreed in writing by the Local Planning Authority. Reason: in order to clarify the lawful use hereby permitted and the specific criteria relating to this use.
38. No development consisting of any A3 use hereby permitted shall have a bar area exceeding 10% of that unit's floorspace, meaning an area which shall be used as the area primarily for consumption of alcohol. Reason: in order for the local planning authority to control the extent of any bar function in the A3 use and any potential noise/disturbance, in the interests of the amenities of the area.

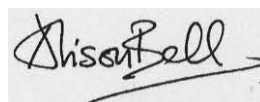
Policies:
RBCS CS34
RCAAP RC8

39. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking or re-enacting that Order with or without modification, neither of the two proposed ground floor "Class A1 retail and/or Class A3 restaurant uses" hereby permitted shall be permitted to change to any other use within Class A2 of the Use Classes Order (1987). Reason: in order to promote an active retail frontage to this building and to enable the local planning authority to control the use of the building.

RBLP RET3A CUD14
RBCS CS7
RCAAP RC10

40. Notwithstanding the provisions of Class 12 of Schedule 3 of the Town and Country Planning (Control of Advertisements) Regulations 1992, the A1 or A3 occupiers of the ground floor units hereby approved shall retain active window displays along the length of the two principal site frontages (Station Road and Garrard Street) (without the installation of window vinyls, roller shutters, or similar). Reason: In the interests of retaining a lively and attractive street scene.

RBLP RET3A CUD14
RBCS CS7
RCAAP RC10



Date: 5th January 2011

Head of Planning & Building Control

41. No development shall take place until details of the sustainability/environmental performance measures have been submitted to and approved by the Local Planning Authority. The details of the sustainability/environmental performance measures shall indicate that a minimum of 50% of the flats shall achieve Level 4 of the Code for Sustainable Homes (via an Interim Certificate of Compliance) and the remainder shall achieve Level 3, with an annual carbon reduction for the overall development of a minimum Target Emission Rate of 20% below the baseline of the Building Regulations Part L 2006. The development shall thereafter be carried out and retained in accordance with the approved details of the sustainability/environmental performance measures. Reason: To ensure that the development is carried out in accordance with (adopted) sustainable building standards.

Policies:

RBLP HSG5 CUD14

RBCS CS1 CS2 CS7

RCAAP RC13

42. The building shall not be occupied until a post-construction review has been carried out by a licensed assessor to verify via an Energy Performance Certificate that the building meets the Code for Sustainable Homes standards set out in the above Condition 41 and that the development will thereafter be retained in full accordance with these agreed standards and specifications. Reason: To ensure that the development is carried out in accordance with (adopted) sustainable building standards.

Policies:

RBLP HSG5 CUD14

RBCS CS1 CS2 CS7

RCAAP RC13

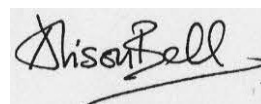
43. Notwithstanding the above sustainable performance conditions (41 and 42), no development shall take place until samples and details of the thermal performance of the proposed external materials (including the cladding and roofing systems) have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out and retained only in accordance with the approved samples/details. Reason: as the submitted details indicated that the proposed cladding system may under-perform in practice and to ensure that thermal efficiency is maximised, to reduce carbon emissions.

Policies:

RBLP HSG5 CUD14

RBCS CS1 CS2 CS7

RCAAP RC13



Date: 5th January 2011

Head of Planning & Building Control

1. This application was assessed against and found to be compatible with the following policies of the Development Plan:

Reading Borough Local Plan (1998) 'Saved Policies:

HSG5 Residential Design Standards: the character and density of design is to an acceptable standard

HSG9 Location of Residential Development: the development is acceptable in terms of its relationship to the acceptability of the site TRN6 Pedestrians: footways are not obstructed

TRN11B Development and Traffic: the highways aspects of the development are acceptable in terms of the highway network and the local environment

TRN13 Off-Street Servicing: off-street servicing is provided from Garrard Street TRN15 Parking for People With Disabilities: dedicated parking is provided

CUD4 Setting of Listed Buildings: the setting of nearby Listed Buildings and structures would be preserved

CUD7 New Development in Conservation Areas: views into and out of the Market Place Conservation Area would be preserved

CUD10 Historic Parks and Gardens: views into and out of the Forbury Gardens would be preserved protected

CUD11 (Ancient Monuments and Other Important Archaeological Remains): the Abbey Ruins would not be affected by the development. Archaeological remains would be preserved or recorded/preserved

CUD12 (Development Impact on Archaeological Remains): the likely impact of the development on archaeological remains has been assessed as acceptable

CUD13 (Preservation of Archaeological Sites): any important remains would be preserved in situ.

CUD14 (Standards of Design in Development): the proposal indicates a high standard of design

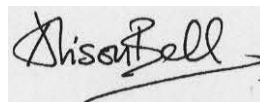
CUD16 (Shopfronts): the quality of shopfronts would be secured via the design and high-quality materials.

NE7 (Creative Nature Conservation): 'brown' roofs would be provided

NE10 (Surface Water Run-Off and Development): drainage systems, hard landscaping would be designed to minimise run-off, where possible.

Reading Borough Local Development Framework Core Strategy (2008):

CS1 (Sustainable Construction and Design): the proposal is considered to be acceptable in terms of the Council's SPD and meets the provisions of this policy through energy efficiency, carbon reductions and renewable energy



Date: 5th January 2011

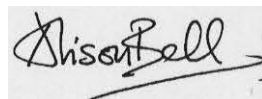
Head of Planning & Building Control

- CS2 (Waste Minimisation): the development will use construction techniques which minimise waste
- CS4 (Accessibility and the Intensity of Development): the proposal is a dense, mixed-use development, which reflects its accessible location
- CS5 (Inclusive Access): the development would provide wheelchair-accessible rooms and dedicated parking
- CS7 (Design and the Public Realm): the development would be a high-quality design which would enhance the character of Reading
- CS9 (Infrastructure, Services, Resources and Amenities): appropriate contributions towards off-setting the impact on social infrastructure are provided
- CS14 Provision of Housing: the development will contribute to the borough's housing provision
- CS15 (Location, Accessibility, Density and Housing Mix): the location, accessibility, density and mix of housing proposed is considered to be appropriate for this highly accessible, Central Reading site
- CS16 (Affordable Housing): affordable housing would be provided on-site
- CS24 (Car/Cycle Parking): parking is provided in accordance with the Council's standards (the Parking and Design SPD, 2009)
- CS33 (Protection and Enhancement of the Historic Environment): the development would preserve settings and views of the nearby historic structures and designated heritage areas
- CS34 (Pollution and Water Resources): the development would minimise pollution of air, water, and ground conditions and would provide suitable arrangements to ensure a satisfactory environment is produced for the uses proposed
- CS36 (Biodiversity and Geology): harm to protected species would be avoided and habitats improved.

Reading Central Area Action Plan (2009):

- RC1 (Development in the Station/River Major Opportunity Area: the proposal complies with the general requirement of this policy for a mix of high density uses
- RC5 (Design in the Centre): the proposal would provide a high standard of urban design
- RC9 (Living in the Centre): the proposal provides high-quality residential accommodation
- RC10 (Active Frontages): the retail units and entrances to the uses above would provide active frontages at ground floor level.
- RC13 (Tall Buildings): the development meets the various aims of this policy by providing a high-quality building
- RC14 (Public Realm): a high-quality public realm would be produced at the site boundary
- Consideration was also given to the following National planning policy guidance/statements:

1



Date: 5th January 2011

Head of Planning & Building Control

PPS1 (Delivering Sustainable Development)
PPS3 (Housing)
PPS5 (Planning for the Historic Environment)
PPG13 (Transport)
PPS22 (Renewable Energy) PPG24
(Planning and Noise)

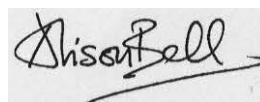
Reading Borough Council Supplementary Planning Guidance/Documents relevant to this application:

Space Around Dwellings SPG (1994)
Planning Obligations Under Section 106 of the Town and Country Planning Act 1990 SPG (2004)
Sustainable Design and Construction SPD (2007)
Parking Standards and Design SPD (2009)

Other relevant guidance considered:

Communities and Local Government: Greater Flexibility for Planning Permissions guidance (2009)
CABE/English Heritage: Guidance on Tall Buildings (2007)
HM Government: Crowded Places-the planning system and counter-terrorism (2010)

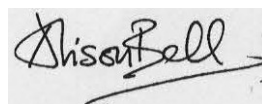
2. A S.106 legal, agreement relates to this permission.
3. Your attention is drawn to the terms and conditions of this perm1ss10n. Any development which is carried out but which differs materially from the approved plans and details, or does not comply with any conditions or planning obligations attached to the permission may result in the Council taking action to remedy the breach of planning control. If you are in any doubt please contact the Council.
4. Your attention is drawn to the conditions above, where these are pre-commencement condition(s) or condition(s) precedent and require the terms of the conditions to be satisfied before development commences. If development commences in contravention of those conditions, the development taking place will be made unauthorised in planning terms. This may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council.
5. Please note that the Council charges a fee for the discharge of planning conditions, the fee is currently £75 per submission, which can include information to discharge several conditions at once.



Date: 5th January 2011

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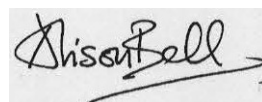
6. Separate approval under the Building Regulations will be required for this development.
7. The occupiers of the residential units will not be entitled to an on-street car parking permit in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area in accordance with adopted RBLP policy TRN12. The site is located close to local facilities, with frequent public transport services on nearby roads. Conditions above place a requirement that the Council be notified of postal addresses of the residential units before occupation and that the occupiers/transferees to be informed of the prohibition on entitlement to a car parking permit.
8. Any works affecting the highway shall be in accordance with Reading Boroughs Councils document I Guidance Notes for Activities on the Public Highway within the Borough of Reading. The applicant should be made aware that compliance with this document is mandatory and licences to work on the highway will only be issued if the requirements contained within it are met. A copy can be obtained at <http://www.reading.gov.uk/ltp/General.asp?id=5X9452-A782F664> (within the Transport Strategy area of the Transport Section on the Reading Borough Web Site)
9. The developer's attention is drawn to Section 59 of the Highways Act which allows the Local Highway Authority to seek compensation for damage to the highway caused by extraordinary traffic.
10. In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that the SWMP should contain depends on the estimated build cost, excluding VAT. Developers must still comply with the duty of care for waste. Because the developer will need to record all waste movements in one document, having a SWMP will help to ensure you comply with the duty of care.
Further information can be found at <http://www.netregs-swmp.co.uk>
11. There is a possible requirement for a fire hydrant at this site, please contact the Royal Berkshire Fire and Rescue Service for more details.
12. There are gas mains to the rear (west) of the site, please contact Southern Gas Networks for further advice.
13. In constructing this development, structural safety considerations in the event of terrorist/bomb attacks should be designed into the building. For more information on this matter, please contact the Thames Valley Police's Crime Prevention Design Advisor.



Date: 5th January 2011

Head of Planning & Building Control

14. The developer is advised to consider the effects of this tall building on tv, radio and other broadcasts and mitigate their effects, if necessary.
15. The developer should consult the Civil Aviation Authority (CAA) to discuss the need for any warning beacons for aircraft.
16. A Highways License is likely to be required for any part of the structure which oversails the footway/highway, please contact the Council's Highways Depot at Darwin Close, Reading, for further guidance.



Date: 5th January 2011

Head of Planning & Building Control

APPEALS

- (1) If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990. If this is a householder application and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice. If you want to appeal against your local planning authority's decision for any other type of application (which is not a householder application) then you must do so within 6 months of the date of this notice. Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, 0117 372 8000 or online at www.planningportal.gov.uk/pes. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order. In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.
- (2) If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
- (3) In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in section 114 of the Town and Country Planning Act 1990.
- (a) The statutory requirements are those set out in section 79(6) of the Town and Country Planning Act 1990, namely sections 70 and 72(1) of the Act.

BERKSHIRE ACT 1986 - Section 32

- (1) Except as provided in subsection (a) below, where plans for the erection or extension of a building are deposited with a district council in accordance with building regulations, the district council shall reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show -
 - (a) That there will be adequate means of access for the fire brigade to the building or, as the case may be, to the building as extended, And
 - (b) That the building or, as the case may be, the extension of the building will not render inadequate existing means of access for the fire brigade to a neighbouring building.
- (2) No requirement concerning means of access to a building or to a neighbouring building shall be made under this section in the case of a building to be erected or extended in pursuance of a planning permission granted upon an application made under the Act of 1990, unless notice of the provisions of this section is endorsed on or accompanies the planning permission.
- (3) Section 16(7) and (8) and section 36(2) to (6) of the Building Act 1984 (notice of rejection or passing of plans and enforcement of requirements) shall apply as if this section were a section of the said Act 1984.
- (4) Any person aggrieved by the action of the district council in rejecting plans under this section, may appeal to a magistrates' court.
- (5) In this section references to the adequacy or inadequacy of means of access for the fire brigade shall be construed as references to a means of access adequate or, as the case may be, inadequate for use for fire-fighting purposes by members of one or more fire brigades and their appliances.

SECTION 76 TOWN AND COUNTRY PLANNING ACT 1990

76-(1) This section applies when planning permission is granted for any development that will result in the provision -

- (a) Of a building or premises to which section 4 of the Chronically Sick and Disabled Persons Act 1970 applies (buildings or premises to which the public are to be admitted whether on payment or otherwise);
- (b) Of any of the following (being in each case, premises in which persons are employed to work) -
 - (i) Office premises, shop premises and railway premises to which the Offices, Shops and Railway Premises Act 1963 applies;
 - (ii) Premises which are deemed to be such premises for the purposes of that Act; or
 - (iii) Factories as defined by section 175 of the Factories Act 1961,
- (c) Of a building intended for the purposes of a university college or college, or of a school or hall of a university;
- (d) Of a building intended for the purposes of an institution within the PCFC funding sector; or
- (e) Of a building intended for the purposes of a school or an institution which provides higher education or further education (or both) and is maintained or assisted by a local education authority.
- (2) The local planning authority granting the planning permission shall draw the attention of the person to whom the permission is granted -
 - (a) In the case of such a building or premises as are mentioned in subsection (1)(a)
 - (i) To sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970; and
 - (ii) To the Code of Practice for Access of the Disabled to Buildings (British Standards Institution code of practice BS 5810: 1979) or any prescribed document replacing that code,
 - (b) In the case of such premises as are mentioned in subsection (1)(b), to sections 7 and BA of that Act and to that code or any such prescribed document replacing it;
 - (c) In the case of such a building as is mentioned in subsection (1)(c), (d) or (e), to sections 7 and B of that Act and to Design Note 18 "Access for Disabled People to Educational Buildings" published in 1984 on behalf of the Secretary of State, or any prescribed document replacing that note.
- (3) Expressions used in subsection (1)(d) and (e) and in the Education Act 1944 have the same meanings as in that Act.

Appendix 3: 2010 Planning Permission: Officer's Report

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 18 August 2010

ITEM NO. 10

Ward: Abbey
App No.: 10/00902/EXT
Address: 29-35 Station Road, Reading
Proposal: Application for an extension of the time limit for implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage
Applicant: Imperial Properties (Reading)
Date received: 10 May 2010
Major Application: 13 week target decision date : 9 August 2010

RECOMMENDATION (AMENDED):

Subject to confirmation that the Sustainability Pre-assessment report is acceptable, delegate to officers to **GRANT** permission, subject to completion of a S.106 agreement.

Heads of Terms of the agreement to be as set out in the report at Appendix 1 with the following exception:

(v) to be deleted and replaced with:

£18,000 contribution towards security/counter-terrorism measures in the vicinity of the site, payable on commencement of the development, in accordance with Core Strategy Policy CS9.

Conditions:

Additional contaminated land conditions, as necessary, as detailed below.

Additional informative: structural security considerations

1. INTRODUCTION

- 1.1 This application was reported to your July meeting, where the Committee agreed to defer a decision, pending receipt of satisfactory display material and confirmation that the sustainability reports were acceptable. The previous report and update report are appended.
- 1.2 This report discusses the above two issues and updates the Committee on whether there is a continued need for a CCTV/CitySafe contribution.

2. PROPOSAL

- 2.1 See Appendix 1, Section 2 (pages 80-81 of the July Agenda) for a description of the development.

3. PLANNING HISTORY

- 3.1 As before.

4. CONSULTATIONS

- 4.1 Additional consultation responses have been received from the following:

Non-statutory

- RBC Environmental Protection (Contaminated Land)
- Environment Agency
- Thames Valley Police (Crime Prevention Design Advisor)
- RBC Landscape/Urban Design Officer

5. RELEVANT PLANNING POLICY AND GUIDANCE

- 5.1 No changes since last report.

6. APPRAISAL

Main Issues

- 6.1 The main issues to be considered in this report are:

- i. Is the display material now provided considered to be suitable;
- ii. Whether the responses in relation to sustainability are satisfactory in meeting the aims of Core Strategy Policy CS1 and the Sustainable Construction and Design SPD; and
- iii. Whether the (total of) £18,000 CCTV/CitySafe contribution is still justified.

(i) Display material for committee

- 6.2 The applicant has provided large-scale images of the development, which will be shown on the screen at your meeting and other 3D images of the proposal. These are attached to this report. At your meeting, a computerised 'fly-through' of the building will be shown. The original model and materials are no longer available. However, officers advise that the previous materials supplied at the committee in 2005 were not specified in conditions and were illustrative only and that the conditions of the 2005 permission ask that all materials be submitted. On this basis, officers have considered the advice in the "Greater Flexibility for Planning Permissions" guidance that local planning authorities should take a 'positive and constructive approach' towards extension of time applications. Conditions would secure the eventual quality design finish and this be considered acceptable in terms of the principal design policies, CS7, RC13 and the CABE/English Heritage's guidance on tall buildings.

(ii) Sustainability

- 6.3 The applicant has supplied a further technical note in which it is asserted that the technologies proposed meet the targets in the SPD and Policy CS1

(Sustainable Construction and Design). On the advice of Thames Valley Energy, this has resulted in a change to the proposed energy technologies to be employed.

- 6.4 At the time of writing, Thames Valley Energy is still considering the technical note before supplying their advice. Further comment will be provided in your Update Report. Officers consider it likely that the applicant will be able to demonstrate the necessary compliance to TVE's satisfaction and therefore the recommendation is still to grant permission.

(iii) CCTV/CitySafe contribution

- 6.5 Officers have been investigating whether the CCTV/CitySafe contribution should be updated in relation to a more recent consideration for tall buildings, that of designing for counter-terrorism (in accordance with Government guidance such as "Crowded Places") and have taken account of comments from Thames Valley Police (the Crime Prevention Design Advisor) and the Council's Landscape/Urban Design Officer.
- 6.6 A tall building with a glazed atrium is at most need of security measures in relation to 'Hostile Vehicle Mitigation', usually in the form of planters or bollards to act as a cordon, so vehicles with explosives cannot enter the building and cause damage. Such barriers need to be designed sensitively to avoid creating an aggressive security presence within the street. The Council is considering plans to widen the footway on Station Road and the widespread pedestrianisation/shared surfacing towards the Station and the security measures should be designed in as part of these wider programmed highway/streetscape improvements, which are in turn linked to the upgrade of Reading Station.
- 6.7 It is therefore difficult to accurately state exactly what form of barrier is required, however, the vulnerable building frontage is 23 metres long on Station Road and 15 metres on Garrard Street. If bollards are to be used, they should be sited no more than 1.5 metres apart and would probably need to be set on the newly-aligned kerb edge on Station Road, so as to minimise disruption to the heavy pedestrian flows which are experienced. The approximate cost of installing a good-quality bollard, which includes foundations, etc., is in the region of £1,000 each. Therefore the total of £18,000 originally requested for CCTV/CitySafe is considered to be suitable for counter-terrorism measures and in accordance with Policy CS9 (Infrastructure, Services, Resources and Amenities) and the Council's S.106 SPG. The final detailed design would also be controlled through the Security Management Plan (see condition 17 of the main report). Officers consider that this contribution and the S.106 package set out in the attached report to the July committee meet(s) the three tests set out in the Community Infrastructure (CIL) Regulations 2010 in that it is (they are) (a) necessary to make development acceptable in planning terms, (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. Minor alterations to the Recommendation may need to be made and any revisions necessary will be reported in the Update Report.
- 6.9 The Police's advisor also mentions some useful counter-terrorism constructional issues for the building which although are not strictly planning-related, should nevertheless be set out in an informative.

Contaminated Land conditions

- 6.9 The Environment Agency does not object, subject to four conditions for dealing with contamination, requiring: a risk assessment report, compliance with any remediation before occupation, piling controls and drainage/water controls. Some of these are updates of previous conditions applied and may be a combination of the updated Environmental Protection contaminated land condition requested and the Thames Water condition. With relevant conditions, Core Strategy Policy CS34 (Pollution and Water Resources) is satisfied.

7. CONCLUSION

- 7.1 It is considered that the applicant has adequately addressed the outstanding matter regarding presentation material and subject to final confirmation on sustainability performance, officers are satisfied that the application can now be recommended to you for approval, subject to completion of a new S.106 agreement.

Case Officer: Richard Eatough

Appendix 1: Main Report, July Planning Applications Committee

Appendix 2: Update Report, July Planning Applications Committee

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 21 July 2010

ITEM NO.

Ward: Abbey
App No.: 10/00902/EXT
Address: 29-35 Station Road, Reading
Proposal: Application for an extension of the time limit for implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage
Applicant: Imperial Properties (Reading)
Date received: 10 May 2010
Major Application: 13 week target decision date: 9 August 2010

RECOMMENDATION:

Subject to the receipt of a Code for Sustainable Homes pre-assessment estimator report and energy report which are considered to be acceptable in terms of Policy CS1 (Sustainable Construction and Design) and the Council's Sustainable Design and Construction SPD (March 2007), **delegate to the Head of Planning and Building Control to GRANT permission** subject to the completion of a S.106 agreement to secure the following:

- (i) **No less than 50% of the housing units (52 flats) to be affordable housing units**, to be disposed of to either a Housing Association or a Registered Social Landlord and the Council has been notified, before first occupation of the private housing units. None of the private housing units shall be occupied until a sale agreement for the disposal of all of the affordable housing units comprised in the development as have been approved has been entered into between the applicant and an HA/RSL and the Council has been notified. Provision in accordance with Policy CS16 (Affordable Housing) of the adopted Reading Borough Local Development Framework Core Strategy(2008);
- (ii) **£110,149 contribution towards Integrated Transport (RUAP)**, to be used in the Central Reading Action Plan areas of the Transport Plan, payable on first occupation of the residential units, in accordance with policies CS9 (Infrastructure, Services, Resources and Amenities) and CS20 (Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011)) of the adopted Reading Borough Local Development Framework Core Strategy (2008);
- (iii) **£100,838 contribution towards Education infrastructure**, to increase space and capacity across town centre schools, payable on first occupation of the residential units, in accordance with Core Strategy Policy CS9;
- (iv) **£157,500 contribution towards Leisure/Open Spaces**, for the implementation of the Thames Parks Plan, payable on first occupation of the residential units; in accordance with Core Strategy Policy CS9 and CS29 (Provision of Open Space);
- (v) **£9,000 contribution per A3 retail unit towards CCTV/CitySafe Initiatives**, each payable on first occupation of the relevant retail unit by an A3 (or mixed A3/other) use, in accordance with Core Strategy Policy CS9;
- (vi) **A contribution of 1% of total construction costs towards Public Art**, payable on first occupation of the development, in accordance with Core Strategy

- Policy CS9;
- (vii) **The re-paving of areas adjacent to the site** in Marshalls Ashbourne Red Multi Clay pavements, in accordance with RCAAP Policy RC5 (Design in the Centre) and Core Strategy Policy CS7 (Design and the Public Realm);
- (viii) **Five wheelchair-compliant units/retention of five dedicated disabled parking spaces**, in accordance with Core Strategy policies CS4 (Accessibility and the Intensity of Development) and CS5 (Inclusive Access).

If the agreement is not completed by 6 August 2010, delegate to the Head of Planning and Building Control to **REFUSE** planning permission, unless otherwise agreed by the Head of Planning and Building Control.

Conditions to include:

1. 3 years
2. Plans approved
3. Samples of materials to be submitted in full
4. No external vents or ducting on road frontages
5. Details of the ground floor glass canopy to be submitted
6. No alterations to existing site levels
7. No alterations from finished floor levels
8. No telecoms equipment
9. Details of any external lighting to be submitted and approved
10. No demolition or construction works outside of 8am to 6pm Mondays to Fridays or 8am to 1pm on Saturdays. No works on Sundays or Bank Holidays
11. Details of refuse storage facilities to be submitted and approved
12. Construction Method Statement to be submitted and approved
13. Details of extraction, ventilation and filtration equipment to be submitted and approved before occupation of any A3 (restaurant/café) unit
14. Details of mechanical ventilation systems to the flats to be submitted and approved
15. Any external windows to bathrooms/WCs to be obscure glazed
16. No fires on site
17. Security management plan, to include anti-terrorism design (anti-ram bollards/planters, laminated glass throughout the building, to be submitted and approved
18. Details of internal circulation spaces to be provided to demonstrate five wheelchair-compliant flats on First Floor, 20th. and 21st. floors
19. Retention of five disabled persons' parking spaces
20. Provision and retention of lifts
21. Provision of parking/turning areas before occupation
22. Provision of cycle storage before occupation
23. Provision of vehicular access before occupation
24. Main doors to basement parking area and bin stores to be roller shutters
25. Service vehicle deliveries management plan to be submitted and approved
26. Ramp to basement parking area to have a maximum gradient of 1 in 8 (or 12%)
27. No parking permits
28. No demolition/construction before a programme of archaeological work, in accordance with a written scheme of investigation, has been submitted and approved
29. No development before contaminated land report has been submitted and approved
30. The A1 and or A3 uses to be for a limited period of 10 years from the date of this permission, thereafter, the prevailing use at that time shall be the lawful use

31. No A3 use to have a bar area exceeding 10% of the unit's floorspace
32. No permitted change of A1/A3 units to A2 (Financial and Professional Services) use
33. Retention of active frontages on Station Road and Garrard Street
34. No construction before water supply impact study has been submitted and approved
35. No construction until details of 'green'/'brown' roofs submitted and approved
36. Confirmation of achievement of pre-estimator sustainability levels through a post-completion review, to confirm that a minimum of 50% of the flats meet CSH Level 4 and the remainder achieve CSH Level 3
37. Submission of take-away arrangements for any A3 uses

Informatives:

1. Reasons for grant
2. Terms and conditions
3. Conditions precedent, charges for conditions discharge
4. Building Regulations application required
5. S.106 agreement
6. Section 59 of the Highways Act
7. No residents' parking permits to be issued
8. Works affecting the Highway

1. INTRODUCTION

- 1.1 The application site is a 1950s five storey brick-built building at the end of Station Road, next to its junction with Garrard Street, near to Thames Tower, to the north. The site is also opposite the Malmaison hotel (Great Western House, Grade II Listed), diagonally opposite the entrance to Reading Station and to the north-east of the Novotel/Ibis Hotel on Friar Street, which has residential flats to the rear. It is immediately flanked by Garrard House (a 1980s six-storey office block, currently vacant, but with planning permission as an apart-hotel) to the west and Brunel House (a 1960s six storey office building). Apart from the Malmaison, other Listed buildings nearby are the Three Guineas (former station ticket office), statue of Edward VII on the roundabout and 13/15 Station Road. The nearest part of the site is approximately 100 metres from the edge of the Market Place/London Street Conservation Area's northern extent on Blagrove Street.
- 1.2 Since the original permission was issued in 2005, several other tall buildings have since been constructed in Central Reading, for instance The Blade (formerly Abbey Mill House), One Reading Central and the Novotel/Ibis hotel. It is also anticipated that planning permission will formally be issued shortly on the Station Hill 2 redevelopment, which includes five buildings which are taller than this proposal. There are also extant planning permissions for two additional storeys on Garrard House and two additional storeys on Thames Tower.

2. PROPOSAL

- 2.1 The application relates to the erection of a residential building of up to 22 storeys of 103 units, with retail units and entrance foyer at ground floor level. There would be a 'double-height' entrance area, which would house

the residential foyer/lobby and the retail units and basement servicing (including car parking for disabled people). See Section 3 of Appendix 1 for fuller details.

- 2.2 The extant planning permission which was granted in 2005 has not been implemented and lapses on 18 August 2010. The applicant is therefore seeking an extension of time under the provisions introduced by the Town and Country Planning (General Development Procedure)(Amendment No 3)(England) Order 2009. If granted this would create a new planning permission. The legislation requires the application to be for the same development as the previous permission. However, it is open to the Local Planning Authority to request additional information and to address any changes in policy or other material considerations which may have occurred since the grant of planning permission.
- 2.3 The original committee reports which assessed the original application in 2005 are attached at Appendix 1. Where issues are examined in detail in that assessment and there has been no change in policy considerations since, this report will not re-examine such issues.
- 2.4 The previous planning permission was based on the following drawing numbers:

Drawings received on 15th February 2005:

- | | |
|--------------------|--|
| (03) 10 Revision A | - Proposed 1st Floor Plans |
| (03) 11 Revision A | - Proposed 2nd - 5th Floor Plans |
| (03) 12 Revision A | - Proposed 6th - 9th Floor Plans |
| (03) 13 Revision A | - Proposed 10th Floor Plans |
| (03) 14 Revision A | - Proposed 11th - 18th Floor Plans |
| (03) 15 Revision A | - Proposed 19th Floor Plans |
| 05 (01) Revision B | - Proposed East Elevation |
| 05 (02) Revision B | - Proposed North Elevation |
| 05 (03) Revision B | - Proposed West Elevation |
| 05 (04) Revision B | - Proposed South Elevation |
| (02) 101 | - Site Layout overlaid with Friar Street development |

Drawings received on 25th February 2005:

- | | |
|--------------------|---|
| (03) 0B Revision C | - Proposed Basement Floor Plans |
| (03) 00 Revision B | - Proposed Ground Floor Plans |
| (03) 17 Revision B | - Proposed 20th Floor Plans |
| (03) 16 Revision B | - Proposed 21st Floor Plans |
| 05 (05) - | Proposed West Elevation Through Service Road |
| 04 (02) - | Proposed Cross Section Through Vehicular Entrance to Basement |

- 2.5 Information supplied with the application consists of the application forms and a (Planning) Supporting Statement only. Applications for an extension of time do not require full application submissions, unless supplementary information is requested by the Local Planning Authority, in order to respond to changes in circumstances since the original approval of planning permission.
- 2.6 On the ground floor of the existing building there are some retail units which are currently in use as a café, a camera shop and a newsagents.

There are four floors of offices above, which have been vacant for a number of years. Vehicular access is from the rear, via Garrard Street.

3. PLANNING HISTORY

3.1 The site has a long history, mostly for proposals involving complete demolition and redevelopment. However, none of the approvals below have involved any subsequent “development” taking place:

01/00132/FUL	Demolition of existing buildings and redevelopment to provide new office building with retail or A3 restaurant use at ground floor level plus service area and car parking at basement/lower ground floor level.	PERMISSION with legal agreement 17 January 2002
04/01395/FUL	Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3	PERMISSION with legal agreement 19 August 2005. Due to lapse in August 2010 and is now the subject of this current Extension of Time (EXT) application.
06/00366/VARIAT	Variation of Condition 1 (The development must be started not later than the expiration of five years) of Planning Permission 01/00132/FUL which relates to the 'Demolition of existing buildings and redevelopment to provide new office building with retail or A3 restaurant use at ground floor level plus service area and car parking at basement/lower ground floor level' for a further three years.	27 June 2006
07/01323/SCR	Request for a Screening Opinion for re-development of land for a 29 storey hotel with ancillary facilities	Opinion is that this is EIA Development, 31 October 2007.
07/01551/SCO	Request for a scoping opinion relating to the redevelopment of the site for a 29-storey hotel incorporating conference facilities, bar and restaurant.	Opinion supplied 8 January 2008
08/00150/FUL	Redevelopment to provide a 29 storey hotel with ancillary facilities, including a restaurant, bar, meeting rooms and conferencing facilities	WITHDRAWN. This application was to be refused for x reasons and was withdrawn at your committee meeting.
09/00122/PREAPP	Erection of 23 storey (116.9M AOD), hotel with associated facilities,	Observations sent 23 April 2009.

	including restaurant, bars, meeting rooms and conferencing facilities.	
09/01044/FUL	In-fill existing open redundant space to create new retail unit for A1 use	PERMISSION.

4. CONSULTATIONS

4.1 Statutory

RBC Transport Strategy

4.2 Non-statutory

RBC Environmental Protection
RBC Planning Support Team (Trees and Landscaping)
RBC Housing Development
RBC Leisure Services
RBC Education
RBC Disabled Access Officer
Berkshire Archaeology
CABE (Commission for Architecture and the Built Environment)
English Heritage
Royal Berkshire Fire and Rescue Service:
Thames Water
Southern Gas Networks

No comments/objections have been received from:

RBC Arts Manager
RBC Town Centre Manager
RBC Building Control
RBC Environmental Protection (Contaminated Land)
Crime Prevention Design Advisor (Thames Valley Police)

Any further responses received will be reported to your meeting.

4.3 Public consultation

Letters were sent to the following addresses:

Friar Street: 12, 12a, 13-14, 15, 16, 18, 22, 23, 24, 24a, 25, 26, 26a, 27, 28, 30-3, 32, 33, 34, Flat A 34, Flat B 34, 35, 35-38, 39, 39a.
Station Hill: 6, 18, 20-24, 26, 28-34, 36, 38, 40, 42, 44, 46, 48, 52, 5456, 58, Phoenix House, Flat at Western Tower, Mecca Bingo.
Merchants Place: 1, 2, 3b, 3d, 3e, 5, 6a, 7, 8, 9, 9a, 5-9.
Garrard Street: Garrard House (30)
Station Road: Malmaison Hotel and Brunel House (17-27)
Reading Station
Three Guineas PH
Abbey Ward Councillors were sent letters.

No responses have been received, any that are received will be reported.

5. RELEVANT PLANNING POLICY AND GUIDANCE

5.1 National

PPS1	(Delivering Sustainable Development)
PPS3	(Housing) (2010)
PPS5	(Planning for the Historic Environment) (2010)
PPG13	(Transport)
PPS22	(Renewable Energy)
PPG24	(Planning and Noise)

5.2 Reading Borough Local Plan (1998) (saved policies)

HSG5	Residential Design Standards
HSG9	Location of Residential Development
TRN6	Pedestrians
TRN11B	Development and Traffic
TRN13	Off-Street Parking
TRN15	Parking for People With Disabilities
CUD4	Setting of Listed Buildings
CUD7	New Development in Conservation Areas
CUD10	Historic Parks and Gardens
CUD11	Ancient Monuments and Other Important Archaeological Remains
CUD12	Development Impact on Archaeological Remains
CUD13	Preservation of Archaeological Sites
CUD14	Standards of Design in Development
CUD16	Shop Fronts
NE7	Creative Nature Conservation
NE10	Surface Water Run-Off and Development

5.3 Reading Borough Local Development Framework – Adopted Core Strategy (2008)

CS1	Sustainable Construction and Design
CS2	Waste Minimisation
CS4	Accessibility and the Intensity of Development
CS5	Inclusive Access
CS7	Design and the Public Realm
CS9	Infrastructure, Services, Resources and Amenities
CS14	Provision of Housing
CS15	Location, Accessibility, Density and Housing Mix
CS16	Affordable Housing
CS24	Car/Cycle Parking
CS33	Protection and Enhancement of the Historic Environment.
CS34	Pollution and Water Resources
CS36	Biodiversity and Ecology

5.4 Reading Central Area Action Plan (2009)

RC1	Development in the Station/River Major Opportunity Area
RC5	Design in the Centre
RC9	Living in the Centre
RC10	Active Frontages
RC13	Tall Buildings

5.5 Reading Borough Council Supplementary Planning Guidance/Documents

Space Around Dwellings SPG (1994)
Planning Obligations Under Section 106 of the Town and Country Planning Act 1990
SPG (2004)
Sustainable Design and Construction SPD (2007)
Parking Standards and Design SPD (2009)

5.6 Other relevant guidance

Communities and Local Government: Greater Flexibility for Planning Permissions guidance (2009)

CABE/English Heritage: Guidance on Tall Buildings (2007)

HM Government: Crowded Places-the planning system and counter-terrorism (2010)

6. APPRAISAL

Main issues

6.1 The main issues are:

- i. Whether the proposal is still in accordance with planning Policy
- ii. Design and the visual effect of the proposal
- iii. The proposed housing provision
- iv. Transport and parking
- v. Sustainability
- vi. Other considerations

i. Whether the proposal is still in accordance with planning policy

- 6.2 This is clearly an urban 'brownfield' site which has had a succession of permissions for high-density redevelopment. PPS3 (2010) includes several changes of emphasis, but continues to support high-density mixed use developments in accessible locations such as this.
- 6.3 At the time of the original scheme's consideration by the Committee in 2005, the application was principally assessed against policies of the Reading Borough Local Plan (1998) and National policy, including the (original 2004) Guidance on Tall Buildings (produced by CABE and English Heritage).
- 6.4 There have been significant advancements in planning policy since 2005 - the Station Hill South Planning and Urban Design Brief (2007), the Core Strategy (2008) and the Reading Central Area Action Plan (RCAAP)(2009) - but the main aims of planning policy are still supportive of the original 22-storey development.
- 6.5 The planning brief (2007) indicates (in summary) that this is a gateway site, that the Garrard Street eastern end is to be a strong entrance point and in terms of overall building heights, the site is at the overlap of areas marked, "Potential location of tall buildings (exceeding 39m absolute)" and "Buildings respected local scale". It should also be noted that the 2005 permission was noted as an extant permission when the brief was being formulated. The Core Strategy's policies (2008) take forward the general design, disabled access, sustainability, etc. policies for the borough and supersede the relevant Local Plan policies. The RCAAP's policies (2009) are concerned with central Reading only.
- 6.6 The policies above encourage mixed-use, high-density development, high-quality design and high-quality tall buildings. The site is within one of the Major Opportunity Areas and the Station Area Cluster, one of the identified areas where tall buildings will be appropriate. The RCAAP includes a silhouetted profile of the Station Area Cluster and it is considered that the proposal is in accordance with this, being a contributory tall building to this

cluster, whilst the tallest buildings in the cluster would accord with the Station Hill 2 redevelopment (whose planning application this committee has agreed to approve, subject to the satisfactory completion of a S.106 agreement, which is being finalised at the time of writing).

- 6.7 In terms of general planning policy, no notable policy conflicts are identified and officers advise that the proposal remains in accordance with the Development Plan.

ii. Design and the visual effect of the proposal

- 6.8 The design is “as approved” in 2005 and the report at Appendix 1 describes this in detail in the Appraisal section, in terms of scale, height, massing and design. In summary, the scheme consists of three elements:
- o A corner tower of 22 storeys (71 metres in height above ground level)
 - o A smaller linking element towards 17-27 Station Road; and
 - o A bridge link to the west between the tower and Garrard House.
- 6.9 It is debatable and perhaps a subjective matter whether the design, with its strong vertical emphasis, has dated since its original submission (in 2004). On this point, officers would advise that the design is still contemporary and relevant. The design would clearly produce a striking building at one of the key gateways to Reading and it is important to ensure that the materials used are of the highest quality. The materials proposed are glass and metal panels for the tower and bridge link. The tower itself would also have metal ‘fins’ which run up the sides of the building and over the roof. Towards 17-27 Station Road, a more traditional materials palette will be produced. The applicant has agreed to re-provide the materials palette and other display material in time for your meeting, to demonstrate the quality of development. Further information and commentary on the nature of those samples and details will be supplied in the Update Report.
- 6.10 Both CABE and English Heritage have confirmed that they do not wish to comment on this application. However, a notable change in planning policy pertinent to the assessment of this application is the introduction of PPS5 (Planning and the Historic Environment) in March this year. This puts increased emphasis on the concept of ‘heritage assets’ and their value, which includes historic buildings and structures which are not listed or in a conservation area. Whilst there are such buildings within the vicinity of the site, officers consider that given the effect on the setting of Listed Buildings, the Conservation Area and Forbury Gardens was considered to be acceptable in 2005, no additional issues are raised for non-designated heritage assets as a result of this PPS.
- 6.11 The original reports discussed the height and visual impact of the proposal in some detail and the suitability of this site for a tall building (in terms of Policy CUD14, which has been ‘saved’ and still applies to this assessment), however, on this latter point, the policies above now confirm that this is an appropriate location for one of the tallest buildings in Reading, although parts of the site should also respect the local scale of buildings (which is typically around six storeys). Although planning policy has evolved in terms of the criteria for the assessment of tall buildings, officers consider that providing that the materials are of high quality, the proposal would continue to be acceptable in terms of the more recent policies, including the updated guidance on tall buildings by CABE/English Heritage.

- 6.12 The technical matters of effects on skylines, long-range views and micro-climate were tested in the original application and there are considered to have been no significant material changes in circumstances since.
- 6.13 The original report discusses the relationship with surrounding buildings and there is only one change which requires further discussion and that is the effect of the 2008 permission for the change of use to apart-hotel on Garrard House (07/01393/FUL). The principal sensitive receptors are the flats on Merchants Place, to the rear of the Novotel hotel. The apart-hotel proposal included a two-storey roof extension, however, that application included a sunlight and daylighting assessment which involved a cumulative assessment of the two-storey extension and the application which was pending determination at the time for a 29-storey hotel on the 29-35 Station Road site. The relevant committee report remarks: *"The applicant's light report showed that for the Merchants Place windows that are affected by Garrard House, the new scheme for 29-35 Station Road did not make a lot of difference on the relative impact of Garrard House"*. That proposal also had tall structures towards the immediately adjoining buildings. It is therefore concluded that the impact of this proposed 22-storey scheme would have a lesser impact than the 29 storey scheme and cumulatively, the impact on the Merchants Place flats would be acceptable.
- 6.14 Policy RC5 (Design in the Centre) of the RCAAP puts greater emphasis on improving the public realm. The Planning Support Team (Trees and Landscaping) agrees that soft landscaping is not appropriate, given the site coverage of the proposal. Good-quality paving would be provided in the immediate vicinity of the site. However, of increased importance in recent years has been awareness of counter-terrorism measures and the range of design advice from Central Government, including 'Crowded Places' has reinforced this. The Police's Crime Prevention Design Advisor has advised on other occasions that Reading is a potential terrorist target and a tall building with glass atrium is a possible risk. Officers are therefore re-examining measures which may need to be put in place around the base of the building to deter vehicle attack/entry, such as raised planters, bollards, or similar items. An update on this matter will be provided for in your meeting.

iii. The proposed housing provision

- 6.15 Policy RC9 (Living in the Centre) of the RCAAP gives a guide for the residential mix which should be achieved in developments of 15 dwellings or more in central Reading and this would indicate that there should also be a provision of three-bed flats. However, having regard for the nature of the development (high-rise, small balconies, restricted floorplate), officers consider that the original mix of 54x one-bedroom flats and 49x two-bedroom flats, whilst conflicting with Policy RC9, is nevertheless acceptable in this instance.
- 6.16 The original permission included 26 out of the total 103 flats as affordable units (25%), which was agreed as compliant with (the then applicable) Policy HSG2 (Affordable Housing), on the basis of a viability assessment. In this application, 52 of the flats (50%) are now proposed as affordable housing and this is in accordance with Core Strategy Policy CS16 (Affordable Housing) and the Council's S.106 SPG. The Council's Housing Development Team is supportive of this provision.

- 6.17 In relation to provision for disabled persons, Local Plan Policy KEY3 (The Role of Development in Improving the Town) has now been superseded by Policy CS5 (Inclusive Access) of the Core Strategy, however, their aims are similar and officers would suggest that the on-site provision of approximately 5% of the units as wheelchair-compliant, each with their own dedicated car parking space, continues to be acceptable in this scheme. The Council's Disabled Access Officer: no objections, provided accessible rooms meet the relevant British Standards for internal dimensions.
- 6.18 Ventilation systems for the flats would be controlled by conditions, as previously, to comply with PPG24 (Planning and Noise). Amenity space is provided for with balconies.
- 6.19 Overall, Officers consider that the mix, type and quality of housing proposed continues to be acceptable and complies with the Development Plan, and inter alia, policies CS34 (Pollution and Water Resources) and CS7 (Design and the Public Realm).

iv. Transport and parking

- 6.20 This is a highly sustainable location near to the central rail and bus interchanges and the minimal level of car parking provided (only for disabled people) is acceptable and is in accordance with the SPD's concept of maximum parking standards, where this site is located within the Zone 1 Central Core Area. Transport Strategy (the Highway Authority) raises no objections. Servicing is off-street and integrated for the ground-floor retail units. Cycle parking is now technically below the standards in the Council's recently adopted SPD on Parking and Design (2009), but officers would take the view that there would be residents here who may choose not to cycle and in this location, would not have to. The provision is that about 70% of units would have a cycle parking space. Officers therefore agree with the advice received from Transport Strategy that in terms of the type of proposal (high-rise, constrained floor areas) when combined with the accessibility of the site, the level of cycle parking to be provided continues to be acceptable. The previous conditions relating to retention of spaces, proper provision of accesses, etc., should continue to apply.
- 6.21 Subject to securing the S.106 contribution towards integrated transport (the level is discussed below), officers advise that the transport and parking arrangements are satisfactory and comply with the relevant policies above.

6.22 Sustainability

- 6.23 This is an area of planning policy which has been strengthened in National and local policy since 2005. The applicant previously offered works which were (at the time) 'best practice' in terms of sustainability, which included the Building Research Establishment's "Green Guide to Specification" (for use of low environmental impact/renewable materials), but such measures were not secured by conditions of the permission.
- 6.24 Sustainability standards are now set by BREEAM in relation to commercial developments and the Code for Sustainable Homes (CSH) in relation to residential developments. This is a 'mixed use' scheme, so elements of both standards would normally apply, however, officers advise that the

commercial (A3) elements are too small to be applicable under the BREEAM scheme and only the residential element can be considered under CSH.

- 6.25 The applicant is aware of the Council's 2007 SPD and the requirements of CS1 for a minimum of 50% of the dwellings meeting CSH Code Level 4, the rest to be Code Level 3. The applicant's planning supporting statement indicates ways in which they are would go about this, however, the Council will require details of exactly how these levels will be achieved, so there is confidence that it can be done. Therefore, the applicant has been asked to produce a pre-assessment estimator report and a comprehensive energy statement.
- 6.26 Upon receipt of these documents, officers will consult the Council's specialist sustainability advisors at Thames Valley Energy (TVE) who will advise whether the stated targets are indeed achievable and whether these reports should be accepted in terms of meeting the Council's policies. Once these documents are supplied and providing they fulfil the aims of the policy, conditions would be applied to secure compliance, including the requirement for a post-completion review. A further response on this matter will be supplied in the Update Report.

6.27 Other considerations

Planning obligations

- 6.28 The 2005 permission included a package of contributions and obligations, which were considered to be in accordance with the previous requirements of local plan Policy HSG2 (Affordable Housing) and the Council's SPG on Planning Obligations. The initial offer for this application (in the planning Supporting Statement) was to enter into the same obligation as the original permission, via a simple Deed of Variation. However, on the basis of officer advice, the applicant has now adjusted that offer such that it now complies with the Council's SPG on planning obligations. A new S.106 agreement will need to be prepared. Officers therefore recommend that the application is in accordance with Policy CS9 (Infrastructure, Services, Resources and Amenities) of the Core Strategy.
- 6.29 In summary, the contributions/obligations are as follows:
- o 52 Affordable housing units, as discussed above. If there are any further details on the implementation or triggers for this, this will be included in the Update Report.
 - o The request from the Council's Transport Strategy section is for £110,149, to be used in the Central Reading Action Plan areas of the Transport Plan. (The original level (£33,775) appears to have been incorrectly calculated in 2004.)
 - o The Council's Education Service requests an enhanced contribution of £157,500 towards school infrastructure, on the basis of increased pressure on central Reading schools, to be used to increase space and capacity.
 - o The Council's Leisure Services Department requests a contribution of £157,500 towards the continued implementation of the Thames Parks Plan, as a result of increased pressure on these facilities by future occupants.

- o A CitySafe contribution of £9,000 per A3 use was applied to the previous approval, as a result of the increased disturbance – particularly at night-time – that A3 restaurant/café uses can cause. Officers are still checking whether camera coverage has improved in the last five years, which may negate this contribution, however, it may be necessary to divert (some of) this contribution towards anti-terrorism measures. The Update Report will discuss these matters further, but for now, the present request is considered to be in accordance with the SPG and Circular 5/2005.
 - o The standard contribution towards public art is “1% of the scheme’s construction cost”, however, without a viability appraisal, the construction cost is not known at the time of writing. Discussions are continuing with the Arts Manager as to how this should be computed for inclusion in the S.106.
 - o The paved area is still relevant to the improvement of the public realm in the vicinity of the site; and
 - o Discussion above confirms that the original level of disabled-accessible flats and dedicated car parking spaces continues to be acceptable and appropriate now.
- 6.30 Generally, the triggers for the above contributions are as applied in the 2005 permission. The applicant has indicated that he will agree to these contributions and obligations and therefore officers recommend that this is in full accordance with the S.106 SPG and policies of the Development Plan, including Policy CS9 (Infrastructure, Services, Resources and Amenities).
- 6.31 Officers consider that the obligations meet the three statutory tests set out in the Community Infrastructure (CIL) Regulations 2010.

Conditions

- 6.32 The following paragraphs summarise the adjustments which need to be made to the conditions. These are generally comparatively minor and refer to changes which have been made to the Council’s standard conditions and other material changes in circumstances or updates, as indicated:
- Condition 14 - Mechanical ventilation: RBC Environmental Protection raises no objections as there have been no significant changes to environmental protection policy. Therefore this condition can be re-applied and is still in accordance with Policy CS34 (Pollution and Water Resources).
 - Condition 17 - Security Management Plan: this should be extended to include laminated glass to the whole of the relevant external faces of the building, in accordance with RCAAP Policy RC5 (Design in the Centre) and its increased emphasis on safety and security in the public realm.
 - Condition 25 - Servicing: This is an additional condition recommended by Transport Strategy and would have appeared to have been pertinent to the original permission, but was omitted and is required, in accordance with ‘saved’ Local Plan Policy TRN11B (Development and Traffic).
 - Condition 28 - Archaeology: Berkshire Archaeology requires an updated condition for archaeology, to secure compliance with ‘saved’ Local Plan policies CUD11-13 and new PPS5.

- Condition 29 - Contaminated land: no response from the Environmental Protection Officer on this matter as yet, but this condition (or a variation) is likely to still be required, in accordance with Policy CS34 (Pollution and Water Resources).
- Condition 33 - Active frontages: to ensure, as far as possible, that the development contributes to the vitality of central Reading, in accordance with RCAAP Policy RC10 (Active Frontages).
- Condition 34 - Water supply: Thames Water requests a condition that development should not commence until impact studies have been submitted and approved in relation to water supply. This is considered to be acceptable in this instance, given the particular issues caused by tall buildings and maintaining water pressures, in accordance with Policy CS34 (Pollution and Water Resources).
- Condition 35 - Green/brown roofs: these matters are likely to be identified in the BREEAM details (which will be forthcoming), however, officers are aware of the advantages of rainwater harvesting via green roofs and high-level spaces for birds (via brown roofs) and both are likely to be applicable to this development, in accordance with policies CS34 (Pollution and Water Resources), CS35 (Flooding) and CS36 (Biodiversity and Geology).
- Condition 36 - Sustainability: as discussed in the section above, this is required to secure compliance with Policy CS1 (Sustainable Construction and Design) and the Council's SPD.
- Condition 37 - Takeaways: whilst it is not reasonable to prevent any A3 uses from having ancillary take-away facilities, officers recognise the negative impacts which take-aways can have, particularly in this part of central Reading, hence arrangements for take-aways should be submitted to the Council.
- The previous condition regarding satellite dishes has been removed, due to changes to the General Permitted Development Order which do not allow any dishes on a building comprising flats anyway.

Informatives

- 6.33 Transport Strategy has requested an additional informative regarding works affecting the Highway and reference to the Council's guidance.
- 6.34 Southern Gas Networks provided a response to the consultation, but rather than add an informative about their equipment near the site, officers forwarded this direct to the applicant
- 6.35 The Royal Berkshire Fire and Rescue Service provided a response, but those matters are covered under the Building Regulations and officers forwarded this direct to the applicant.

7. CONCLUSION

- 7.1 Overall, providing that the applicant supplies information to demonstrate compliance with the Council's recently-adopted SPD on Sustainable Design

and Construction, officers advise that this proposal would be in accordance with current planning policy and subject to satisfactory completion of a new S.106 agreement, and recommend that permission be granted for a further period of three years.

Case Officer:

Richard Eatough

Appendix 1: previous Planning Applications Committee reports for permission
04/01395/FUL

UPDATE REPORT:

BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 21 July 2010

ITEM NO. 11

Ward: Abbey
App No.: 10/00902/EXT
Address: 29-35 Station Road, Reading
Proposal: Application for an extension of the time limit for implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage.

RECOMMENDATION (amended):

That the Committee **Defer** consideration of this application, for the reasons set out below.

1. ADDITIONAL INFORMATION

Display material for committee

- 1.1 The main report at paragraph 6.9 (page 86 of the Agenda) indicates that the applicant has agreed to provide display material in time for your meeting. This would have included large-scale plans, a materials sample board and a model and a computerised 'fly-through' of the scheme, which was presented to the committee in 2005. Unfortunately, due to contractual issues, the applicant has not been able to re-provide the information at this time.
- 1.2 Officers advise that this is a major planning proposal with significant effects (for instance, effects on key long-range views) and although this is an application to extend a permission, it would be inappropriate to consider this application without this material. Accordingly, it is recommended that you defer consideration of this application. It is hoped that the requested information will be available at your meeting on 18 August.

Sustainability

- 1.3 Paragraphs 6.22-6.26 (pages 88-89 of the Agenda) discuss sustainability and the need for the development to comply with Core Strategy Policy CS1 (Sustainable Construction and Design) and the Council's Supplementary Planning Document (SPD), "Sustainable Design and Construction" (2007). Thames Valley Energy (TVE) have reviewed the three documents which were submitted by the developer: an Energy Report and Pre-Assessment Reports for the residential and retail uses. In summary, TVE's advice is that these reports are unsatisfactory.
- 1.4 The Energy Report is unclear in assessing the relative merits of each renewable energy technology and appears to indicate a solution with

unverifiable benefits, which TVE advise could result in no carbon savings at all in practice. The Pre-Assessment report for the flats does not clearly demonstrate that the 44% reduction in carbon emissions needed (over Part L of the Building Regulations 2006) (to achieve 50% at Code For Sustainable Homes Level 3 and 50% at Code Level 4) will be achieved.

- 1.5 These matters may be able to be addressed simply by the reports being adjusted to clarify the individual energy savings more clearly, however, at this time, TVE considers that these documents fall short of meeting RBC's policy requirements and therefore, officers recommend that this is a secondary reason for deferral of this application, to allow the applicant to revise these reports.

CCTV/Citysafe contribution

- 1.6 The recommendation indicates the need for (a) contribution(s) towards CCTV/CitySafe initiatives. Officers have checked the Police's CCTV cameras in this area and there is very good coverage, however officers are investigating whether other initiatives will be necessary to ensure the public safety of this part of the centre and deferral of consideration is also recommended.

2. ADDITIONAL CONSULTATION RESPONSES

- 2.1 An objection was received on 15 July which set out the following concerns regarding construction of the development:
- o The combination of the Station Hill, Station redevelopment and now this development, would mean an intolerable increase in construction traffic on surrounding roads.
 - o Footpaths are already extremely narrow beside the Chelsea Building Society and the other shops that front Station Road and further alterations to Station Road and Friar Street, as proposed, will further restrict pedestrian flow.
 - o Unlikely that construction materials can be brought to the site by the rail network, because the Station Upgrade scheme will have been completed.
 - o Possible damage to the surrounding Listed Buildings as a result of the construction of these various developments.
- 2.2 The Council's Transport Strategy team has been consulted on these comments. Works to construct the Station Hill (2) development would result in the removal of through (motorised) traffic through Station Hill itself, therefore reducing traffic flows. Transport Strategy (as the Highway Authority) is aware of these other major development proposals, all of which are controlled via conditions for Construction Method Statements (CMSs). Individual applications for undertaking works within the highway (such as will be necessary with this application) will also require a Street Works Licence and each will be considered on their individual merits, key factors being the coordination of other development projects, to control effects on the surrounding road and footway network.

2.3 Officers therefore advise that these effects can be suitably managed via planning conditions and highway Licences, in order to minimise disruption to all highway users, the effects of delivering materials via the highway network and thereby minimising effects on heritage assets such as Listed Buildings.

2.4 It would be unreasonable to prevent development on the basis of construction impacts, which are able to be managed via conditions.

3. SUMMARY

3.1 This application expires on 9 August, i.e. before your next meeting. Normally, failure to meet the target timescales for applications would mean that officers would recommend a refusal of permission. This application is for an extension of time of a permission for the implementation of a major development. Bearing in mind the reason for the introduction of the “Extension” mechanism (to extend the life of a permission during the economic downturn), a positive and constructive approach is advocated by Government guidance in, “Greater Flexibility for Planning Permissions” and this would indicate giving the applicant an additional period to address outstanding matters and the Council to consider the CitySafe issue.

Case Officer:
Richard Eatough

UPDATE REPORT:

**BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 18 August 2010**

ITEM NO. 10

Ward: Abbey
App No.: 10/00902/EXT
Address: 29-35 Station Road, Reading

RECOMMENDATION AMENDED TO:

GRANT, subject to completion of a S.106 agreement. Full details of Heads of Terms as follows:

- (i) **No less than 50% of the housing units (52 flats) to be affordable housing units**, to be disposed of to either a Housing Association or a Registered Social Landlord and the Council has been notified, before first occupation of the private housing units. None of the private housing units shall be occupied until a sale agreement for the disposal of all of the affordable housing units comprised in the development as have been approved has been entered into between the applicant and an HA/RSL and the Council has been notified. Provision in accordance with Policy CS16 (Affordable Housing) of the adopted Reading Borough Local Development Framework Core Strategy(2008);
- (ii) **£110,149 contribution towards Integrated Transport (RUAP)**, to be used in the Central Reading Action Plan areas of the Transport Plan, payable on first occupation of the residential units, in accordance with policies CS9 (Infrastructure, Services, Resources and Amenities) and CS20 (Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011)) of the adopted Reading Borough Local Development Framework Core Strategy (2008);
- (iii) **£100,838 contribution towards Education infrastructure**, to increase space and capacity across town centre schools, payable on first occupation of the residential units, in accordance with Core Strategy Policy CS9;
- (iv) **£157,500 contribution towards Leisure/Open Spaces**, for the implementation of the Thames Parks Plan, payable on first occupation of the residential units; in accordance with Core Strategy Policy CS9 and CS29 (Provision of Open Space);
- (v) **£18,000 contribution towards security/counter-terrorism measures in the vicinity of the site**, payable on commencement of the development, in accordance with Core Strategy Policy CS9.
- (vi) **A contribution of 1% of total construction costs towards Public Art**, payable on first occupation of the development, in accordance with Core Strategy Policy CS9;
- (vii) **The re-paving of areas adjacent to the site** in Marshalls Ashbourne Red Multi Clay pavements, in accordance with RCAAP Policy RC5 (Design in the Centre) and Core Strategy Policy CS7 (Design and the Public Realm);
- (viii) **Five wheelchair-compliant units/retention of five dedicated disabled parking spaces**, in accordance with Core Strategy policies CS4 (Accessibility and the Intensity of Development) and CS5 (Inclusive Access).

All amounts above to be subject to index-linking from the date of completion of the S.106 agreement.

If the agreement is not completed by 18 September 2010, delegate to the Head of Planning and Building Control to **REFUSE** planning permission, unless otherwise agreed by the Head of Planning and Building Control.

Additional condition

Prior to the commencement of the development, details of the specifications of the thermal efficiency of the proposed cladding material shall be submitted to and approved in writing by the Local Planning Authority, and implemented as

approved.

Other conditions and informatives are unchanged from previous reports.

SUSTAINABILITY

The outstanding issue as set out in the report on the Agenda was confirmation that the sustainability matters have now been addressed satisfactorily, in order to meet Core Strategy Policy CS1 and the Council's SPD.

The material supplied by the applicant with the application has included an Energy Report, a BREEAM Pre-Assessment Estimator and a subsequent technical note. Continued discussions have been taking place since the last committee meeting between the applicant's BREEAM Assessor and sustainability consultant and for the Council, Thames Valley Energy, and our Building Control surveyors. In summary, those discussions have resulted in the following changes and clarifications:

- o The principal renewable energy technologies involved have been changed from a ground-source heat pump, air-source heat pump and electrical water top-up, to the use of a Combined Heat and Power (CHP) plant. Not only has this the advantage of being a more reliable and efficient power source, it also reduces the likelihood of unsightly roof-mounted plant.
- o The CHP plant also has the ability to be connected into any future district heating/energy system, allowing the export/import of 'spare' energy to/from the district system
- o The applicant's claimed energy figures for the building - measured using 'SAP ratings' - have been examined thoroughly and officers are generally satisfied that the ratings are sufficient and achievable.

However, officers are concerned that the thermal performance (insulation characteristics) of the cladding material appear to be overly-optimistic and may not be achievable when it comes to the eventual construction and that the BREEAM targets for carbon reduction will be missed. In order to avoid this situation, a 'Grampian' condition, requiring that the Council receives and approves details of the thermal performance of the cladding material prior to commencement of the development, is recommended.

Officers are now satisfied that sustainability requirements of the Core Strategy and SPD can be met, subject to this condition.

The applicant has agreed to contribute £18,000 towards security/counter-terrorism measures in the vicinity of the site, payable on commencement of the development, in accordance with Core Strategy Policy CS9.

A clause has been added to ensure any amounts payable are index linked from the date of the completion of the legal agreement.

Case Officer: Richard Eatough

Is also confident that the building is achievable and

The applicant's view is that it is impossible to design the building down to the

In the interest

Future building materia;s

Appendix 4: Correspondence with RBC regarding pre-application advice

From: [Hannah Bowler](#)
To: [Michael Tomkins](#); [John Setra](#); [Jonathan Heather](#)
Cc: [Peter Lawson](#)
Bcc: f9f2a0de-8084-4365-badf-a34d71b2d9d2.metaPublish@base.turley.co.uk
Subject: FW: Pre-application 180289/PREAPP: 29-35 Station Road, Reading
Date: 01 May 2018 13:10:39
Attachments: [image001.jpg](#)
[f9f2a0de-8084-4365-badf-a34d71b2d9d2.png](#)

All

Please see below from Richard which is slightly out of the blue as we have yet to submit any further material. It appears he is already seeking consultation responses albeit I will clarify. We will be in line with his programme below given the immediate pre-app submission and fits well with the overall timescales for submission.

The scope below appears satisfactory, albeit note he will be providing technical response as oppose to a third party at the pre-app stage.

Happy to hear any comments. I have chased BRE today so we can try and get the pre-app submitted as soon as possible.

Kind regards

Hannah

From: Eatough, Richard [<mailto:Richard.Eatough@reading.gov.uk>]
Sent: 01 May 2018 11:42
To: Peter Lawson
Subject: Pre-application 180289/PREAPP: 29-35 Station Road, Reading

Dear Peter,

Thank you for your pre-application submission. I can outline the following service, given your intention to submit a planning application by July 2018. We agreed to provide a high-level service for you, in order to guide your work programme, in preparation for your application, with you being cognisant that officer support for such a proposal is highly unlikely. I would suggest another meeting at a mid-point in this process, as necessary.

May	RE to seek focused consultation responses on the proposal and respond with initial issues
May/June	K2 to submit further information for RE to review, as necessary, suggest: - 'rendered' elevations - daylight/sunlight information - wind information No LPA third party review of these reports, although an officer-level response will be supplied.
June	K2 to undertake an independent design review, suggest CABE or design: south east. RE to potentially attend as an observer Advisable for K2 to undertake SCI, although officer-led cllr involvement is not appropriate on a scheme which officers do not support.

	RE to advise on scope of supporting information required and for K2 to prepare, as appropriate, with review within the time constraints offered (likely to be a single response to a document submitted for review)
End of June	RE to provide pre-application pre-application response, to cover: -policy/principle -design/architecture -environmental issues -neighbour amenity issues -s106/CIL -validation requirements.

Were you to submit an application for an EIA screening or scoping opinion, this would be dealt with separately.

This is the kind of service we are able to offer, please let me know if you have any questions or queries with the above and let me know what further information I may expect in the short-term, please, to allow me to plan ahead.

Regards

Richard

Richard Eatough

Principal Planning Officer

Planning Section | Directorate of Environment and Neighbourhood Services

Reading Borough Council
Civic Offices, Level 1 North
Bridge Street

Reading
RG1 2LU

0118 937 3338 (73338 internal extension)

Email: richard.eatough@reading.gov.uk

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



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From: [Eatough, Richard](#)
To: [Peter Lawson](#); [Brian Quinn](#); [David Anderson](#); [Hannah Bowler](#); [Jonathan Heather](#); [Juliana Cedro Stock](#); [Michael Tomkins](#); [Tom Perry](#)
Subject: RE: 12.30pm - Station Road Design Review
Date: 21 May 2018 14:10:27
Attachments: [Picture \(Device Independent Bitmap\) 1.jpg](#)

Dear All

Apologies for the delay, Committee matters taking priority at the end of last week, I'm afraid.

With thanks for the invite, but the LPA will not be attending the CABE Design Review on this scheme.

Officers are very short on capacity at the moment. The developer has proposed to go forward with a limited, high-level pre-application process with us ahead of submitting their planning application, which as far as I am aware is still on 1st July.

We agreed to this process on the basis of us providing some officer input on the proposal and assistance in relation to validation requirements, on the understanding that this confers no officer support; as the extensive planning history which I have personally been involved with on this site since 2008 indicates that the proposal is unlikely to be receiving a positive officer recommendation.

I would be happy, however, to provide the CABE Panel with a short briefing report setting out key policy and issues for the meeting, if this would help.

These would essentially cover:

- conflict with planning policy on tall buildings
- overbearing and light-related impacts on residential flats in Icon House, rear of the Novotel scheme, Merchants Place; and
- wind/microclimate issues

These have been the persistent issues, but there are likely to be others too.

I could supply this briefing by 31st May, if you indicate.

Regards

Richard Eatough

Richard Eatough

Principal Planning Officer

Planning Section | Directorate of Environment and Neighbourhood Services

Reading Borough Council
Civic Offices, Level 1 North
Bridge Street

Reading
RG1 2LU

0118 937 3338 (73338 internal extension)

Email: richard.eatough@reading.gov.uk

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



-----Original Appointment-----

From: Peter Lawson [<mailto:peter.lawson@turley.co.uk>]

Sent: 18 May 2018 15:34

To: Brian Quinn; David Anderson; Hannah Bowler; Jonathan Heather; Juliana Cedro Stock; Michael Tomkins; Eatough, Richard; Tom Perry

Subject: 12.30pm - Station Road Design Review
When: 05 June 2018 12:30-15:30 Europe/London.
Where: Broadway Malyan, Thames Tower, Reading

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From: [Eatough, Richard](#)
To: [Hannah Bowler](#)
Subject: RE: 29-35 Station Road
Date: 09 February 2018 13:19:21
Attachments: [image001.jpg](#)

Hi Hannah

First of all, we would like to arrange a further pre-application scoping meeting, please. We need to discuss some of the core issues and then we need to decide if going forward with a full pre-app and a PPA is going to work, given the issues which clearly constrain the opportunities on this site.

Please could you complete our pre-app form and send to us, with the appropriate fee for a meeting (it's about £150) and we'll get something in the diary.

Regards
Richard

From: Hannah Bowler [mailto:hannah.bowler@turley.co.uk]
Sent: 07 February 2018 09:40
To: Eatough, Richard
Subject: 29-35 Station Road

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Morning Richard

As I discussed a few weeks ago, our Client has now secured the above site and will be seeking to submit a pre-application request in the next few weeks. Our Client would like to agree to a PPA moving forward and I just wanted to know whether you have a template that the Council prefers to use, or whether you would prefer us to draft something for your review? Happy to do whatever is easiest.

In terms of the scope of this first pre-application meeting, we would intend to discuss the broad proposals, where we have got to in terms of design and a review of technical detail to date and to agree a way forward. We would be happy to submit a cheque with the pre-application letter and just wondered how you would calculate the fee for such a meeting? Happy to provide more scheme details upfront to assist.

Appreciate you mentioned workload the other week, so if there is anything you feel may be of assistance to support the pre-app submission, please let me know.

Kind regards

Hannah

Hannah Bowler
Senior Planner

Turley

The Pinnacle
20 Tudor Road
Reading RG1 1NH
T 0118 902 2830

M 07920 029 190

D 0118 902 2839

turley.co.uk

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From: [Eatough, Richard](#)
To: [Peter Lawson](#)
Cc: [Hannah Bowler](#)
Subject: Scoping Meeting - 29-35 Station Road, Reading [OFFICIAL-SENSITIVE]
Date: 27 March 2018 16:55:45
Attachments: [image003.jpg](#)

Dear Peter

Apologies for the delay in replying following our scoping meeting. I am afraid that my time has recently been diverted onto a major planning application for the last week or so and my instructions have been that that has had to take priority above all other cases I have on at the moment. I am now getting back to other cases in priority order.

We had a second 'scoping meeting' on 8 March, now your client has purchased the site.

At our previous scoping meeting - when your client was prospective purchaser - I set out what the main issues were with regard to developing that site. One of the clear points to take away was that the 21 storeys of a previously consented and lapsed scheme was now unlikely to be supportable.

I am then presented at the 8 March meeting with a hotel tower proposal which is significantly taller and I advised you then that this is very probably unsupportable. Issues which led to the (eventual) withdrawal of 29 storey hotel Radisson scheme in 2008 may well be similar and David Anderson was cognisant of that scheme. I advised that planning policy had not changed significantly since. In height terms, the proposed building appears almost twice as high as Thames Tower. I also confirmed that issues of light and wind were going to be problematic, you have produced no design work as yet but the design would need d:se input (not the Reading DRP as was suggested) and viability is going to be a consideration, no doubt. Your anticipated submission date for an application was July 2018.

Given your timetable and the lack of policy support for what you are proposing, a PPA is not appropriate in this instance. We could offer a 'high-level' pre-app. involving limited officer input and consultation until July, perhaps with a couple of meetings and with a focus on aiding your submissions. As a Level 3 pre-app. I would suggest a one-off fee of £3000. Please let me know if you are interested in such a service by completing our pre-application forms and submitting the fee and I will assist you on the basis of the understanding above.

Regards
Richard

From: Peter Lawson [<mailto:peter.lawson@turley.co.uk>]
Sent: 22 March 2018 16:36
To: Eatough, Richard
Cc: Hannah Bowler; Michael Tomkins; John Setra; David Anderson (d.anderson@broadwaymalyan.com)
Subject: Scoping Meeting - Station Road, Reading
Importance: High

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Good Afternoon Richard

I am chasing the pre-application response we expected last week following the scoping pre-

application meeting held at your offices on 8th March 2018 for the above site.

Our client is somewhat disappointed to have not yet received any formal response on how the Council wish to proceed with regard to the pre-application process (despite us offering to proceed via a PPA if required) given the opportunity for the scheme to be a significant and important investment for Reading involving the redevelopment of a semi derelict prime town centre site which as you are aware has laid vacant for many years.

Since the meeting, the applicant has engaged with consultants with specialisms in daylight and sunlight and wind micro-climate, which are the two principle areas upon which you have raised concerns. The respective consultants are engaging in the continued evolution of the scheme and desk-top studies will be available to support the formal pre-application submission, with full technical studies supporting the planning application.

As discussed at the meeting, we are happy to consult the Council through this process and are intending to submit a pre-application submission by Mid April.

We are looking to pro-actively engage with the Council throughout the entire planning process to deliver a high quality scheme in line with the Council's policy objectives, and are happy to attend the Reading Design Review Panel to shape the scheme. Given the timescales for moving the project forward and in light of your limited availability, we would welcome a proposal from yourself to understand how best to proceed and invite an open discussion with yourself and the Head of Planning to move the project forward.

At the meeting you suggested that we await the submission of the EIA Screening and briefing of members until such time that you have reviewed the scheme and, as such, we require your feedback as soon as you are able to prevent continued delay.

We are happy to provide any further information that you may review and look forward to hearing from you.

Kind regards

Peter

Peter Lawson
Office Director

Turley

The Pinnacle
20 Tudor Road
Reading RG1 1NH
T 0118 902 2830
M 07917 327 582
D 0118 902 2840
turley.co.uk

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Appendix 5: Pre-application documents support for pre-app 1: Scoping Meeting

No.1 Reading

29-35 Station Road, Berkshire

#1
READING

Pre Application March 2018





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Site Analysis	6
Brief	23
Design Development	27
Proposals	31
Massing Studies	43





Introduction

This study has been prepared for and on behalf of our Clients, K2 Developments Ltd.

The site address is:

29 to 35 Station Road, Reading

An aerial photograph of a city, likely London, showing a dense urban landscape. A large river, the River Thames, flows through the center of the image. To the left of the river, there are several large, rectangular industrial or commercial buildings. To the right, there are more residential buildings and a large green area, possibly a park or sports field. A railway line with multiple tracks runs diagonally across the middle of the image. The overall scene is a mix of urban development and natural features.

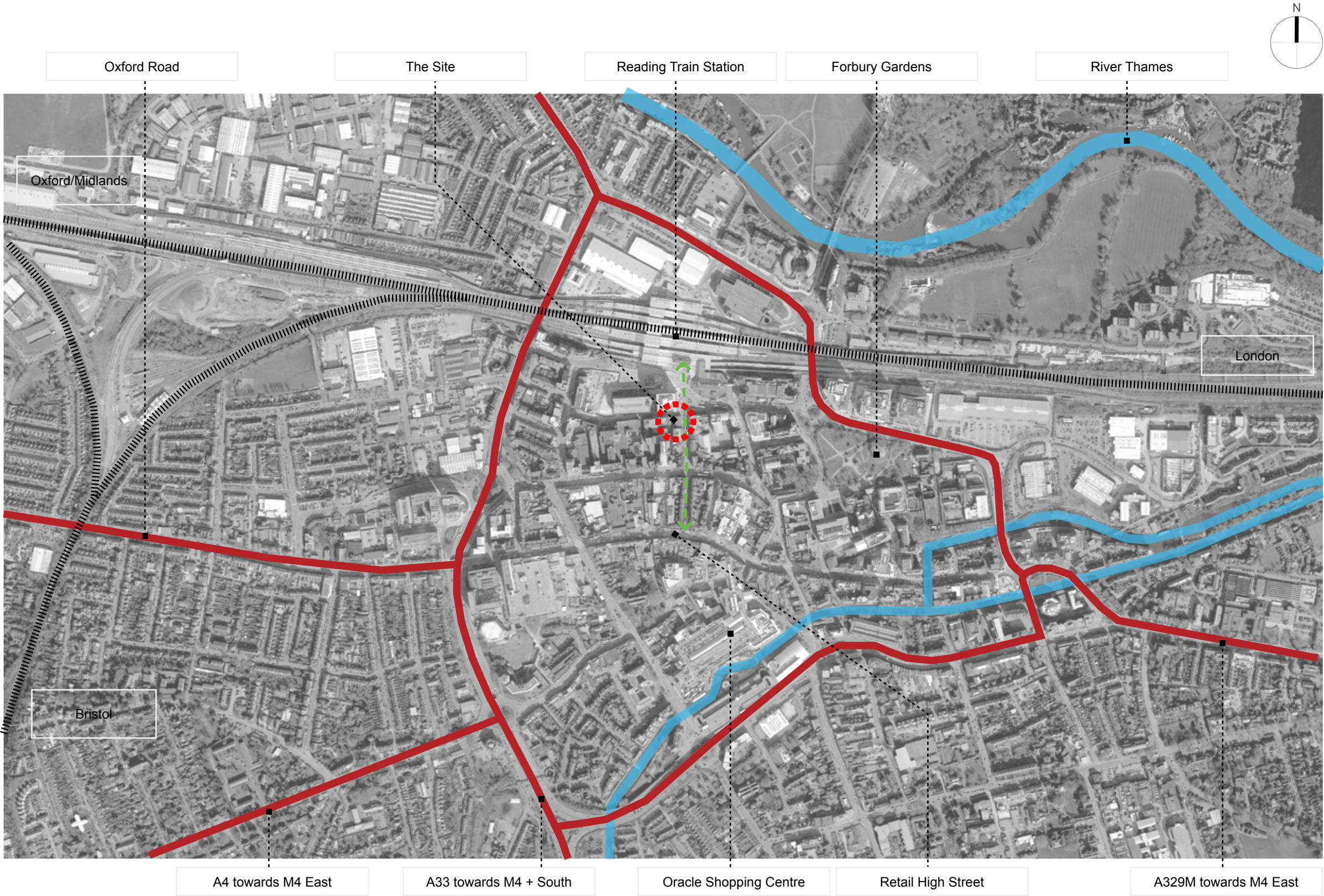
Site & Analysis

Before the design approach is considered, it is important to carry out context and site analysis. This analysis should then inform the design concept to provide a bespoke response and solution for the site.

Site Location

Reading

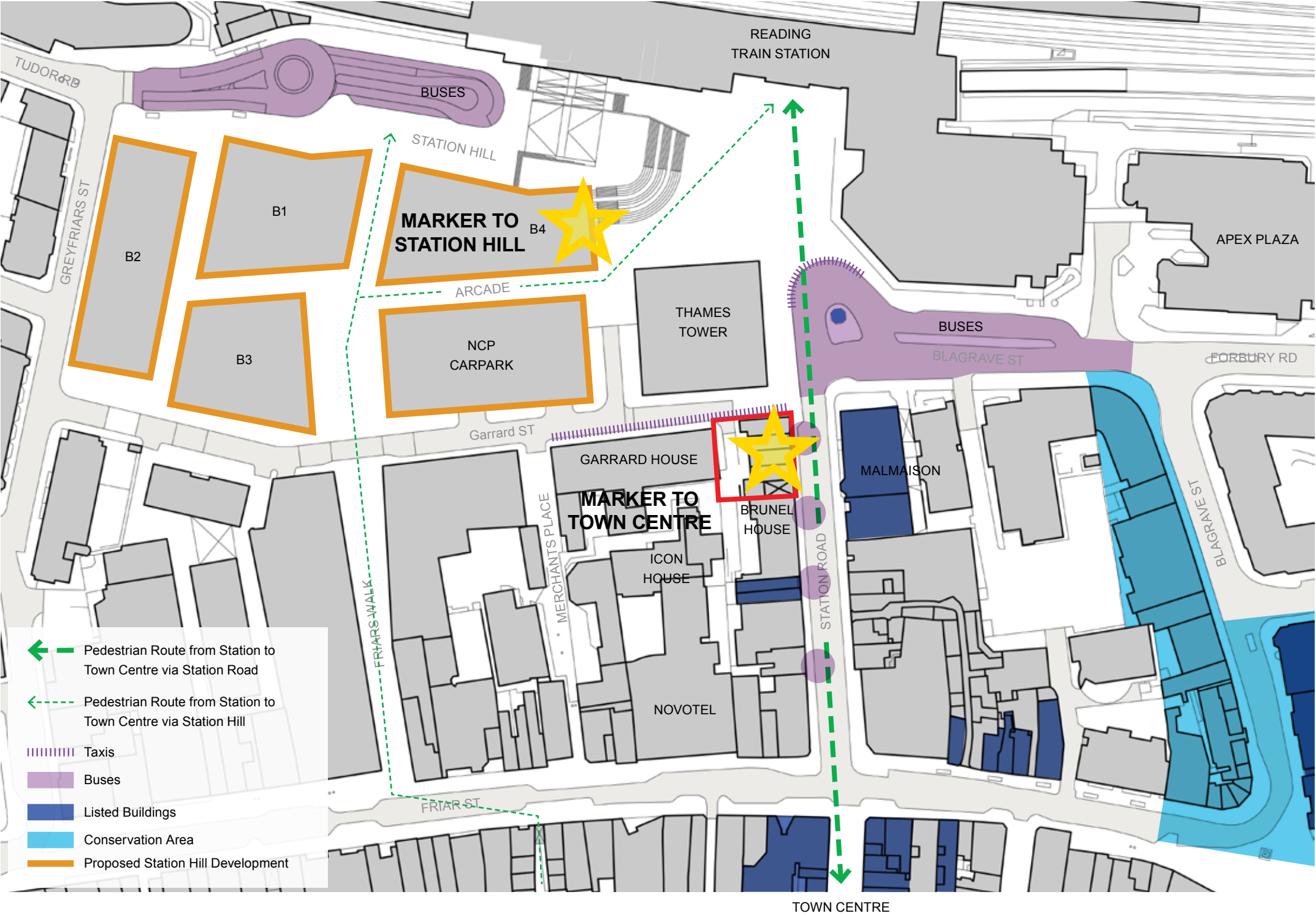
- The site is located in the centre of Reading within close proximity of Reading's main train station and the Station Hill redevelopment.
- To the south is the main retail High Street and the Oracle Shopping Centre.
- The site acts as a visible waymarker for the most direct route between the station and the town centre.



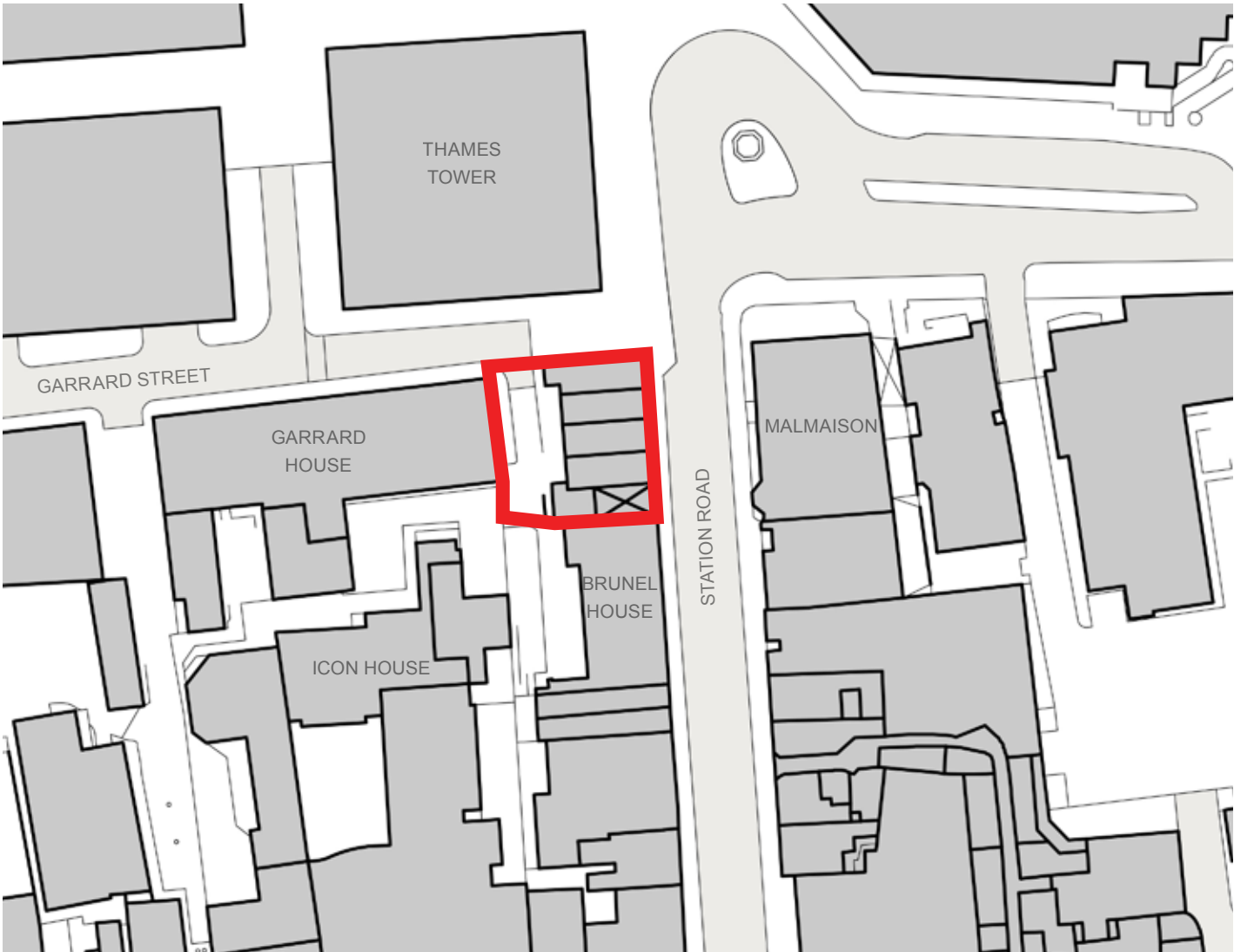
Site Location

Reading

- Note: Diagram opposite shows the approximate layout of the proposed Station Hill masterplan.
- There is an existing 6 storey building on the site. This building consists of retail at ground, office space above and plant services located on the roof.
- It is bound by Station Road to the east which is the main pedestrian route between Reading Train Station and the Town Centre.
- It is bound by Garrard Street, the edge of the Station Hill redevelopment and Thames Tower to the North
- It is bound by Garrard House and an access road to the west.
- To the south-west are Icon House apartments which are attached to the Novotel Ibis, a large building mass facing Friars Street.
- Brunel house is to the south.
- There is a Taxi Rank at the Train Station, and Taxi's currently wait on Garrard Street.
- There are Bus Stops along Station Road, at Station Hill and on Blagrove Street.
- There is a MSCP on the north side of Garrard Street, a short walk from the site.
- There is a service area to the rear of the existing building. This is accessed from Garrard Street. It serves Garrard House, Icon House, Brunel House and the Novotel.



Site

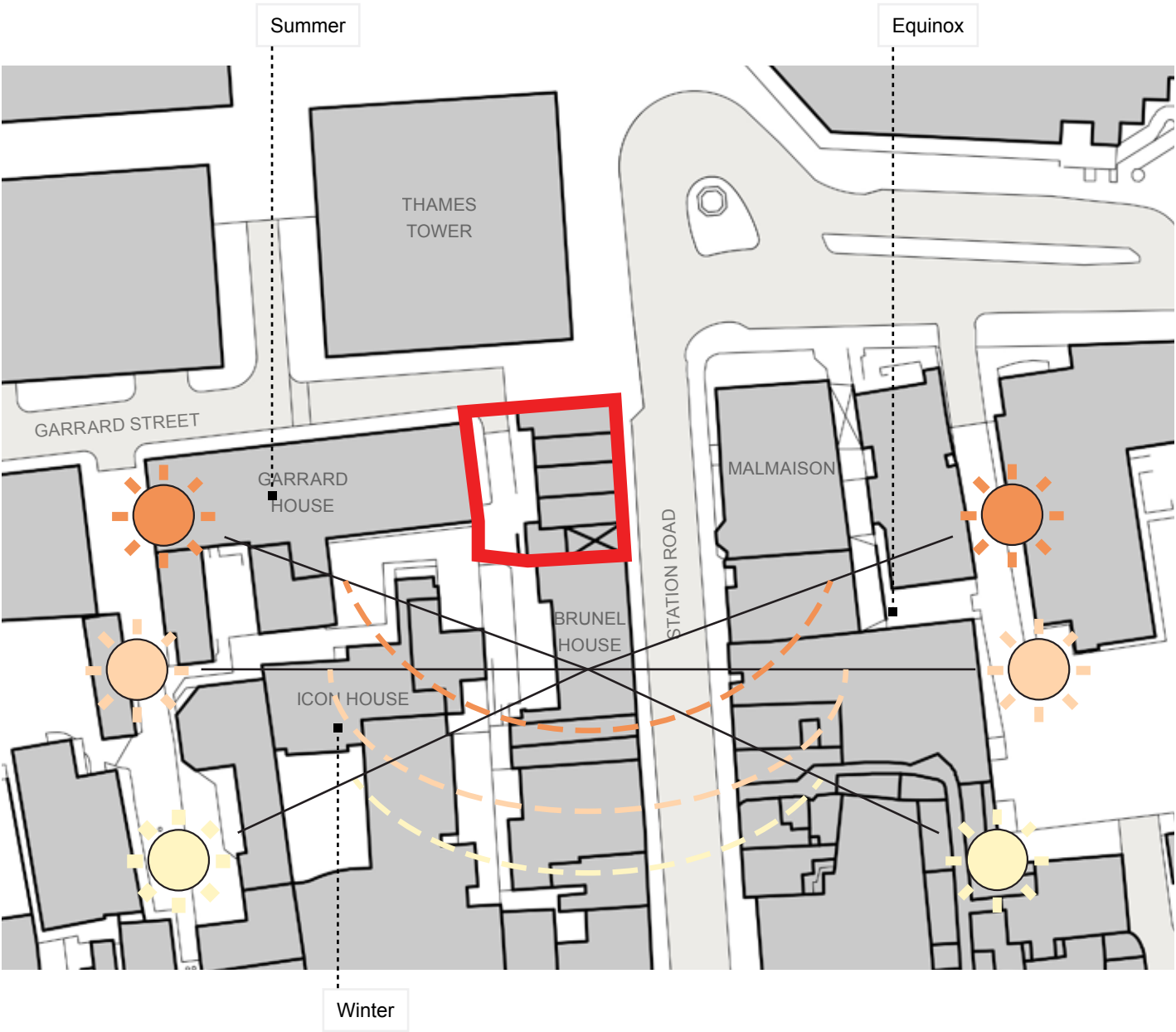


Site Area

The site is approximately 0.06 Hectares.

It is adjoined to Brunel House to the south and is bound by Station Road to the east, Garrard Street to the North and an access road and Garrard House to the west.

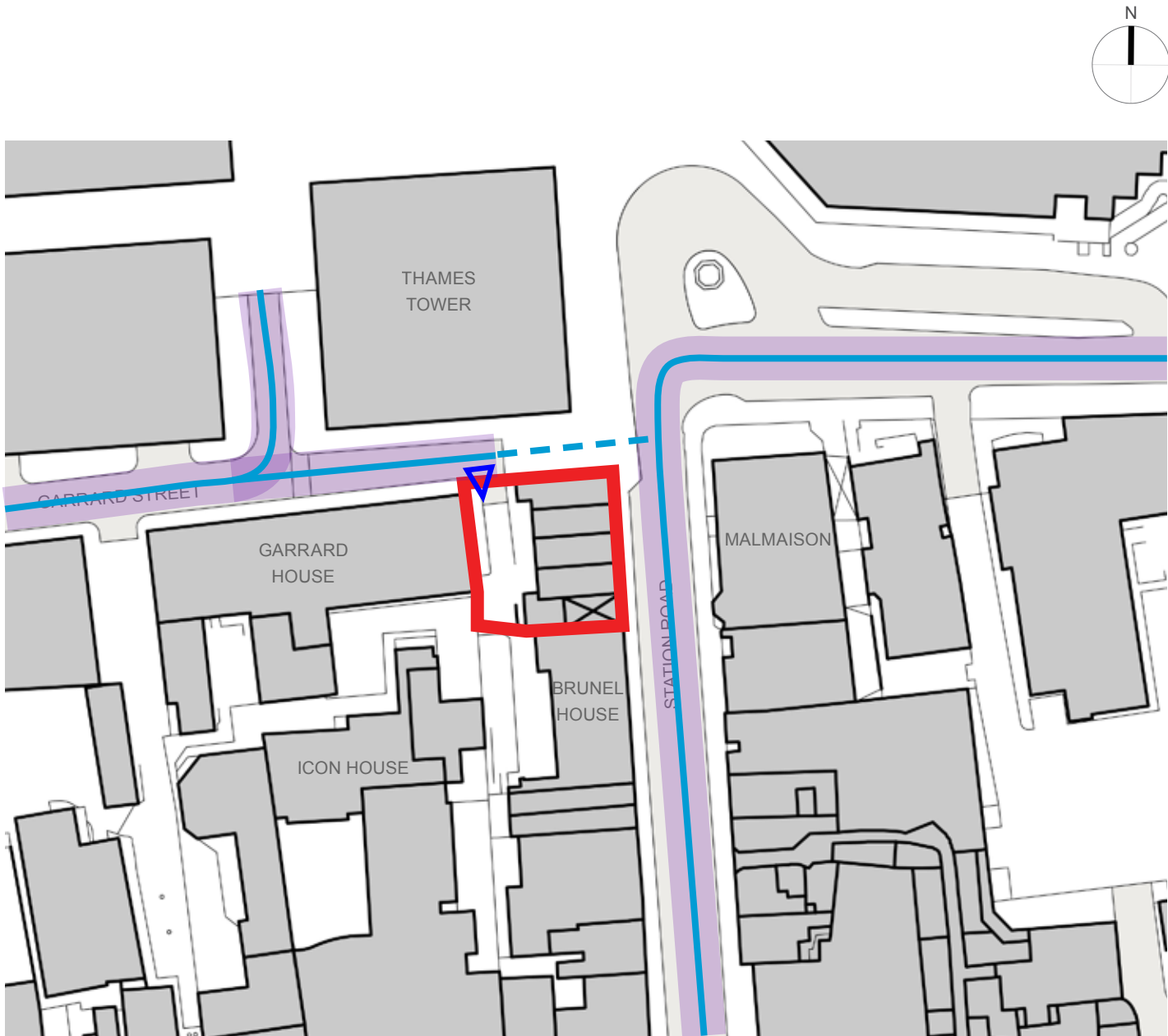
Orientation



Aspect

The probable building footprint is rectangular and is orientated so that its longest elevations face east and west.

Vehicle Links



Vehicle Transport Links

There is a vehicle route along Station Road and Blagrove Street which is used by buses, taxi's and to service adjacent buildings.

There is a service area at the rear of the building which is accessed from Garrard Street. It also serves a number of adjacent properties including Icon House, Novotel and Brunel House.

Coach drop-off to be considered along Garrard Street

- Vehicular route
- Limited/Temporary Access
- Noise from passing traffic
- Existing Vehicle Entrance

Pedestrian and Cycle Links

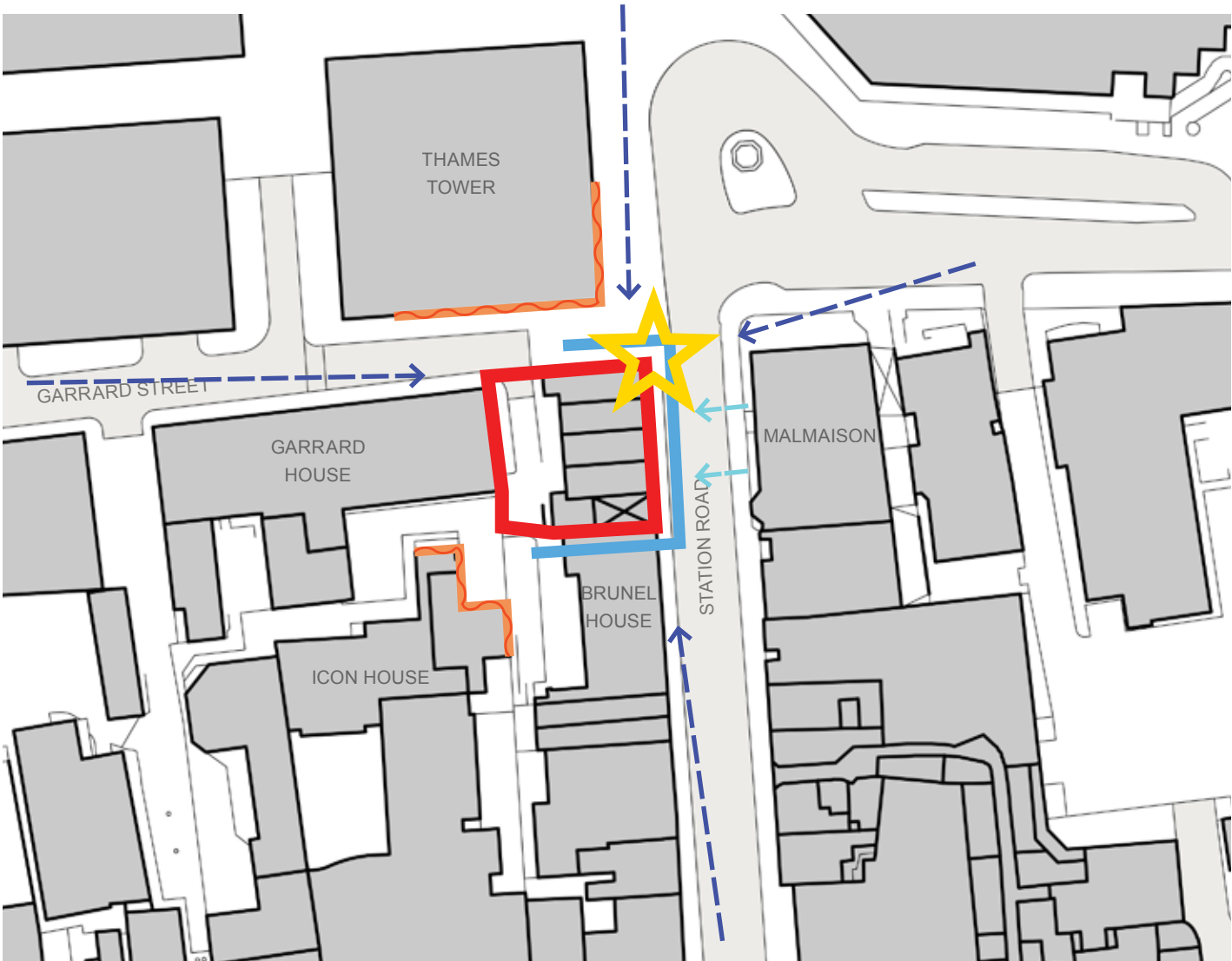


Pedestrian Links

The site is within close proximity of Reading Train Station and lies on Station Road, the main route into the Town Centre and the primary shopping area.

- Primary Pedestrian route
- Secondary Pedestrian route

Key Local Views Towards the Site



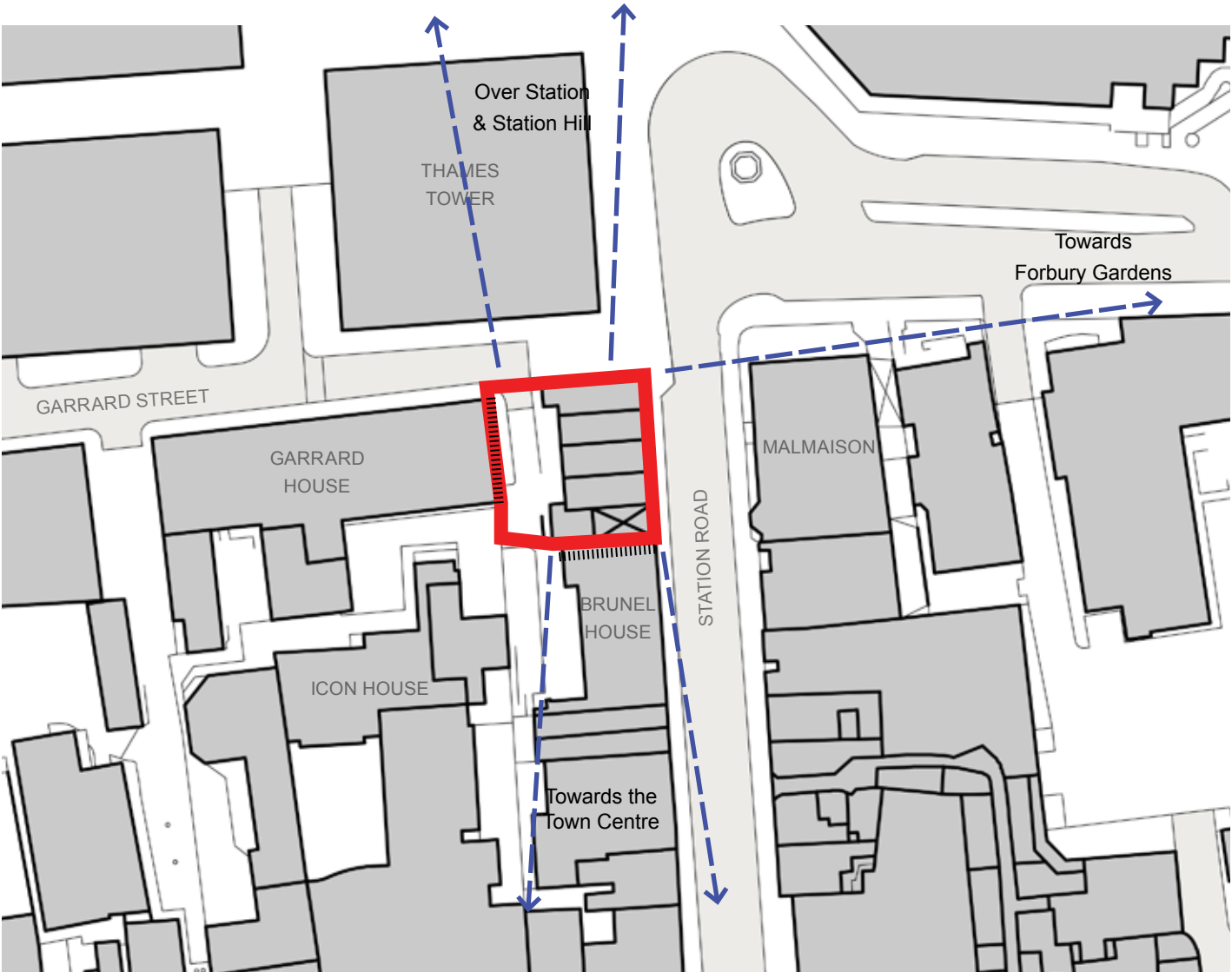
Key Approach Views

Local views of the building are:

- From the main entrance/exit to Reading Train Station.
- From Station Road from Frair Street
- From Garrard Street
- From Blagrove Street

- ← Local Views of the Site
- ← Short Views
- Overlooking from Adjacent Property
- Key Elevations

Key Views of the Site



Views from the Site

Views north towards the railway lines and across the Station Hill development

Views south towards the town centre

- ← Views from upper floors
- ||||| Limited view at lower levels

Key Distant Views



Vastern Road Roundabout



Forbury Gardens



Kings Meadow



Christchurch Meadow



Caversham Bridge



Kenavon Drive



Baltimore Walk

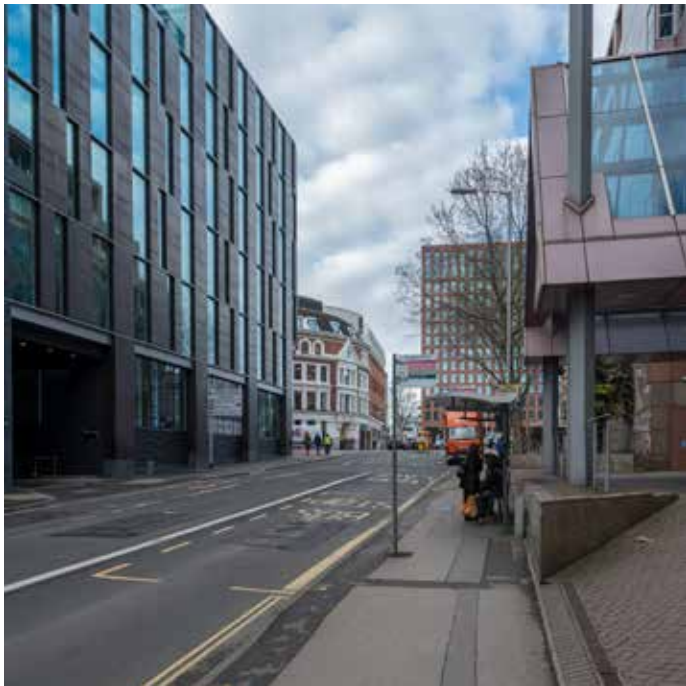


Dunsden Green

Key Views



Forbury Road



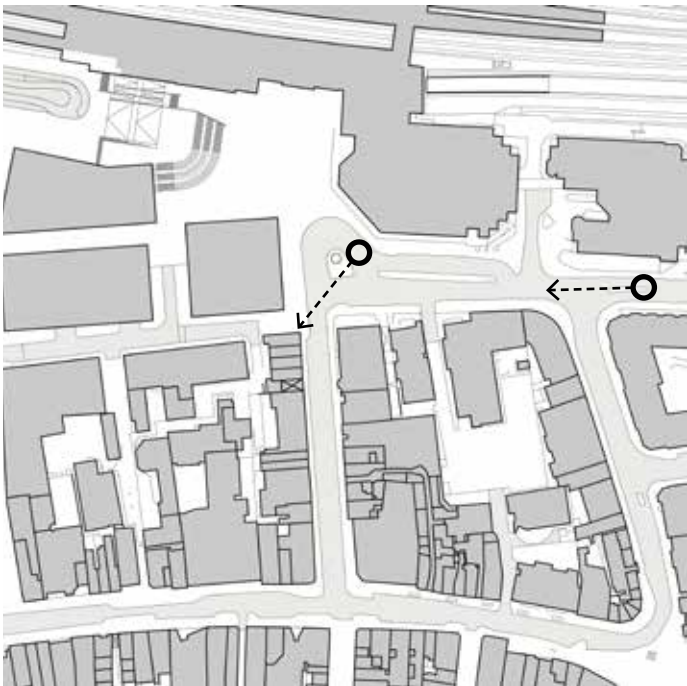
Forbury Road



Forbury Road and Blagrove Street Junction



Blagrove Street



Blagrove Street and Station Road Junction



Forbury Road and Blagrove Street Junction

Key Views



Station Road



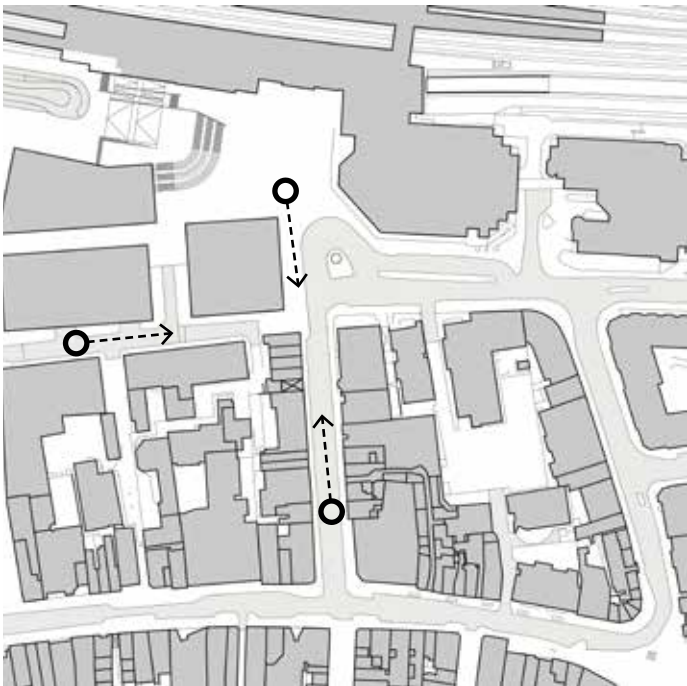
Station Road



Garrard Street



Garrard Street



Train Station Approach



Garrard Street



Garrard Street

Key Views



Access Road from Garrard Street



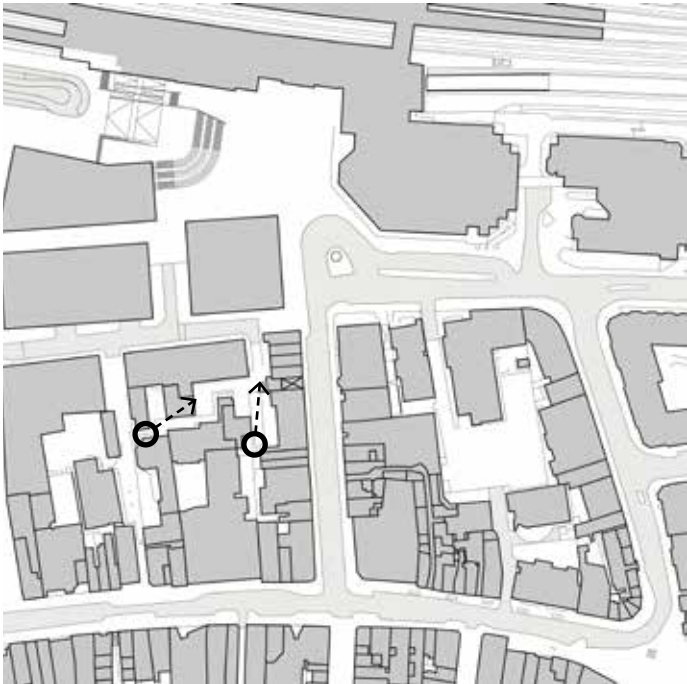
Access Road



Access Road from Icon House



Access Road



Rear Site Elevation



Icon House

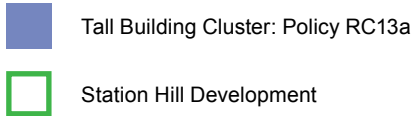


Icon House

Tall Building Policy

Schemes with consent

- 1. Station Hill – Up to 23 storeys - 151543 (Building B reserve matters approved), 130440 and 090622
- 2. BMW Cooper – Application Ref: 162166 – Part 12, Part 23 storey (residential)
- 3. Phase 2 Chatham Place – Application Ref 120293 – 9 and 19 storey buildings (residential)
- 4. Kings Point, Kings Road - Application Ref 162087 – 7-17 storey (residential)
- 5. The Blade – 14 storeys (commercial)
- 6. Novotel – 14 storeys (hotel)
- 7. Thames Tower – 14 storeys (commercial)
- 8. Former Royal Mail Sorting Office – EIA Screening submitted to RBC. Intention for 8 -24 storey buildings (residential)
- 9. Kenavon Drive (former Homebase site) – 170509 – 2-11 storeys (residential)
- 10. Wickes site (opposite Chatham Street) – 170326 – 4-11 storeys (residential)
- 11. One Reading Central – 10 storeys (commercial)
- 12. 23 Forbury Road – 8 storeys (Commercial)

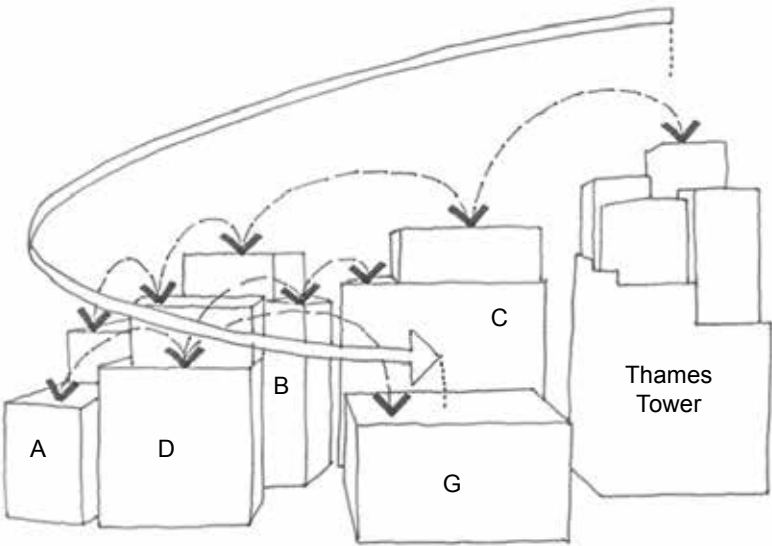


Building Heights

Station Hill

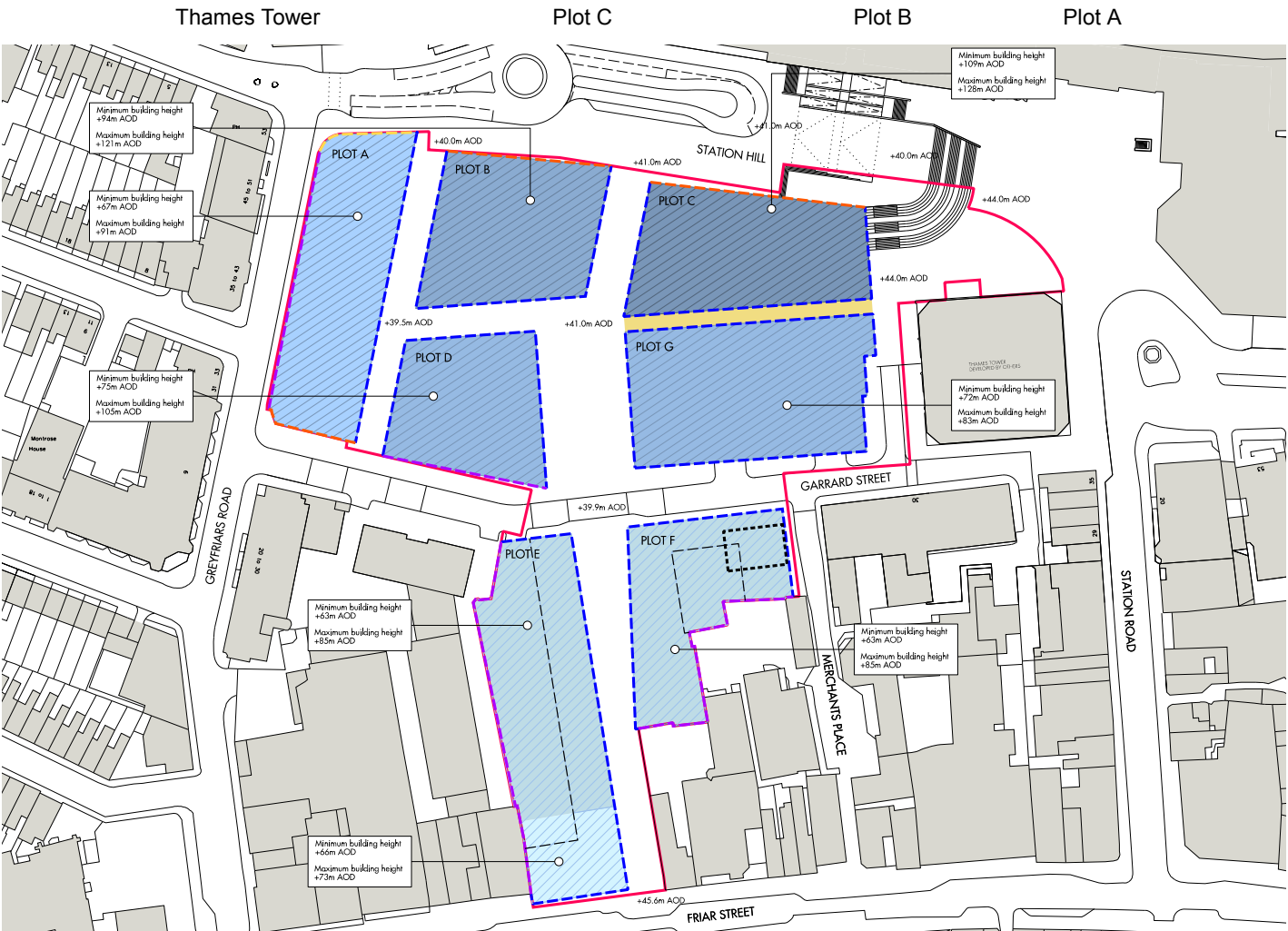
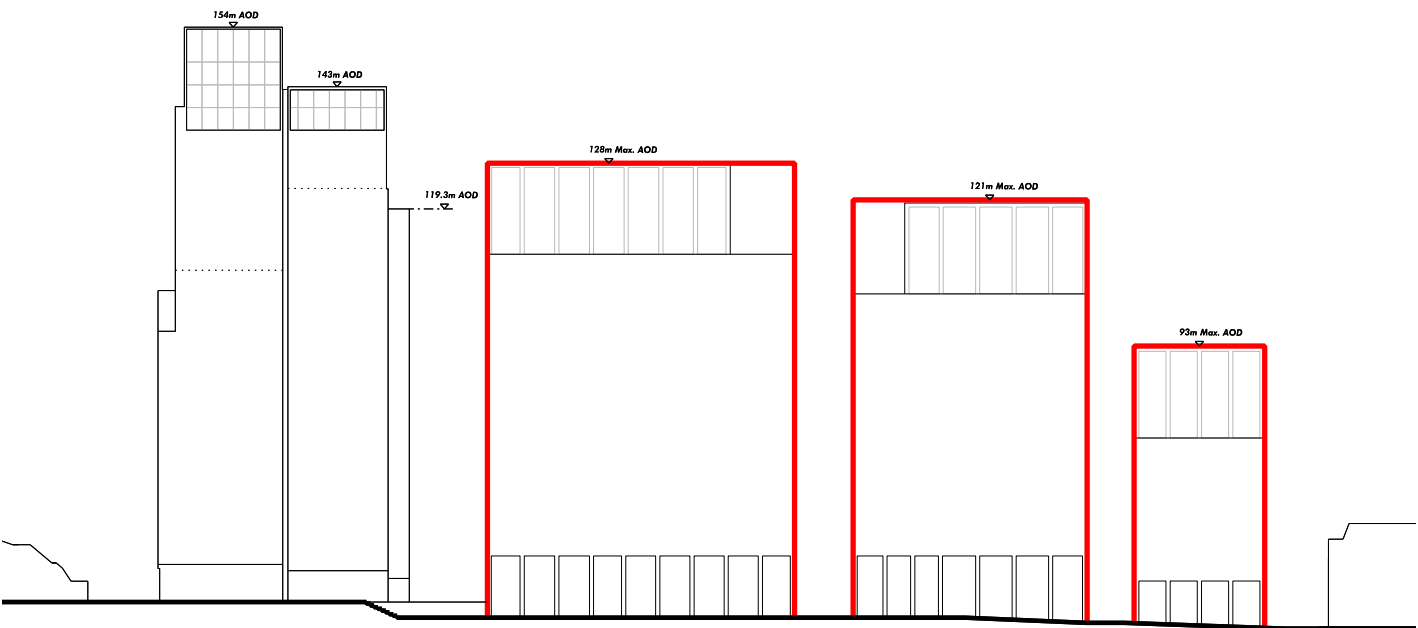
Information taken from the Station Hill masterplan planning document. All minimum and maximum heights are referenced from this document.

- The Tallest Building on the Station Hill Masterplan in Block C with a maximum height of +128 AOD
- Plot G, the MSCP is the nearest block in the Station Hill masterplan has a maximum height of +83m AOD. We understand this allows for two additional floors of car parking.
- The proposed height of the redevelopment of Thames Tower was +154m AOD.
- The redevelopment of Thames Tower is now complete and its overall height is +103.53m AOD (roof plant). With 15th being 100.28m AOD (excluding parapet)



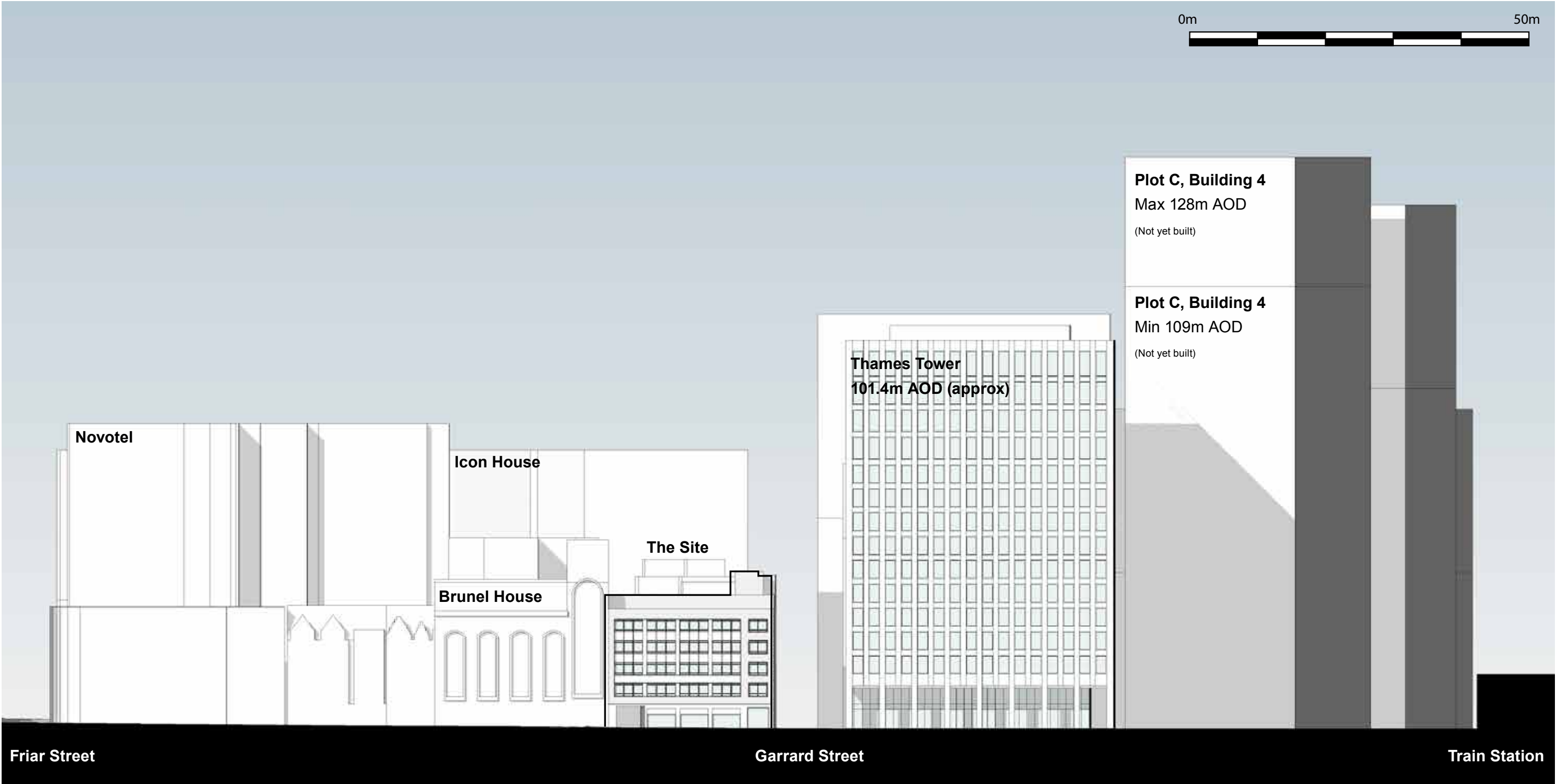
Massing Diagram
Source: Station Hill DAS

Station Hill Outline Elevations >
Source: Station Hill DAS

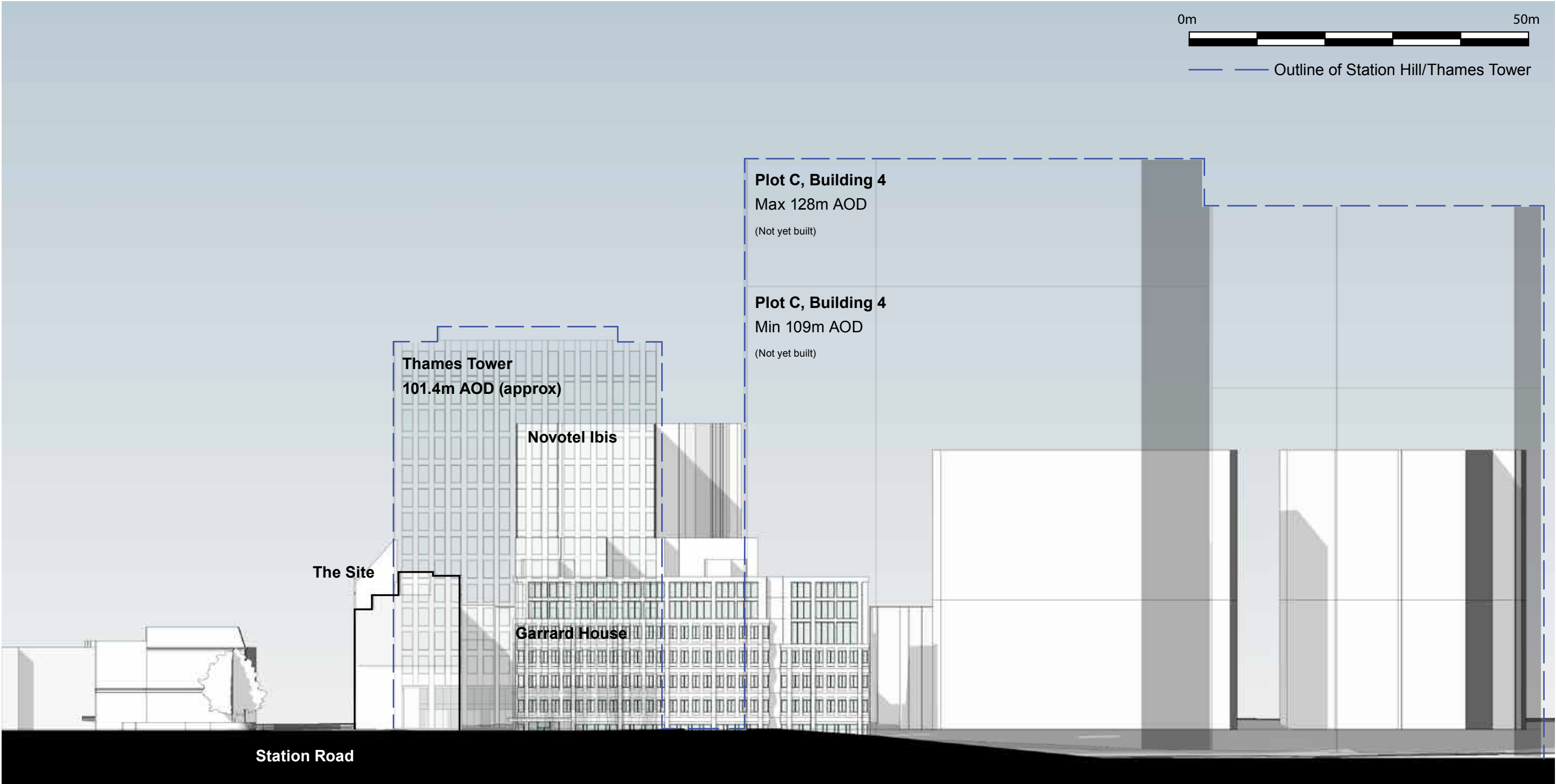


Station Hill Masterplan >
Source: Station Hill DAS

Existing Station Road Elevation



Existing Garrard Street



Existing Station Road Elevation

In 2004 Broadway Malyan procured a full planning permission for a 23 storey residential tower upon the site (Planning Permission 04/01395/FUL)

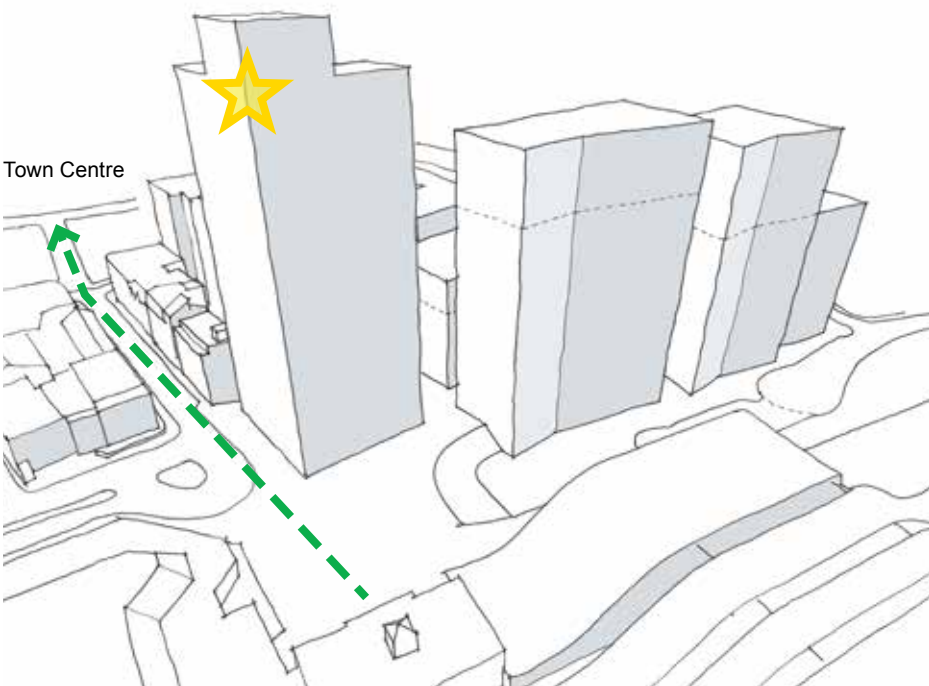
The central area action plan at that time was conceived on the presumption that a building in roughly the same location as what is now known as Thames Tower would be the tallest structure in the town centre at up to 30 storeys. Previous proposals for Station Hill by Sackville Properties and for 29-35 Station Road were subservient in scale and height to the 30 storey tower.

As subsequent proposals have come forward it is apparent that there is a change in the way the Station quarter is to be delivered;

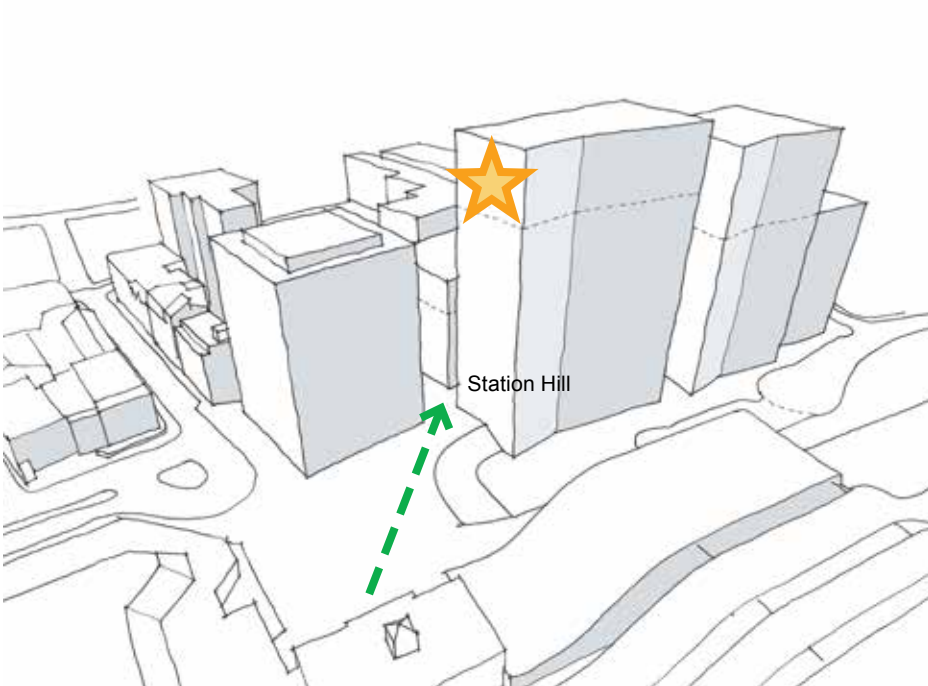
- 1. Thames Tower has now been completed and is “only” 14 storeys
- 2. Station Hill has been comprehensively re designed and the tallest structure Plot C is likely to be up to 109m tall equivalent to up to 30 no floors

- 3. Plot C, Station Hill and Friars Walk together create a shift in the urban hierarchy of the town centre which whilst welcome in bringing forward high quality mixed development and a new public realm will create a distorted perception of the position of the true town centre
- 4. There is an opportunity at 29-35 Station Road, “No 1 Reading” to address this and secure a landmark mixed use building as a true marker to the town centre approach, flanking Thames Tower and counter balancing the impacts of Plot C and Station Hill.

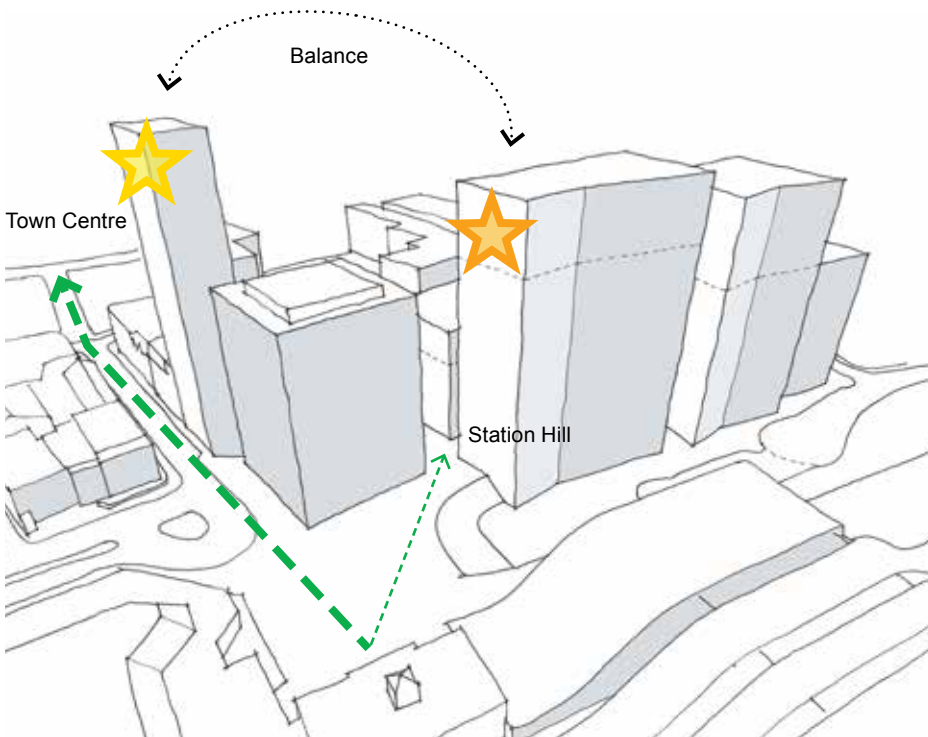
The importance of 29-35 Station Road in achieving this aim and in delivering dynamic and vibrant active frontage at street level with a beautifully slender elegant tower above cannot be over emphasized.



Previous Scheme



Current Situation



Proposed Scheme

- Town Centre Waymarker
- Station Hill Waymarker
- Pedestrian Route from Station to Town Centre via Station Road
- Pedestrian Route from Station to Town Centre via Station Hill

Constraints and Opportunities

Visibility of all elevations, particularly on the upper floors.

Active frontage along Station Road and at the road intersection with Garrard Street.

On principle route between Reading train station and the Town Centre/Primary Retail area.

Located within the Tall Buildings Cluster

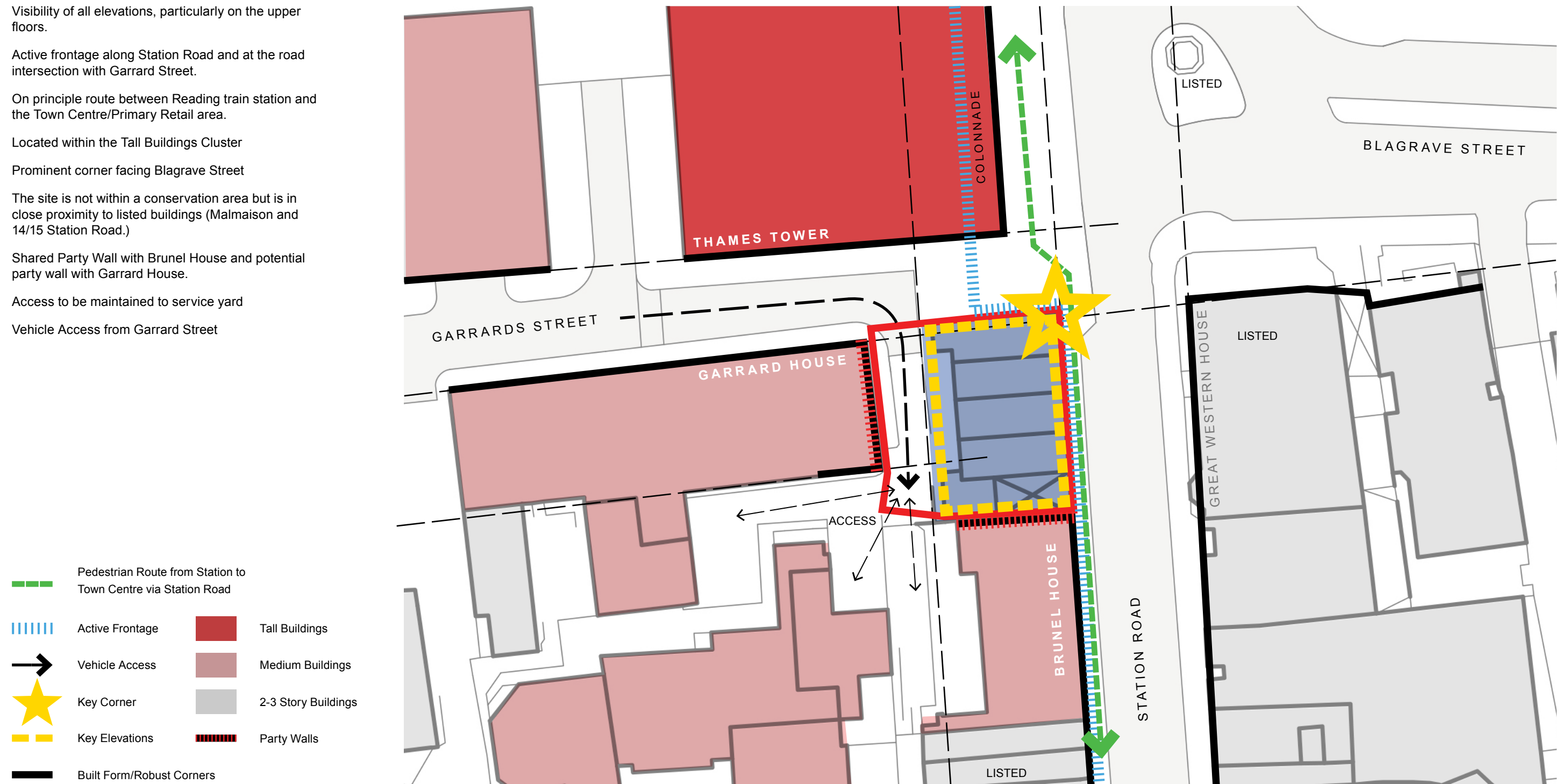
Prominent corner facing Blagrove Street

The site is not within a conservation area but is in close proximity to listed buildings (Malmaison and 14/15 Station Road.)

Shared Party Wall with Brunel House and potential party wall with Garrard House.

Access to be maintained to service yard

Vehicle Access from Garrard Street



Planning Policy

Introduction

The site has been subject to a number of planning applications over the years relating to the redevelopment of the site which have come forward within various policy contexts.

In 2005, planning permission was granted by Reading Borough Council which established the principle of a 22 storey high-rise building on the site and sought to deliver a residential-led scheme with retail at ground floor level. We understand that due to the economic climate at the time the permission was never implemented.

Since then, a series of applications were submitted proposing developments of between 22 to 28 storeys, with the two most recent applications proposing a 23 storey high-rise building on site and being residential led. We understand that the previous applicant did not wish to pursue the scheme any further at that time and subsequently K2 Developments have now taken ownership of the site, with the intention of realising the full potential of the site.

Following initial discussions with Reading Borough Council in 2017 and a comprehensive review of the previous planning application submission, a new development is proposed that will seek to deliver a mixed use development comprising a new hotel, office accommodation and ground to third floor retail uses (use class A1 proposed at ground floor level). The applicant is committed to delivering a high quality development that will build upon the principles established under the 2005 planning permission alongside the long aspired intention for a new high-rise building to be accommodated on site, delivering a new iconic flag-ship development for Reading town centre.

The site has long been vacant and is in need of regeneration and working pro actively with Council Officer's and Members, the applicant seeks to deliver a scheme that will accommodate up to 28 storeys

within the Station Major Opportunity Area and within an area identified for tall buildings through the adopted Core Strategy (and proposed to continue through the emerging Local Plan). The applicant has engaged a series of consultants at an early stage to evolve the scheme in light of technical considerations and to assist in delivering a proposal that will comply with RBC's adopted and emerging policies.

Policy Context

This site falls within the Central Reading Area and thus is covered by the Reading Central Area Action Plan (RCAAP), specifically within the Friar Street/ Station Road zone of the Station/ River Major Opportunity Area (Policy RC1(a)). Policy RC1 sets out that the vision for this opportunity area is to provide a high-density mix of uses, whilst delivering development that provides visual interest to existing/ future pedestrian routes and open spaces.

Policy RC1a signifies that development on Friar Street and Station Road will deliver active retail and leisure uses on the ground floor, with a mix of uses on the higher floors. In addition to this, the development lies along an existing active frontage (Policy RC10 – Active Frontages), within the town centre.

Policy RC7 (Leisure, Culture and Tourism in the Centre), also, sets out that the Reading Central Area will be the prime focus for leisure, cultural and tourism uses. Therefore, the position of the proposed uses within the development aligns with adopted policy.

The site falls within an area identified as suitable for tall buildings under policy RC13 (Tall Buildings), known as the 'Station Cluster'. The policy states that 'A new cluster of tall buildings with the station at its heart will signify the status of the station area as a major mixed-use destination and the main gateway to, and most accessible part of, Reading.' Therefore, lying just to the south of Reading Station renders the site location suitable for a tall building as proposed.

The redevelopment at Station Hill directly to the north-west of the site provides a masterplan which identifies that the tallest building on site will have a maximum height of +128 AOD in Block C. Plot G, the nearest block in the Station Hill Masterplan has a maximum height of +83mm AOD. It is considered that in design terms, 29-35 Station Road, represents a significant opportunity to complement these proposals and to deliver a landmark building along the key thoroughfare to the primary shopping area within Reading, being a wayfinder between Broad Street and the Station. The initial designs have evolved in line with policy RC5 (Design in the Centre).

It is considered that the principle of a tall building alongside the mix of uses proposed will reinforce the vision of the Station Major Opportunity Area and is supported by the existing policy context. The proposals are at an early stage and therefore we are currently working through Development Management Policies to ensure compliance as part of any future application.

This initial pre-application document provides the following:

- Site context and analysis
- Constraints and Opportunities
- Design Brief
- Design Evolution
- Initial proposals
- Massing studies
- Elevation studies
- Technical considerations
- Intentions moving forwards



Station Approach,
Reading, RG1 1

Brief

Proposals to incorporate a hotel, offices and ground floor retail:

Lower Ground Floor: Servicing and Plant

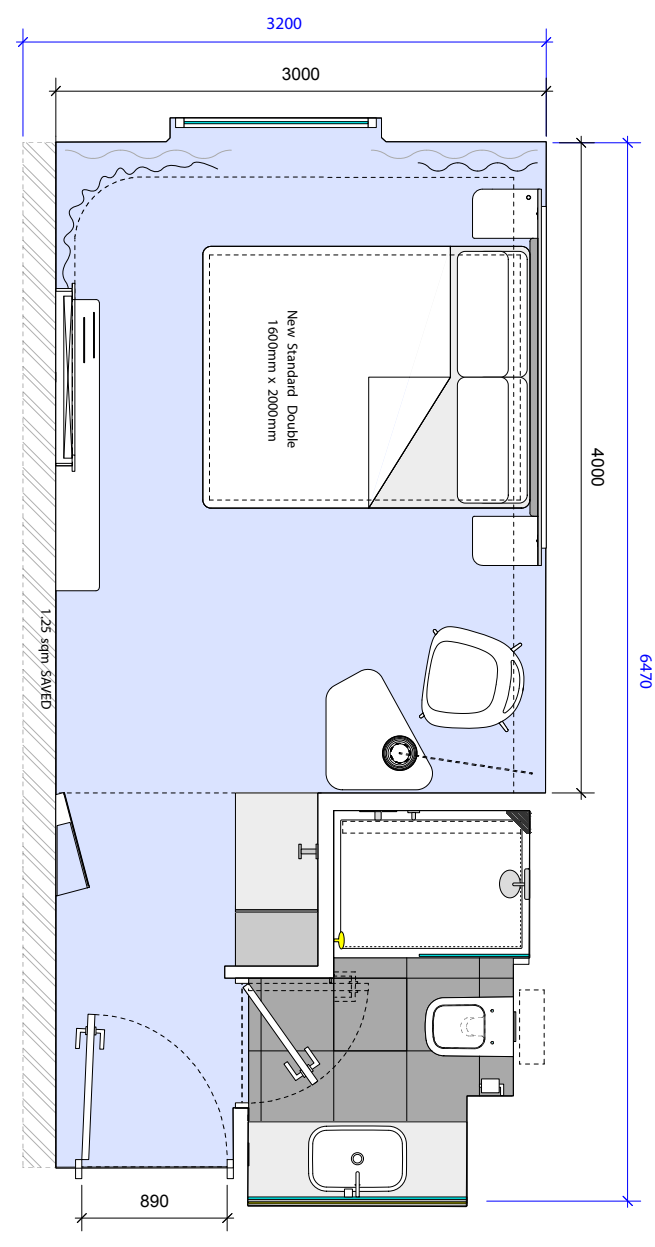
Ground Floor: Retail

First Floor: Cafe

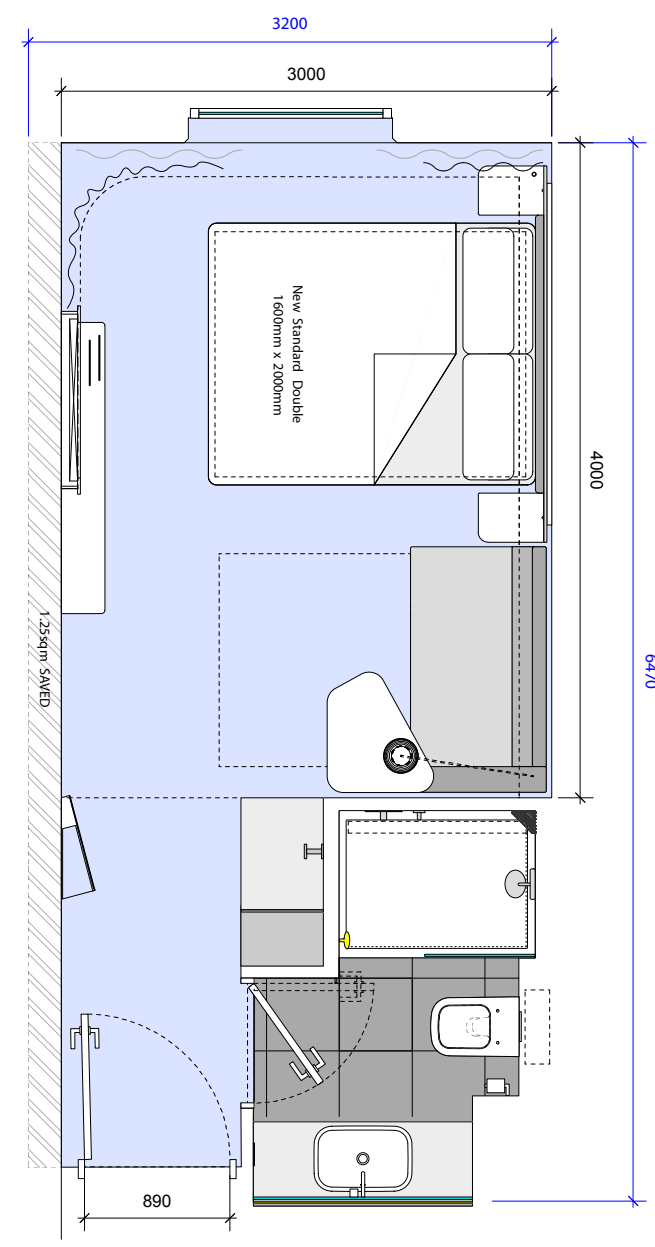
Second Floor: Hotel Reception/F+B Offering

Floors above consist of a mix of Hotel Rooms and Office Accommodation.

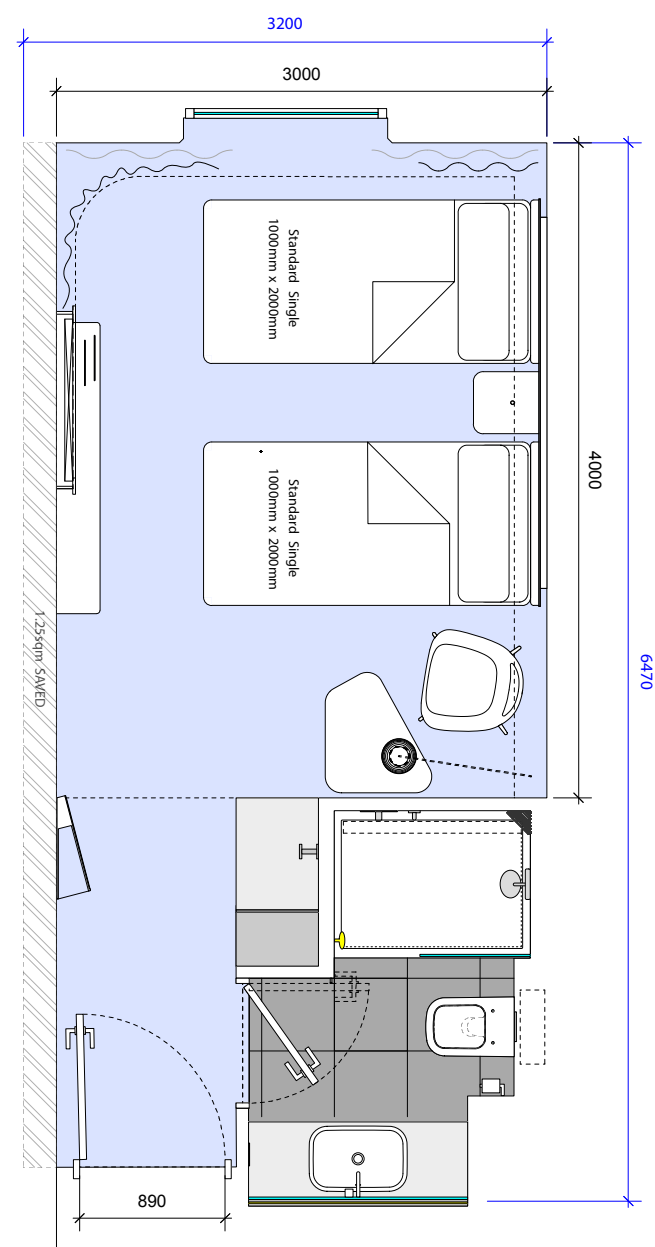
Hotel Room Brief



Standard Double



Standard Double with Sofa Bed



Standard Twin

Footprint Total - 19.5sqm

Space Allocation and Adjacencies

Use	Areas (sqm)			
	150 Bed Scheme (min)	(Covers)	200 Bed Scheme (Max)	(Covers)
Public Areas				
Reception/Lobby	33		45	
Restaurant/Bar #1	190	113	254	150
Meeting Room #4	20		20	
Toilets #5	38		51	
Total	282		369	
Administration				
Back Office #2	12		12	
IT Room #2	8		8	
Offices #2	32		32	
Luggage Store #2	4		4	
Total	56		56	
Back of House				
Kitchen/Stores	67		89	
House Keeping #2	36		36	
Staff Dining	13		17	
Staff Changing	21		28	
Total	136		170	
Grand Totals	474		595	
Available Floorplate = 270sqm	1.8		2.2	
Maintenance/Plant	72		95	

Notes/Assumptions

#1 Covers are based on 75% of rooms

#2 Administration and house keep remains the same across all schemes

#3 Scheme Uplift ratios based on 130 room scheme (being closer to the target provision)

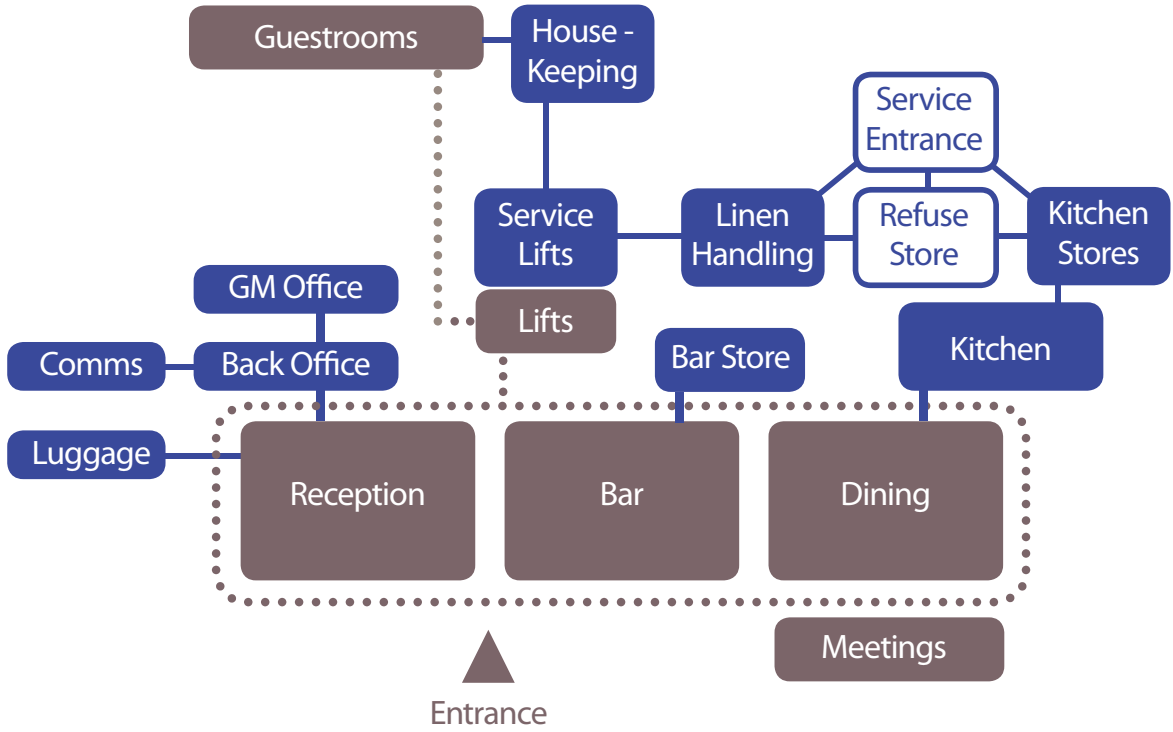
130

150

200

#4 Minimum of a 20sqm meeting

#5 Toilets combined with café toilets on the floor below.



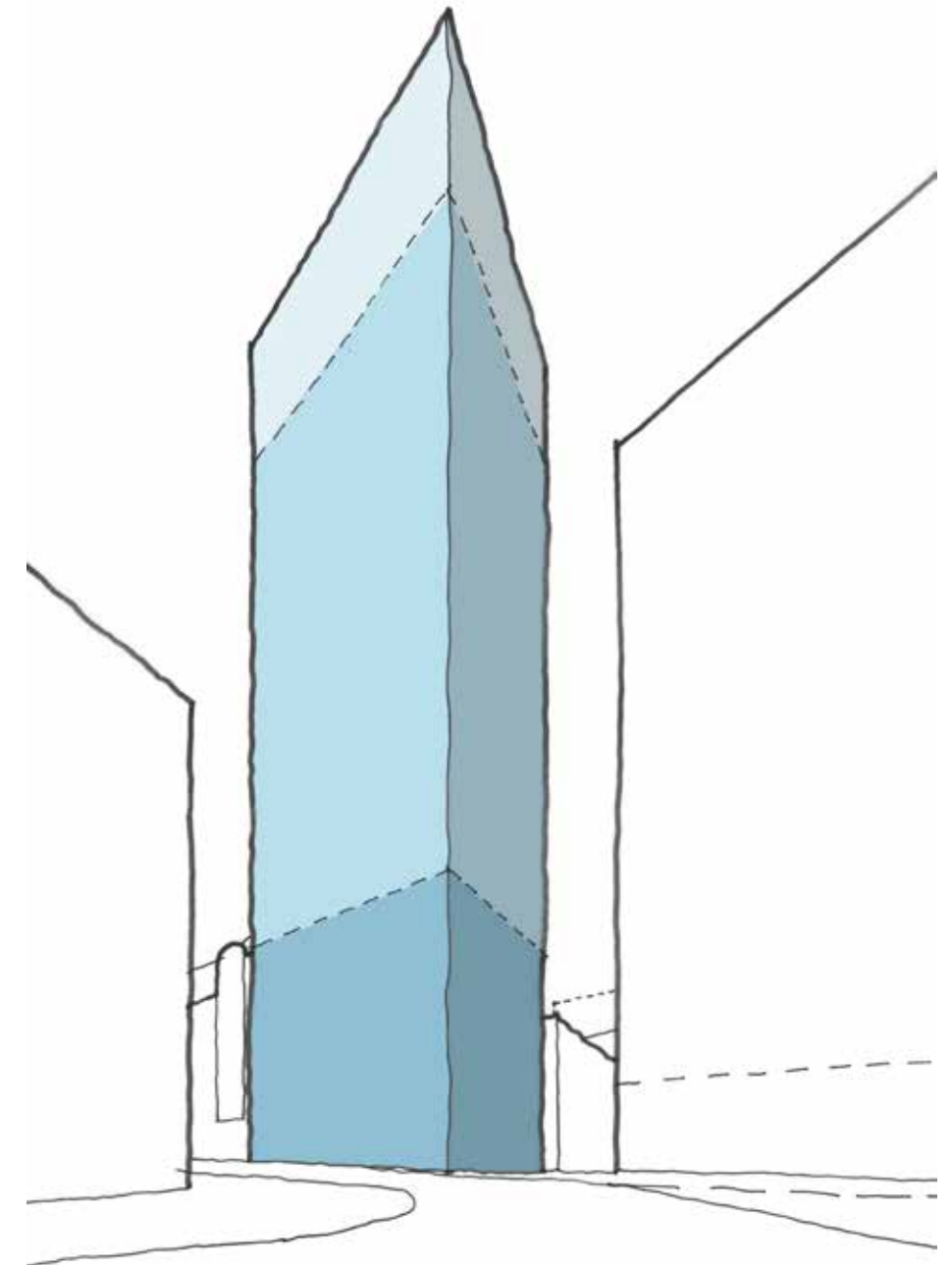
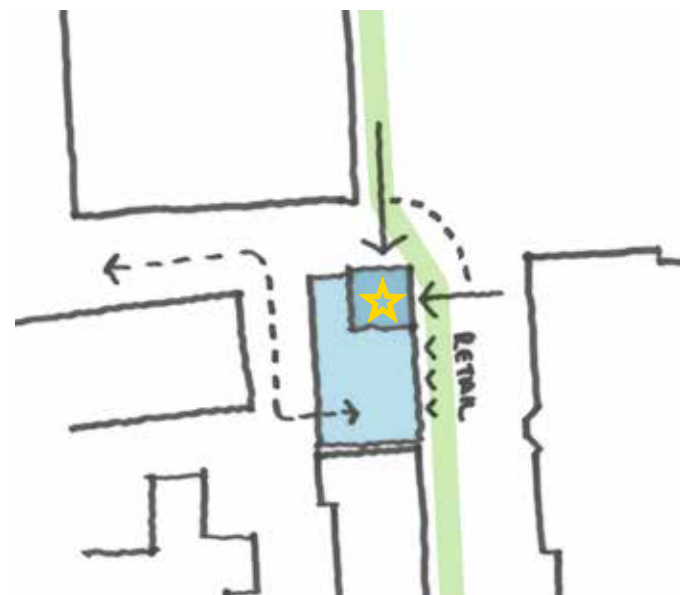
Adjacencies





Design Evolution

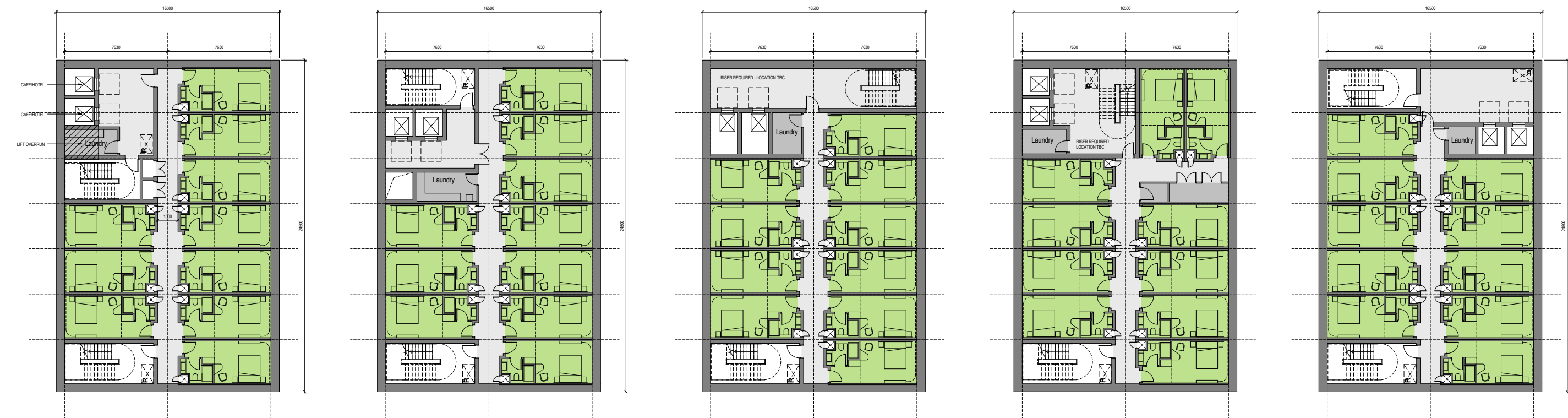
Design Evolution: Initial Sketches



Sketches

- Single and two stair core options were explored. The single stair solution was discounted on the ground of means of escape and insurance constraints
- The initial floor plans were based on the gridded elevational treatment of the previous residential scheme submitted for planning.
- Access to the hotel core was from Garrard Street however it was decided that an entrance on the corner of Garrard Street and Station Road is more appropriate.
- Retail Active Frontage along Station Road

Design Evolution: Floor Plan Development



Plan Development

Various layouts for the staircores were tested to find a solution which worked optimally for all functions.

Initial massing studies carried out including squared and rounded corners.

Elevational treatments explored included a gridded approach, and a sleek, glazed approach.





Proposals

THAMES TOWER

Option 1 Squared Corners

GARRARD STREET

GARRARD HOUSE

Entrance Lobby
64 m²

ONE LIFT TO BE A FIRE FIGHTING LIFT

Retail Unit
212 m²

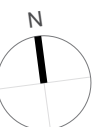
BRUNEL HOUSE

STATION ROAD

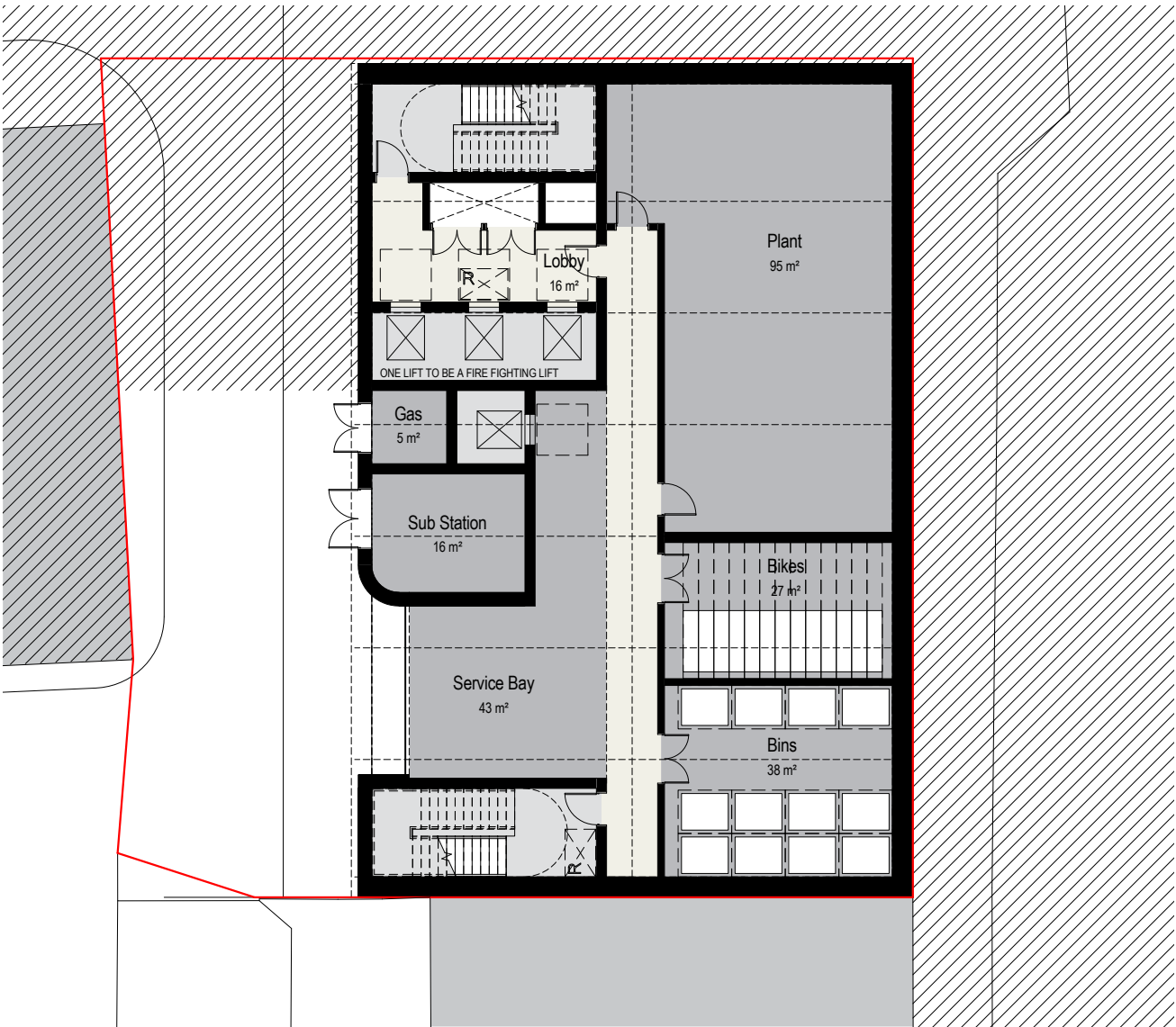
0m

25m

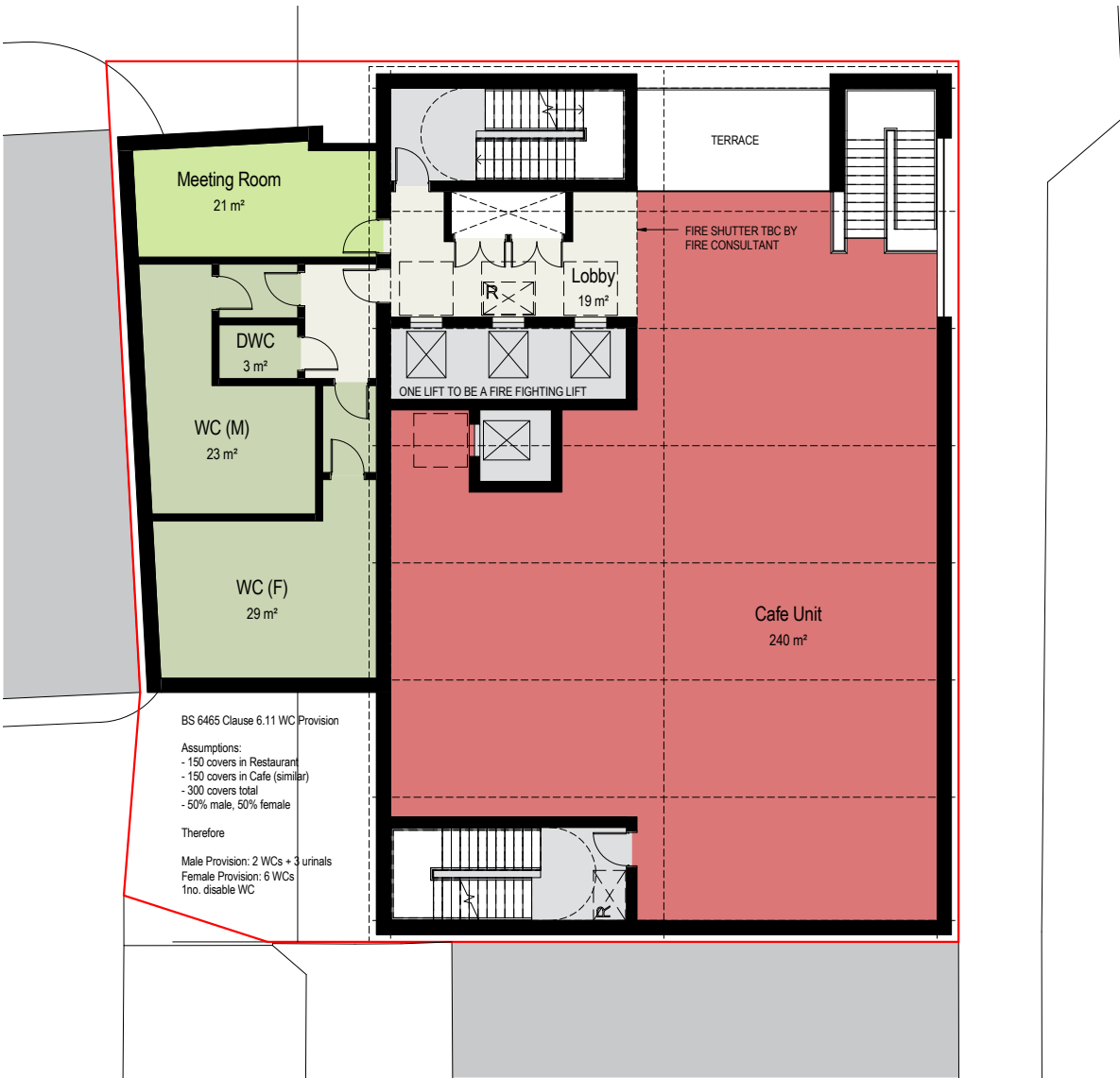
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 1 Squared Corners



Basement



First Floor

All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 1 Squared Corners



Hotel Leisure Level



Hotel Lower Level

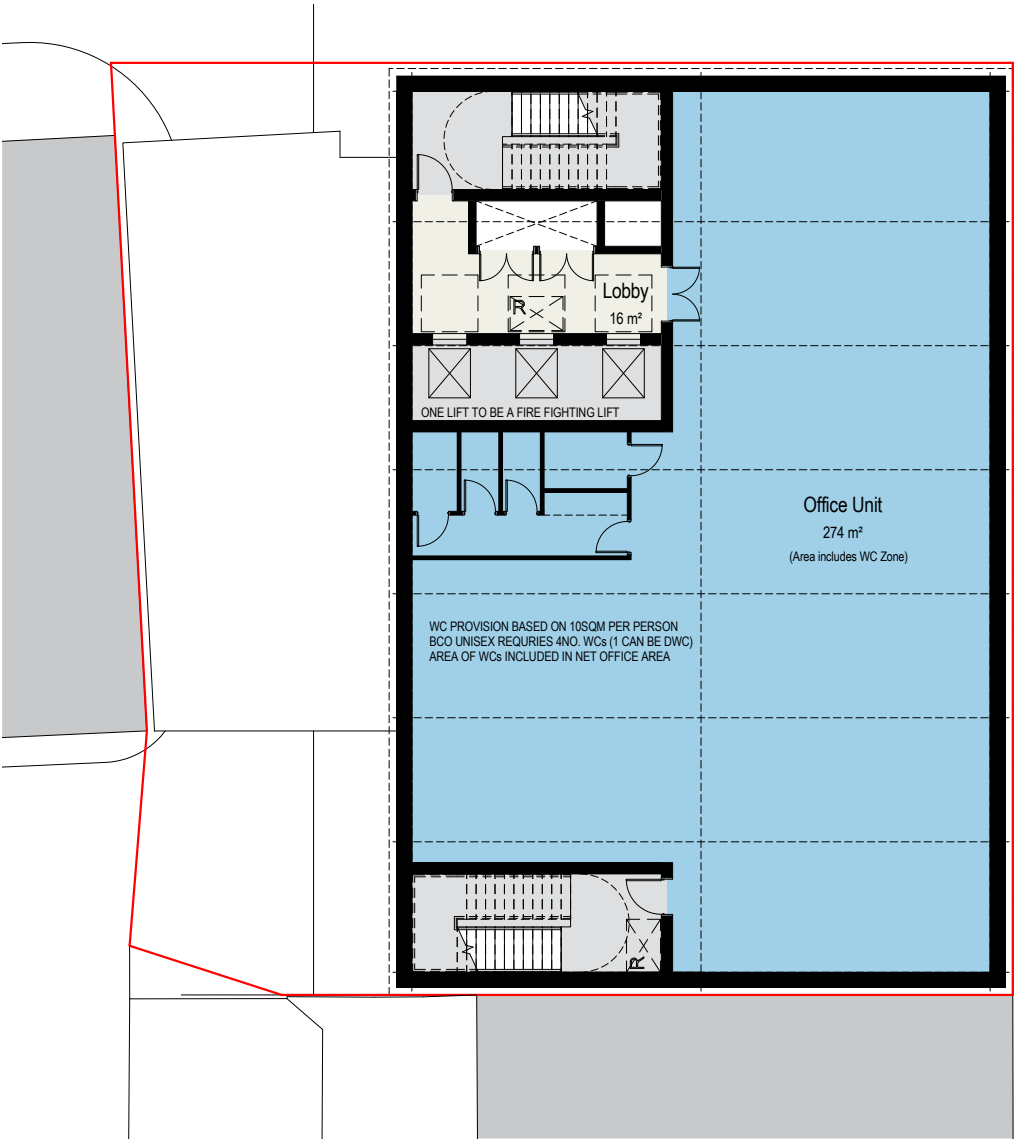
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 1 Squared Corners



Typical Hotel Level



Typical Office Level

All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



THAMES TOWER

Option 2 - Curved Corners

GARRARD STREET

GARRARD HOUSE

Entrance Lobby
64 m²

ONE LIFT TO BE A FIRE FIGHTING LIFT

Retail Unit
210 m²

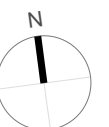
BRUNEL HOUSE

STATION ROAD

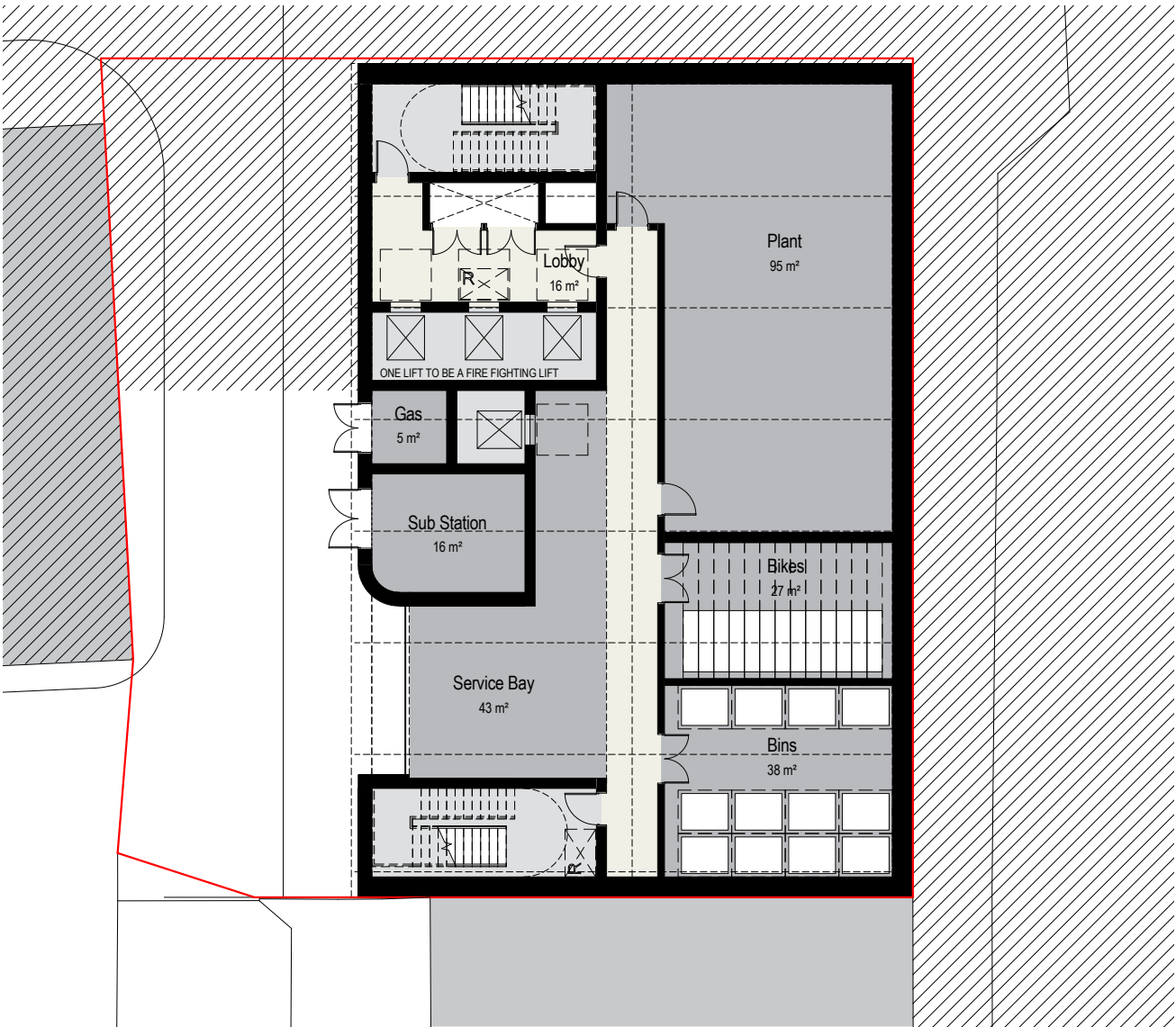
0m

25m

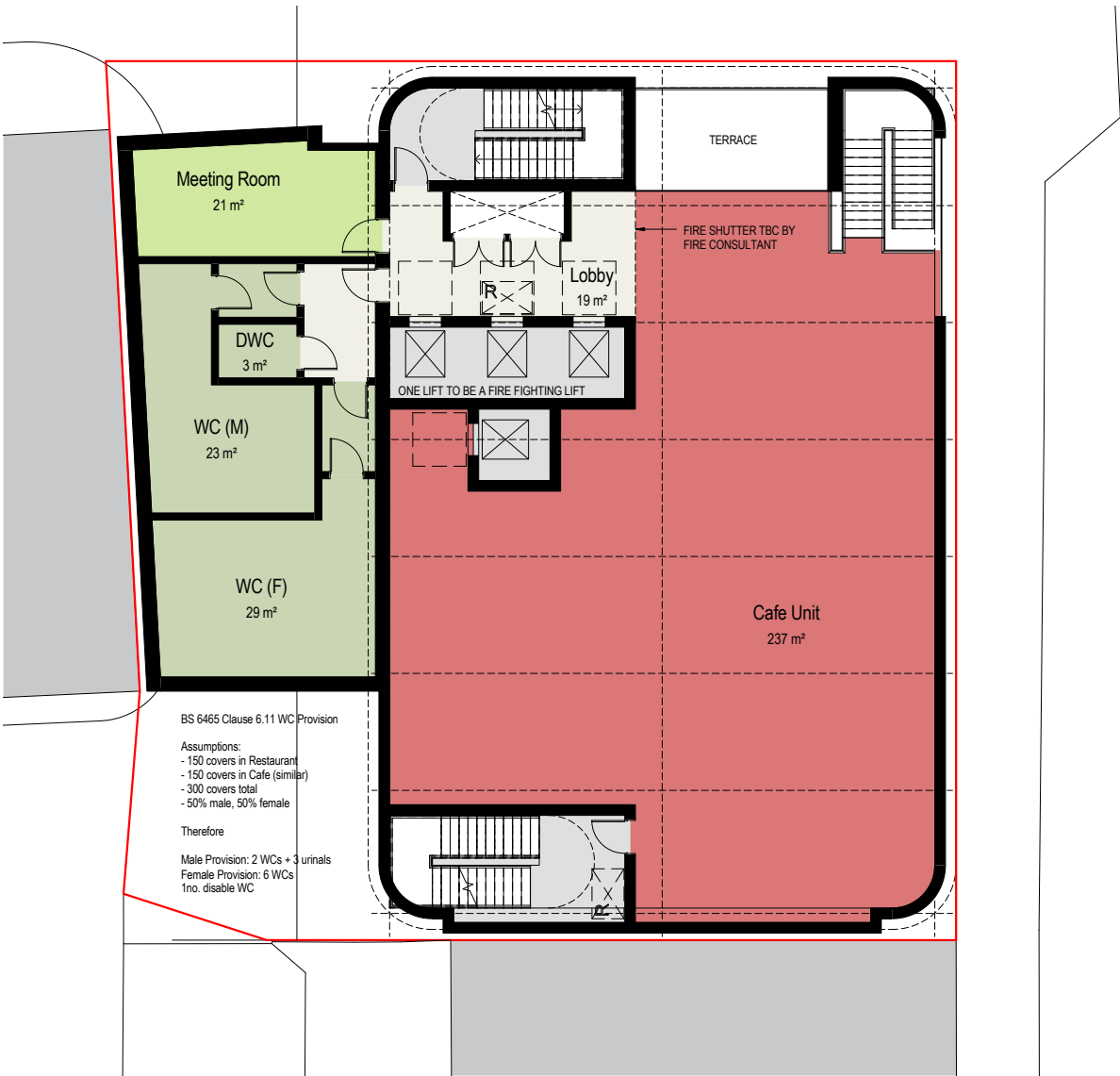
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 2 - Curved Corners



Basement



First Floor

All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 2 - Curved Corners



Hotel Leisure Level



Hotel Lower Level

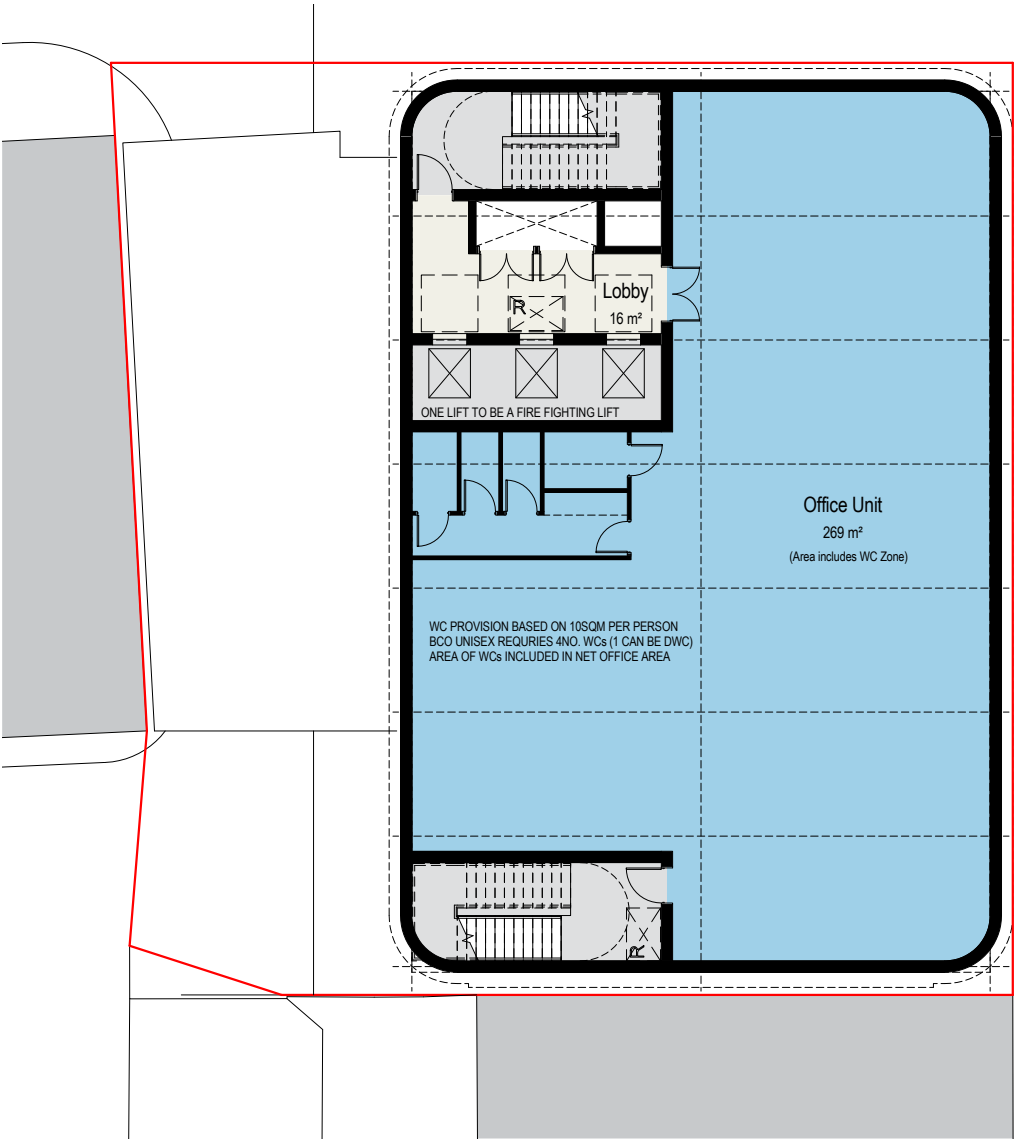
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Option 2 - Curved Corners



Typical Hotel Level



Typical Office Level

All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.





Site Access

Access Statement

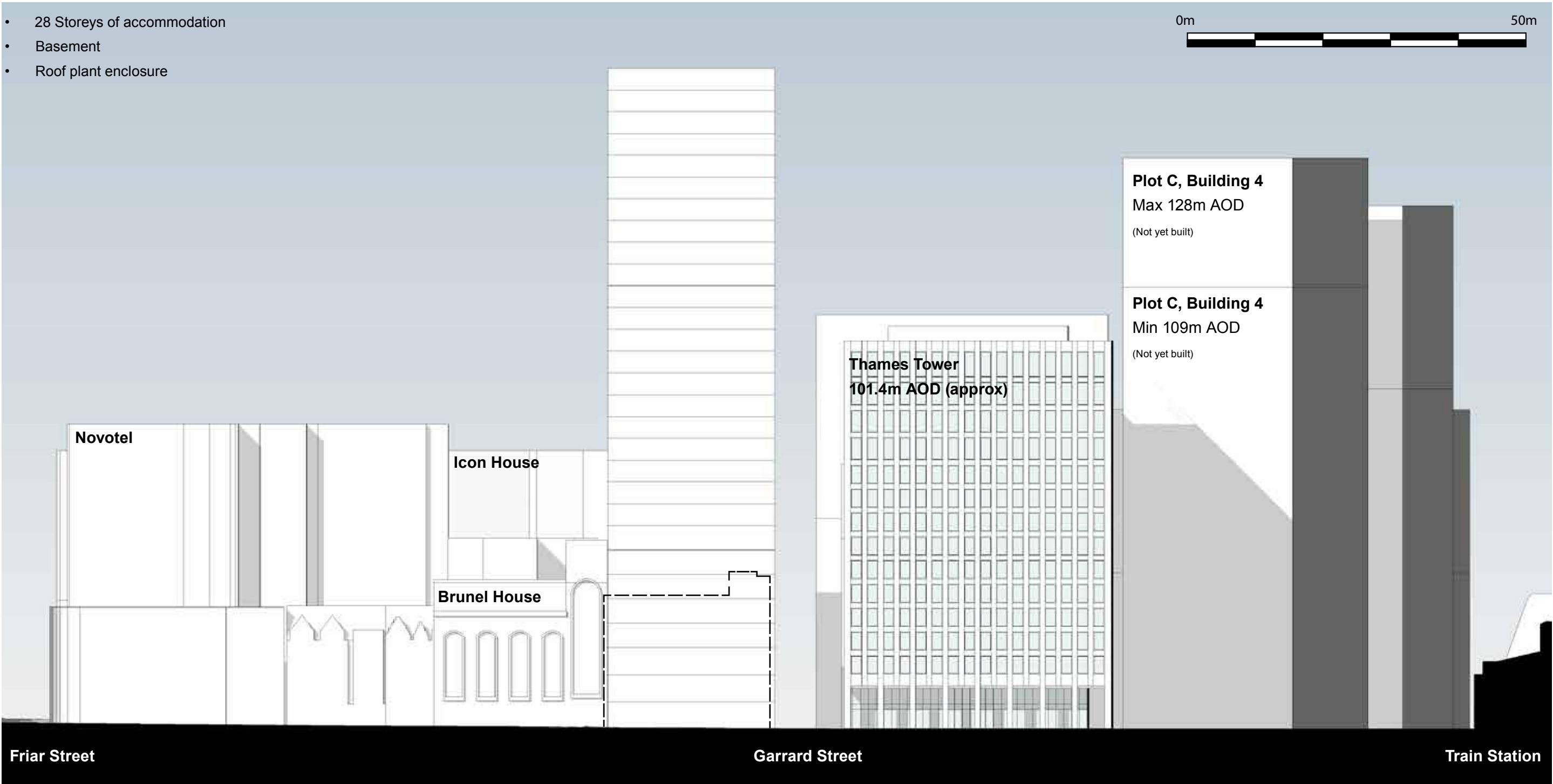
- Principal Access to the Retail level will be from Station Road
- Principal access to the cafe at first floor will be via either a dedicated staircase or the lifts.
- A fire escape stairs in the south-west corner serves all floors.
- The Principle Vertical Circulation Core (bound in green dashed line) will provide access to the hotel and office space. This is accessed from the corner of Garrards Street and Station Road.
- Bins and Plant is at basement level and will be via the access road.
- Cycle provision (circa 26 spaces) for staff and office workers is provided within the basement in two-tier cycle stands. Access is provided at basement level via the access road
- A service bay on Garrard Street would serve the development via the access road. A service lift allows goods related to the hotel, retail and cafe to be delivered and moved to the appropriate floor within the building.



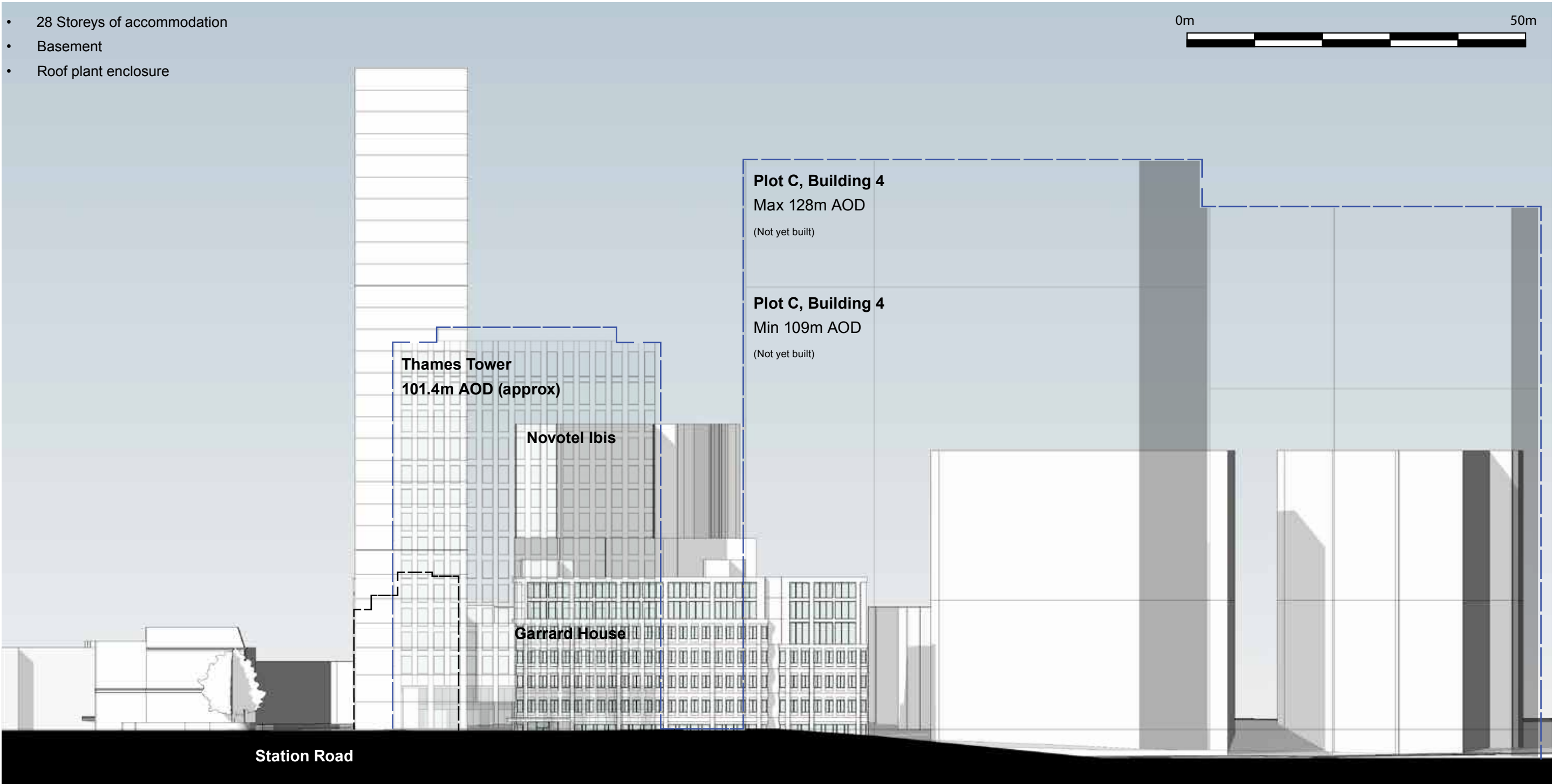


Massing Studies

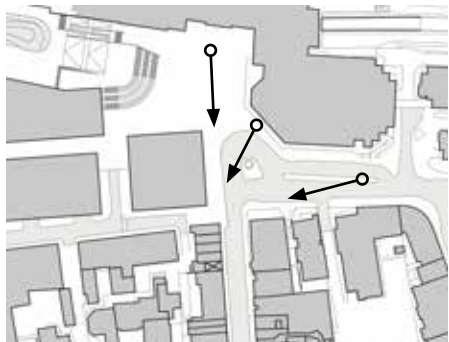
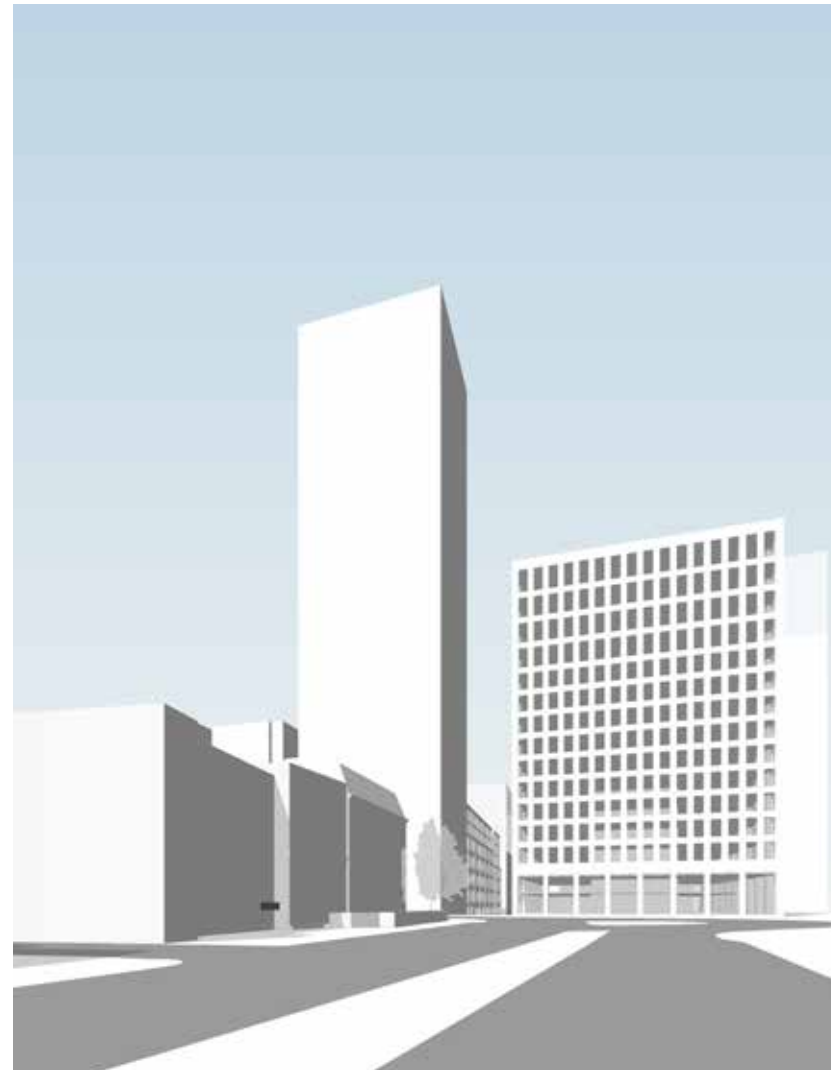
Massing Study: Square Corners
Station Road Elevation



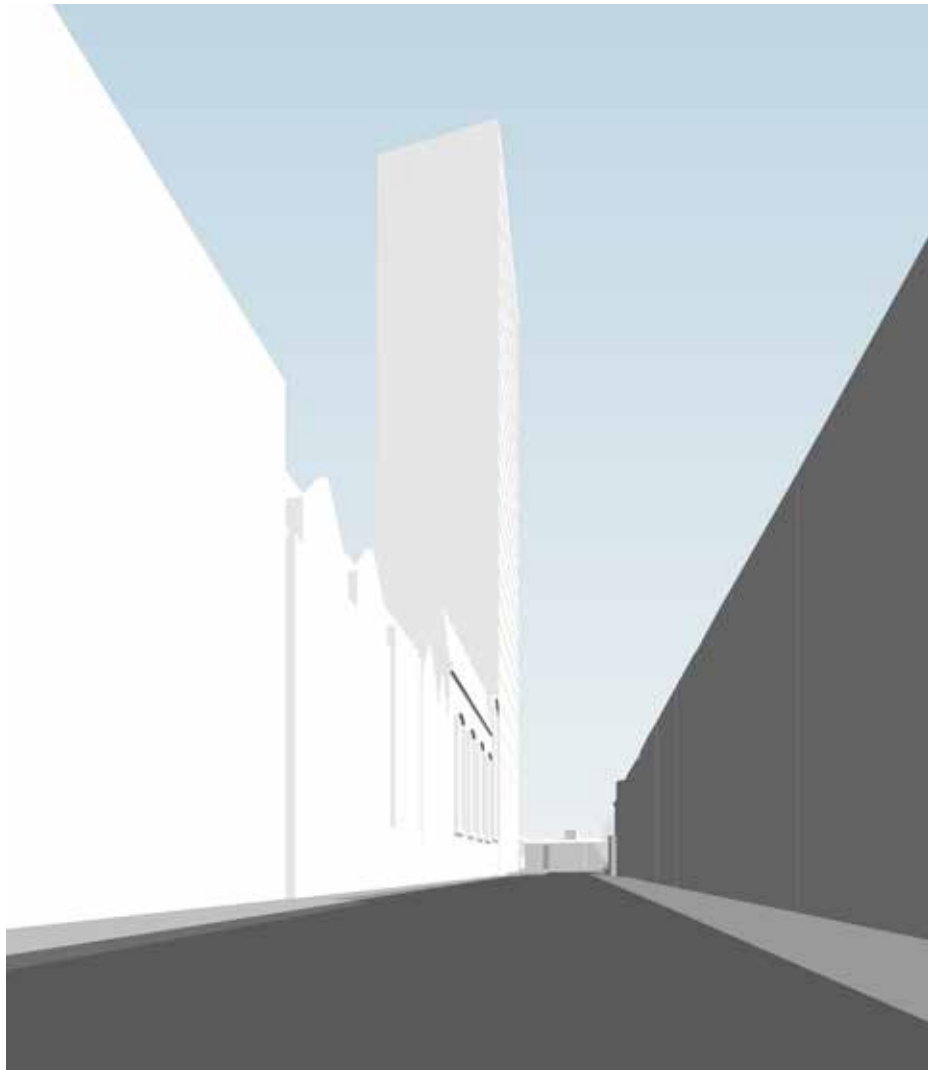
Massing Study: Square Corners
Garrard Street Elevation



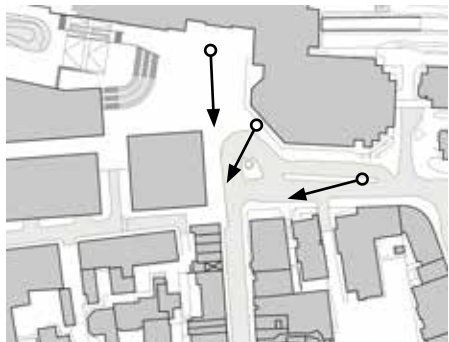
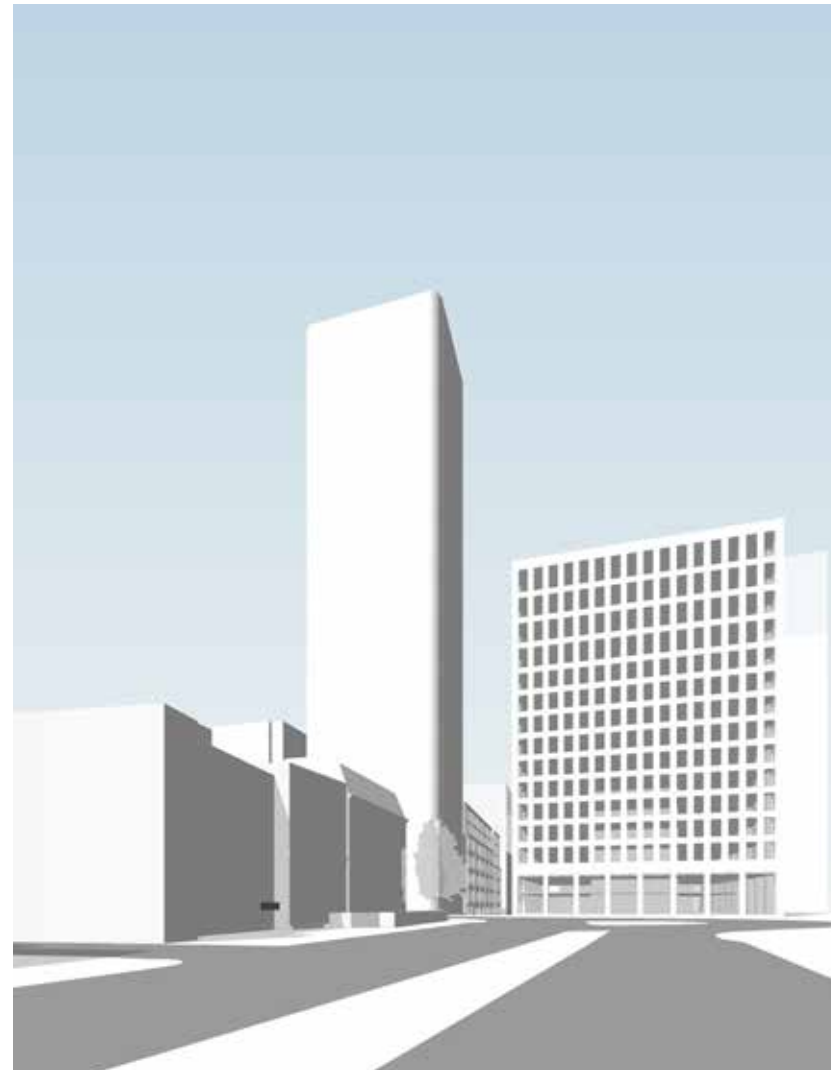
Massing Study: Square Corners



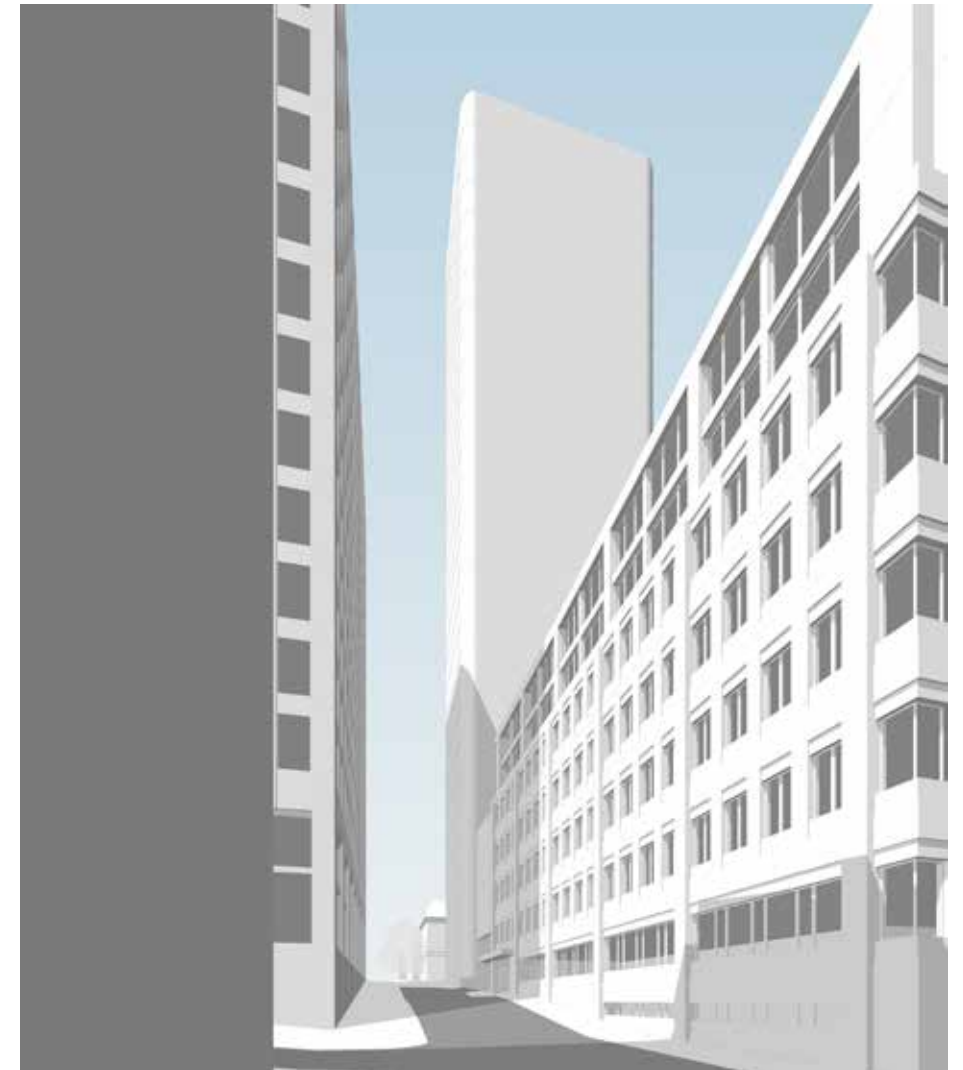
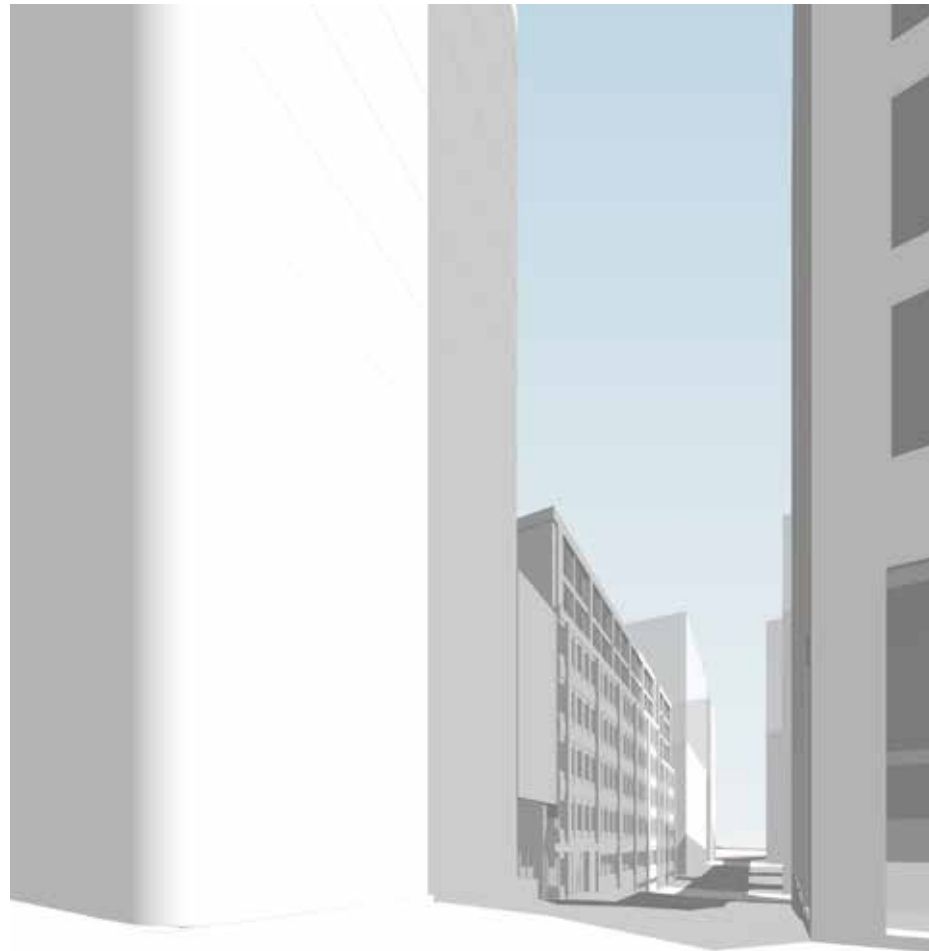
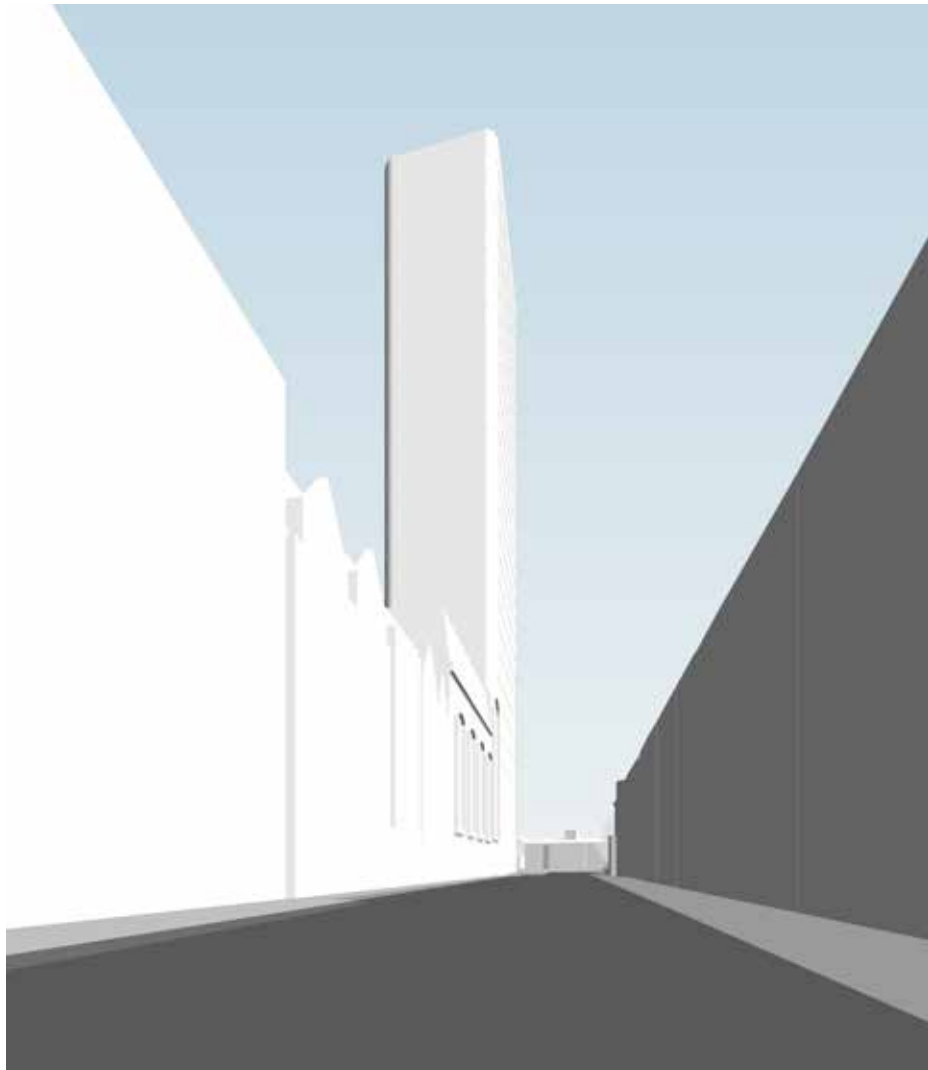
Massing Study: Square Corners



Massing Study: Curved Corners



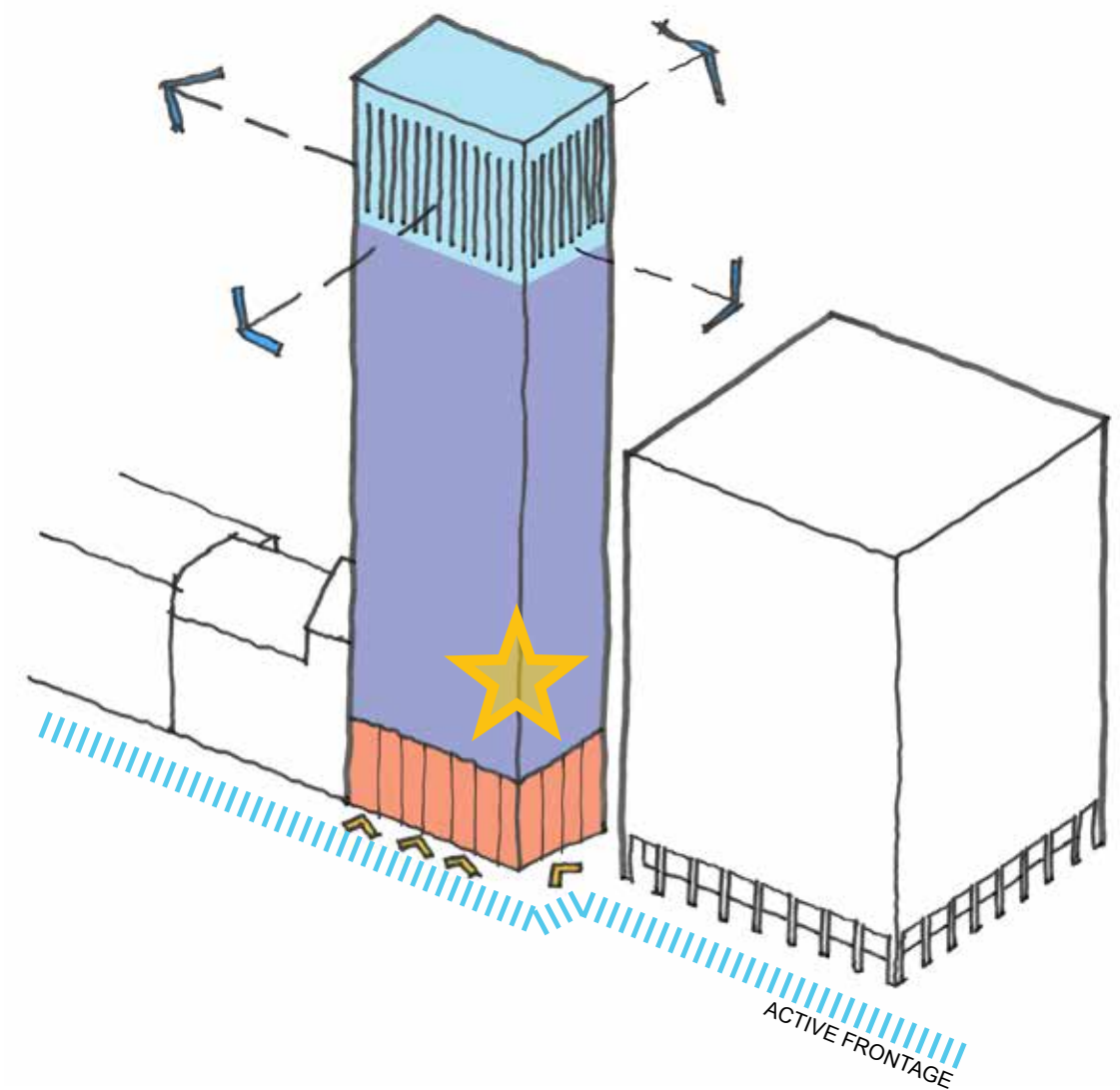
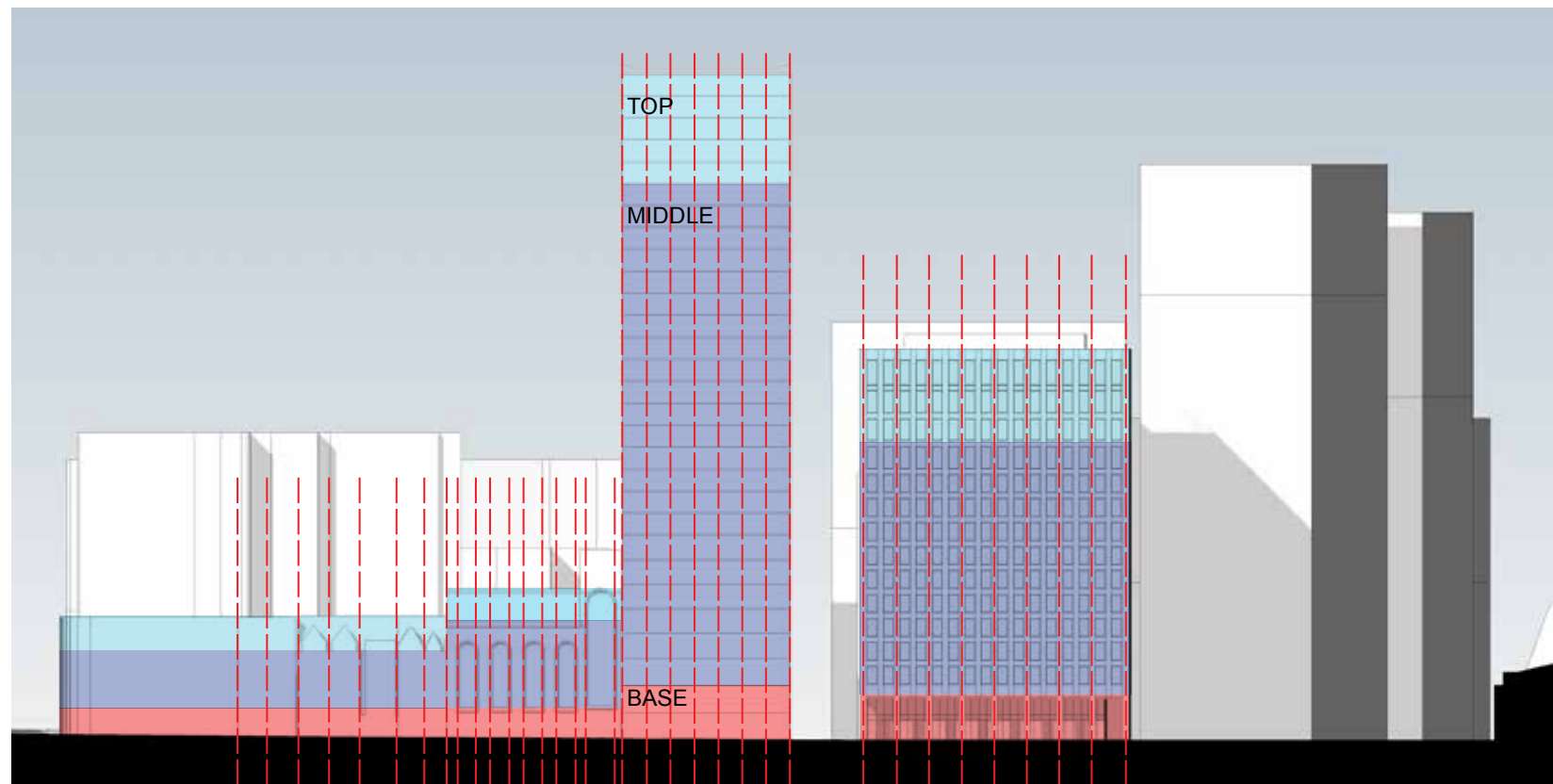
Massing Study: Curved Corners



Elevation Narrative

Facade Concepts

- The tower is to be defined with a base, middle and top.
- The three storey base will be transparent, reflecting the retail, cafe and hotel F+B uses behind.
- The top of the building will also be defined through an increase in glazing to optimise on the views and also to dissipate the top of the tower into the sky.
- A grid which emphasise the verticality of the building and which is derived from both the street pattern and the internal function of the hotel rooms.



Precedents

Palette: Option 1

- Brick or cladding panel creates a robust, gridded elevational treatment which reflects the local street pattern.
- Interest is added through the way in which the window bays are articulated through glazing or other material use.
- The size, proportion and height of the bays may also vary across the building height to define a base, middle and top.



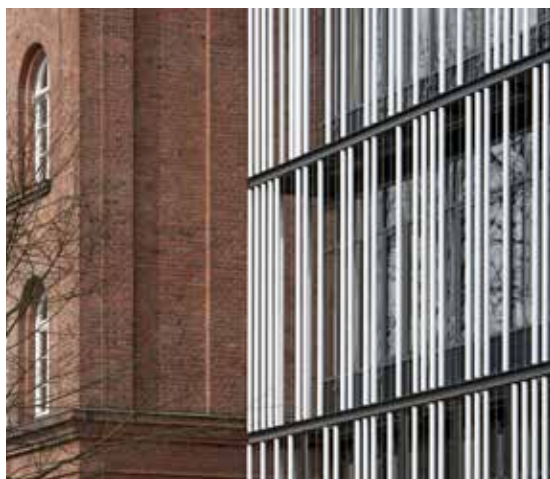
Precedents

Palette: Option 2

- A glazed skin, overlaid with a textured facade of vertical and horizontal fins.
- The base is open, reflective of the retail/cafe space within,
- The fins become more concentrated as they rise up the tower.
- Before dissipating towards the summit, blending tower and sky.

Palette: Option 3

- A simple, glazed skin.



Moving Forwards

- The applicant will seek to undertake the following prior to the submission of a planning application:
 - Engage pro actively with Officer’s and Members through a series of pre-application meetings and engagement consultations;
 - Attend the Reading Design Review Panel to inform design evolution;
 - A public consultation event to provide local residents, employees and visitors to review the proposals;
 - Submit an EIA Screening Request to RBC;
 - Prepare and submit a planning application in line with the requirements set out within RBC’s validation checklist. We would welcome confirmation that the documents below will be sufficient for validation:
1. Application Form

2. Combined Ownership Certificates and Agricultural Land Declaration

3. Site location plan

4. Site block plan

5. Completed CIL Form

6. Planning Statement

7. Design and Access Statement incorporating landscape statement

8. Air Quality Assessment

9. Archaeological Assessment

10. Contaminated Land Survey

11. Daylight/ Sunlight assessment

12. Ecological Statement

13. Energy and Sustainability Statement

14. Environmental Impact Statement

15. External Lighting

16. Flood Risk Assessment

17. Heads of Terms proposals

18. Heritage Statement

19. Landscape principles

20. Levels survey information

21. Materials details

22. Noise and Vibration Impact Assessment

23. Existing and proposed plans

24. Transport Assessment

25. Travel Plan

26. Tree Survey

27. Utilities Surveys and proposals

28. Vehicle Parking and Waste collection details

29. Ventilation/ Extraction details

30. Wind/Microclimate Assessmenet

Appendix 6: Confirmation of pre-application offer from RBC

May	RE to seek focused consultation responses on the proposal and respond with initial issues
May/June	K2 to submit further information for RE to review, as necessary, suggest: -‘rendered’ elevations -daylight/sunlight information -wind information No LPA third party review of these reports, although an officer-level response will be supplied.
June	K2 to undertake an independent design review, suggest CABE or design: south east. RE to potentially attend as an observer Advisable for K2 to undertake SCI, although officer-led cllr involvement is not appropriate on a scheme which officers do not support. RE to advise on scope of supporting information required and for K2 to prepare, as appropriate, with review within the time constraints offered (likely to be a single response to a document submitted for review)
End of June	RE to provide pre-application pre-application response, to cover: -policy/principle -design/architecture -environmental issues -neighbour amenity issues -s106/CIL -validation requirements.

Appendix 7: CAFE Review Response

CONFIDENTIAL

Matthew Cattell
Broadway Malyan
Ilex House
10 High Street
Theale
Reading,
RG7 5AN

20 June 2018

Our reference: DCC/0962

Number 1, Reading

Dear Matthew Cattell,

Thank you for providing the Place Design Review Panel with the opportunity to advise on the Number 1 Reading proposal at the Design Review on 5 June 2018.

Summary

This is a tight site surrounded on three sides by relatively poor quality public realm that gives an opportunity for regeneration. This presents a number of challenges for the design team – particularly the micro-climatic and air quality conditions, and the overshadowing to the rear of the site and to Garrard Street. However, there is also an opportunity to create a marker as an endpoint to Station Road and make a positive contribution to the square in front of the station and specifically to improve the immediate surroundings at ground floor level.

To justify a tall building in this location, more analysis of the impacts of a tall building at street level and on the wider context is required, but the focus should also be on its placemaking opportunity to enhance its surroundings. The scheme would also benefit from more thought on how the public realm and amenity spaces will enhance the health and wellbeing and the living conditions of the existing residents within Garrard House to the west as well as users of the new building – to create a more humane environment that is pleasant to use and move through. The rear of the site facing Garrard House, which is presently very compromised in terms of the quality of the public realm, requires particular attention.

We are supportive of the calm approach to the architecture but to make a positive contribution to Reading, the building could be more interactive and responsive to the street and the outdoor spaces surrounding the building. We would also advise that more work is undertaken on the configuration of the bridge element and the building at roof level.

Height and massing

The site's location within an existing cluster of tall buildings and within close proximity to Reading Station which presents an opportunity for a high-rise building. However, it was felt at the review there was insufficient evidence for the panel to be able express a view on

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the specific height of the scheme as presented. We therefore suggest the design team undertakes further work to establish how the scheme's height is justified against the following:

- 1) Visual impact of the tower, especially in key views including a technical assessment of key long and short views including from the nearby Area of Outstanding Natural Beauty (AONB), and from Station Road to the south of the site.
- 2) The technical assessments of the effect of the tower on wind, daylight and sunlight and air quality at ground level.
- 3) Its impact on its ground level environment and how it works within Station Road as a street.
- 4) How it works within a cluster of tall buildings that will emerge in the area in the future.

The configuration of the bridge element could potentially produce a claustrophobic, dark passageway that could create opportunities for crime and antisocial behaviour due to the lack of overlooking. This part of the scheme needs to be quite innovative in its design – It could be more open and higher off the ground to alleviate some of these issues although it needs to feel inviting and attractive to users as a place and not feel like a service element. Adopting a different architectural design and treatment for this element could help to break up the visual mass of the building and it may be possible to incorporate greening or an external garden space on top of it or as a place for public art.

Landscape and public realm

It is important for this new high-rise building to be supported by good quality public realm and amenity space and a humane environment at ground level. To progress the landscape design for the site, more thought is required on the relationship between the new building and spaces, the local micro-climate, air pollution, permeability of the site from the station to the town centre, servicing arrangements and the daytime and night time function and use of the spaces surrounding the site.

Station road is one of the primary routes for pedestrians, vehicles and cyclists to and from the site and therefore has an impact on the setting of this building and the overall customer and arrival experience for hotel guests. Currently it is quite a low quality pedestrian environment due to the narrow pavements, large volume of traffic and provides no opportunities for refuge away from those using the street. We would advise considering how this street could be enhanced and made more welcoming - by providing street trees as an example, which would also help improve local air quality as well as provide shade during the summer months.

The site is located within a windy space, is subject to air pollution from traffic along Station Road and the rear of the site along Garrard Street is very dark and overshadowed. These environmental conditions require careful thought in the design of the public realm. We would advise treating the site as an air quality management area and providing refuge from the elements for people using the outdoor spaces.

The space behind the back of the building, facing Gerrard House, is particularly compromised in terms of sunlight and wind, and the pavements are very narrow. If it is to be open to the users of the site and the public, we would advise designing this space as a

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rear courtyard rather than a back of house/servicing area. It would also be worth exploring whether it could be made a shared surface space to enhance the experience of this space for users. A lighting scheme could also make this space feel more welcoming at night time, if it is to be publicly accessible at all times of the day.

Building design

The concept of a high rise modular constructed building is innovative, and we wonder whether this concept could be portrayed through the design of the elevations. Overall, we are supportive of the calm, restrained character of the architecture but we think the building requires more development at lower and upper levels and the design of the building's facades needs further consideration. Given the variable context, more thought on how the building will relate to the rear courtyard vs the station is required. There may be merit in adopting different elevation treatments for the facades that have a cohesive relationship to each other.

The building would particularly benefit from more emphasis at the lower levels to activate the ground floor and give the commercial uses a stronger presence within the townscape. The adjacent Thames Tower has a generous, opulent and attractive ground floor and this scheme needs to respond with a high quality ground floor itself which makes a significant offer to the street and to users those passing through or near to the building. It would be worth exploring the merits of making part of the ground floor accessible from the street and to offer to improve permeability through the site or to have a ground floor use that connects together both front and back of the building – for example a café that is accessible from both sides. Careful consideration should be given to the design of the service level at the 4th floor to avoid creating a 'dead zone' within the building as this floor will be in the field of vision of passers-by.

The corner at the junction between Station Road and Garrard Road is a key node of townscape importance within the site, the panel were not convinced that locating a staircase in this position would maximise these opportunities and we would advise reorganising this part of the site. The design team could consider locating the entrance to the building on this key corner where it would be easily visible within the locale and well-connected to local movement networks and public transport.

In addition, more detail on the design of the building at roof level and the location of plant and lift overruns is required. It would be beneficial to provide gardens at bridge and roof level which would enable the building to be more easily adaptable to other uses in the future. Whilst we understand there are challenges in creating publicly accessible space, this would also present an opportunity to provide outdoor amenity space for the users of the office and/or the hotel.

The environmental and sustainability strategy should be developed in conjunction with the building design, for example the location of any required plant, ventilation and service runs and how water will be managed should be established and assessed as to how this might affect the building form and elevational treatment. We think there is scope to be more ambitious and imaginative with the strategy for energy, water efficiency and refuse within the site. We think a hotel and office could add to the vibrancy of the Station area but to be sustainable in the long term, the development should not be solely designed for the users

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that will occupy the building in the immediate future and should be adaptable to alternative land uses and occupiers in the long term and flexible to changing demands, needs and economic conditions.

At the next stage of the design process we would advise the design team to consider how branding would be incorporated into the building and how public art and/or an artistic approach to lighting could help enliven the bridge element and make it feel more welcoming.

We hope you have found the review process and the content of this letter useful. Should you have any other queries please do hesitate to contact us.

Yours sincerely,

A. Osborne

Annabel Osborne

Design Council Cabe Advisor

Email: annabel.osborne@designcouncil.org.uk

Tel: +44(0)20 7420 5207

Review process

Following a site visit, (and) discussions with the design team and local authority and a pre-application review, the scheme was reviewed on 5 June 2018 by Fred Manson (chair), Charlotte Colver, Julie Fletcher, Robin Buckle, Lorna Walker and Dan Jones. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to dc.cabe@designcouncil.org.uk.

cc (by email only)

Attendees

John Setra	Breithorn Properties Ltd
Michael Tomkins	Breithorn Properties Ltd
David Anderson	Broadway Malyan
Matthew Cattell	Broadway Malyan
Peter Lawson	Turleys
Jonathan Heather	K2 Consultancy

Design Council Cabe

Annabel Osborne	Design Council Cabe
Brian Quinn	Design Council Cabe

Appendix 8: Correspondence with RBC re: CABE Review

Hannah Bowler

From: Peter Lawson
Sent: 17 May 2018 13:26
To: Richard.Eatough@reading.gov.uk
Cc: Hannah Bowler
Subject: Fwd: Number 1 Reading - CABE Review
Attachments: image004.png; image004.png

Dear Richard

Please see below reference K2 engaging the Design Council for a half day review of their scheme for No1 Reading.

Do RBC wish to participate in this process and, if yes, in what guise and is a further meeting fee required for the relevant individuals?

The date suggested currently is 5th June.

With best regards

Peter

Sent from my iPhone

Peter Lawson
Office Director

Turley

The Pinnacle
20 Tudor Road
Reading RG1 1NH
T 0118 902 2830
M 07917 327 582
D 0118 902 2840

turley.co.uk

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Begin forwarded message:

From: John Setra <J.Setra@K2consultancy.com>
Date: 14 May 2018 at 18:08:09 BST
To: Brian Quinn <Brian.Quinn@designcouncil.org.uk>
Cc: Tom Perry <Tom.perry@designcouncil.org.uk>, Juliana Cedro Stock <Juliana.CedroStock@designcouncil.org.uk>, Jonathan Heather <j.heather@k2consultancy.com>, Michael Tomkins <M.Tomkins@K2consultancy.com>, Hannah Bowler <hannah.bowler@turley.co.uk>, Peter Lawson

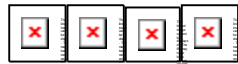
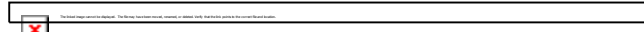
<peter.lawson@turley.co.uk>, David Anderson <d.anderson@broadwaymalyan.com>
Subject: RE: Number 1 Reading - CABE Review

Dear Brian

Thank you for your proposal which we are pleased to accept.
It would be preferable if we can coordinate arrangements to undertake the review on 5th June, as proposed, otherwise the 8th June. Unfortunately 11th June is less convenient.
We will contact our team and RBC to check diaries but if you can hold 5th June in your panels diaries that would be extremely helpful.

Kind Regards

John Setra



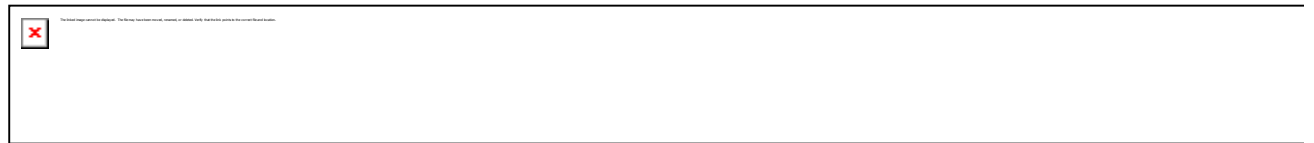
Group Managing Director
K2 Consultancy Group

T: +44(0)1293 555545

M: +44(0)7909 684191

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From: Brian Quinn <Brian.Quinn@designcouncil.org.uk>

Sent: 14 May 2018 13:29

To: John Setra <J.Setra@K2consultancy.com>

Cc: Tom Perry <Tom.perry@designcouncil.org.uk>; Juliana Cedro Stock <Juliana.CedroStock@designcouncil.org.uk>

Subject: Number 1 Reading

John,

It was good to be in contact last week to hear about your hotel based tall building scheme in Reading.

We are very pleased to be able to offer an independent design review of the scheme on the basis that the local planning authority, Reading Borough Council is fully engaged and able to attend the review.

The review would be on the following basis:

Scheme Name: Number 1 Reading – 29-35 Station Road.

Location: 29-35 Station Road, Reading, Berkshire

Planning authority: Reading Borough Council

Planning stage: Pre App with intention to submit by July 2018

Design Review: Half day review including site visit

Venue: suitable venue space to be provided and paid for by applicant (large meeting room for review, separate smaller room for closed panel briefing before and after) either via local authority or an alternative venue. Further details for room requirements and set up can be supplied.

Tea/Coffee/Water refreshments to be provided in review room.

Number of panel members: 6 Panel members (known as Built Environment Experts – BEEs) including 1 Chair

Staffing: 2 members of staff (1 Lead Advisor + 1 Advisor)

Duration: Half day including site visit

Briefing meeting for design team: To take place at Design Council's offices at least 5 days prior to the review with the Design Council Staff.

Letter output: Design Council Cabe letter to be provided within 10 working days of the review date.

Cost: £6,250 plus VAT inclusive of travel expenses for Design Council Staff and BEEs (either walking or Taxis between site and venue)

Contract: subject to a Design Council standard contract signed 10 days in advance of the expected review date (along with payment) to secure the date and confirm review

Standard Terms and conditions available on request and including cancellation charges if review is cancelled or postponed within 10 working days of agreed date.

Payment: Full payment required 10 working days in advance.

Provisional review date: 5 June 2018

Alternative dates offered : 8 June, 11 June 2018

As you said time was of the essence please could you let me know if you wish to proceed. We can then prepare the contract and send it through.

Kindest regards,

Brian Quinn
Lead Advisor
020 7420 5269

From: John Setra <J.Setra@K2consultancy.com>

Sent: 11 May 2018 16:47

To: Brian Quinn <Brian.Quinn@designcouncil.org.uk>

Subject: RE: Test

Dear Brian

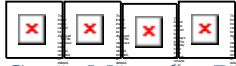
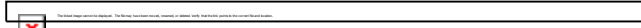
Further to our conversation yesterday, please find attached a link to the pre-app documents we have just submitted to Reading BC.

<https://we.tl/0SPje6cpCM>

Once you have had chance to review perhaps we could discuss next steps?

Kind Regards

John Setra



Group Managing Director
K2 Consultancy Group

T: +44(0)1293 555545

M: +44(0)7909 684191

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From: Brian Quinn <Brian.Quinn@designcouncil.org.uk>

Sent: 11 May 2018 16:46

To: John Setra <J.Setra@K2consultancy.com>

Subject: Test



Brian Quinn

Lead Advisor, Cities Programme

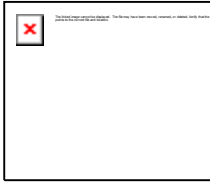
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Brian Quinn

Lead Advisor, Cities Programme

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Appendix 9: Pre-application material - Pre-app No.2

No.1 Reading

29-35 Station Road, Berkshire

#1
READING

Pre Application Submission Revision B



-	08-03-18 - MC - First Issue
A	13-04-18 - MC - General Revision for pre-application Submission
B	20-04-18 - MC - Planning Policy updated



Contents

Introduction	5
Site Analysis	6
Brief	25
Design Development	29
Proposals	32
Moving Fowards	68





Introduction

This study has been prepared for and on behalf of our Clients, K2 Developments Ltd.

The site address is:

29 to 35 Station Road, Reading

An aerial photograph of a city, likely London, showing a dense urban landscape. A large river, the River Thames, flows through the center of the image. To the left of the river, there are several large, rectangular buildings, possibly industrial or commercial. To the right, there are more residential buildings and a large green area, possibly a park or sports field. A railway line runs along the top of the image, with several tracks visible. The overall scene is a mix of urban development and natural features.

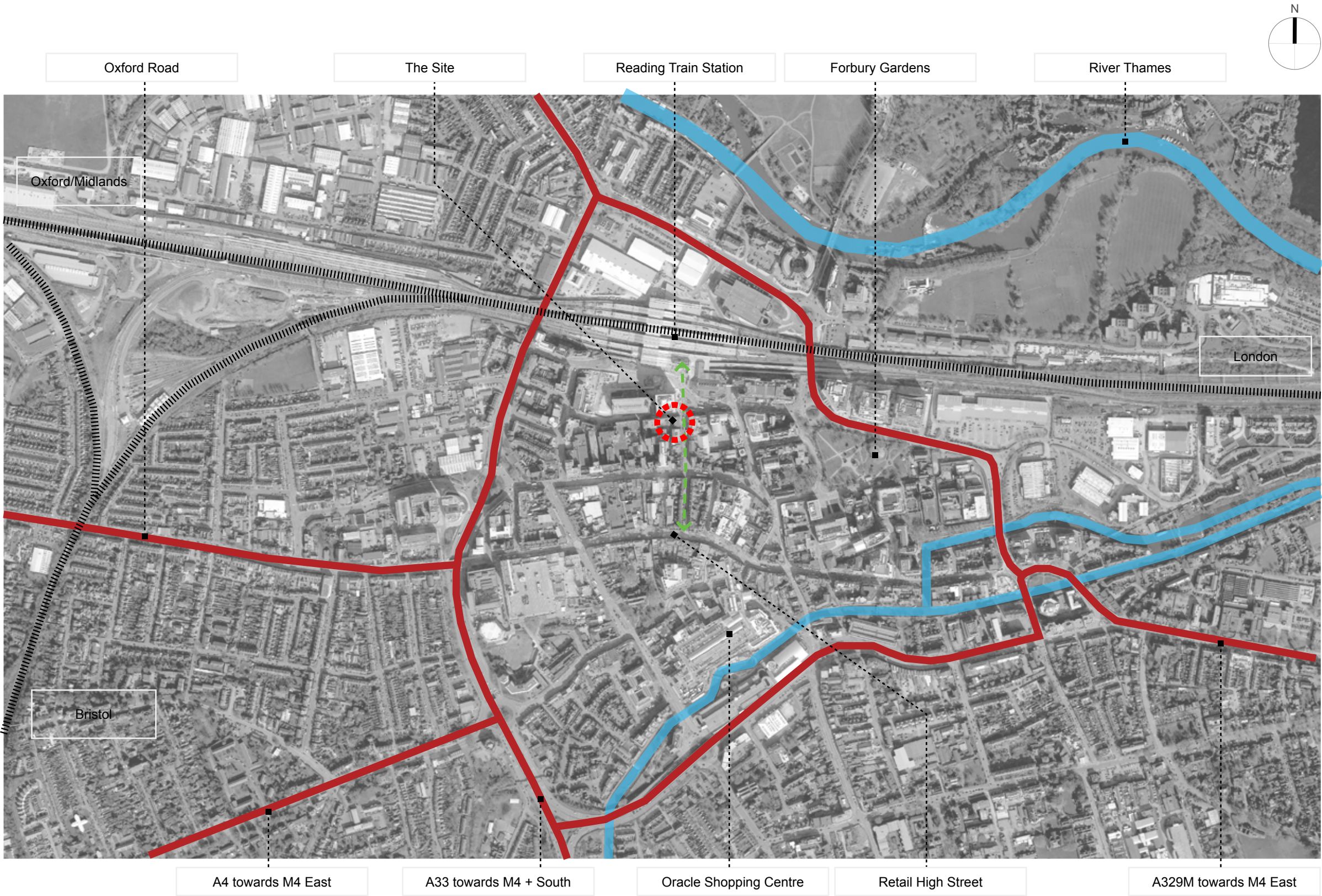
Site & Analysis

Before the design approach is considered, it is important to carry out context and site analysis. This analysis should then inform the design concept to provide a bespoke response and solution for the site.

Site Location

Reading

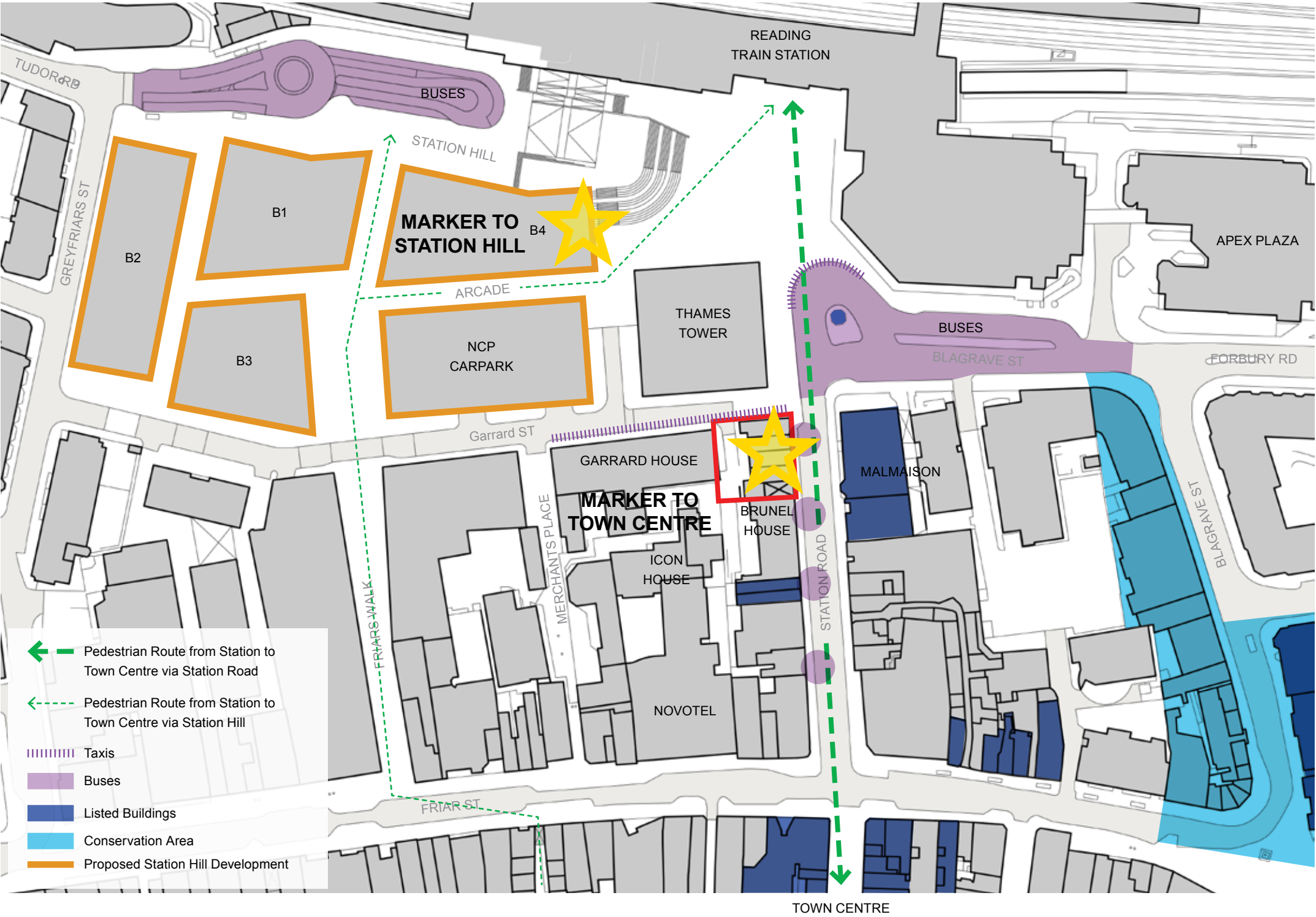
- The site is located in the centre of Reading within close proximity of Reading's main train station and the Station Hill redevelopment.
- To the south is the main retail High Street and the Oracle Shopping Centre.
- The site acts as a visible waymarker for the most direct route between the station and the town centre.



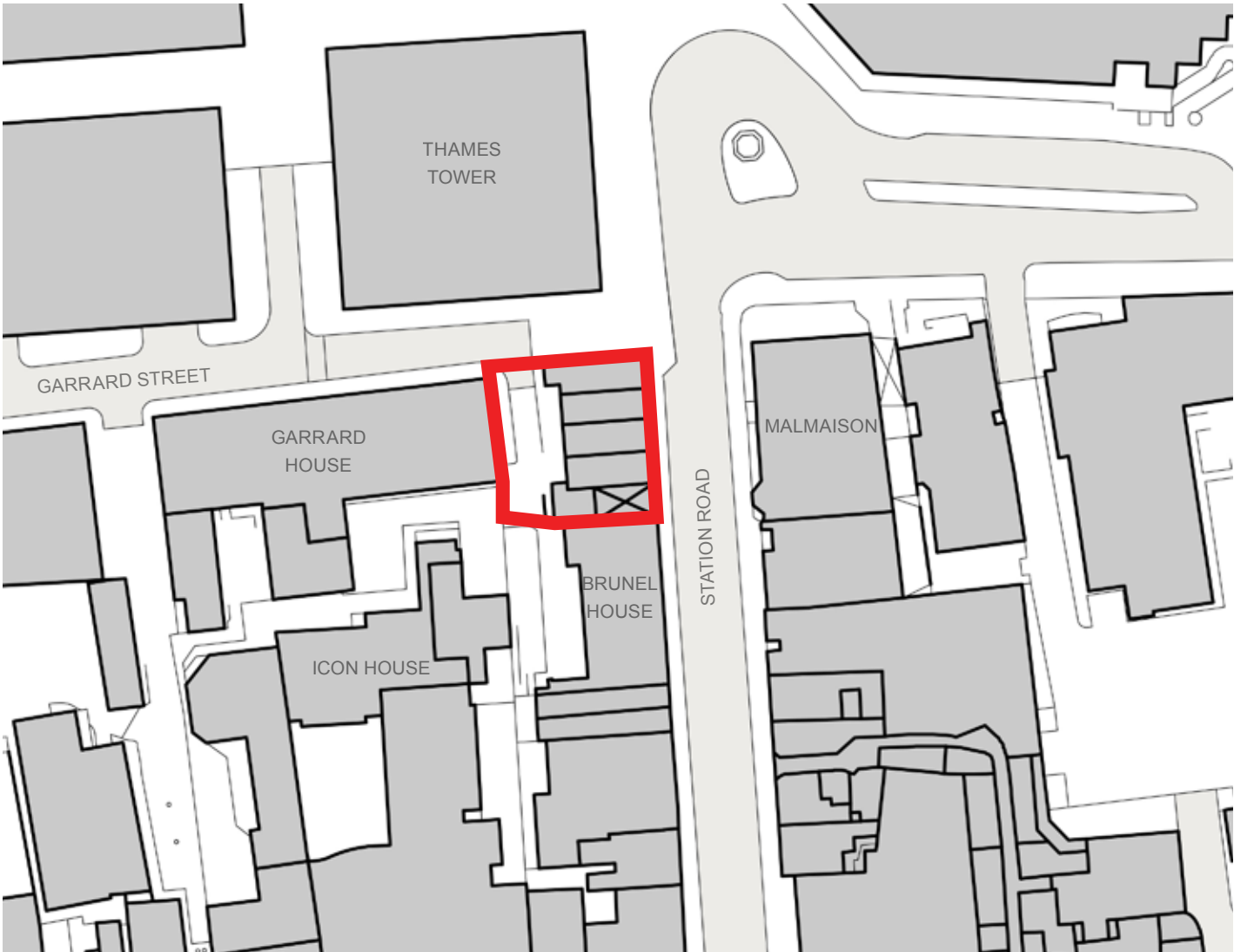
Site Location

Reading

- Note: Diagram opposite shows the approximate layout of the proposed Station Hill masterplan.
- There is an existing 6 storey building on the site. This building consists of retail at ground, office space above and plant services located on the roof.
- It is bound by Station Road to the east which is the main pedestrian route between Reading Train Station and the Town Centre.
- It is bound by Garrard Street, the edge of the Station Hill redevelopment and Thames Tower to the North
- It is bound by Garrard House and an access road to the west.
- To the south-west are Icon House apartments which are attached to the Novotel Ibis, a large building mass facing Friars Street.
- Brunel house is to the south.
- There is a Taxi Rank at the Train Station, and Taxi's currently wait on Garrard Street.
- There are Bus Stops along Station Road, at Station Hill and on Blagrove Street.
- There is a MSCP on the north side of Garrard Street, a short walk from the site.
- There is a service area to the rear of the existing building. This is accessed from Garrard Street. It serves Garrard House, Icon House, Brunel House and the Novotel.



Site

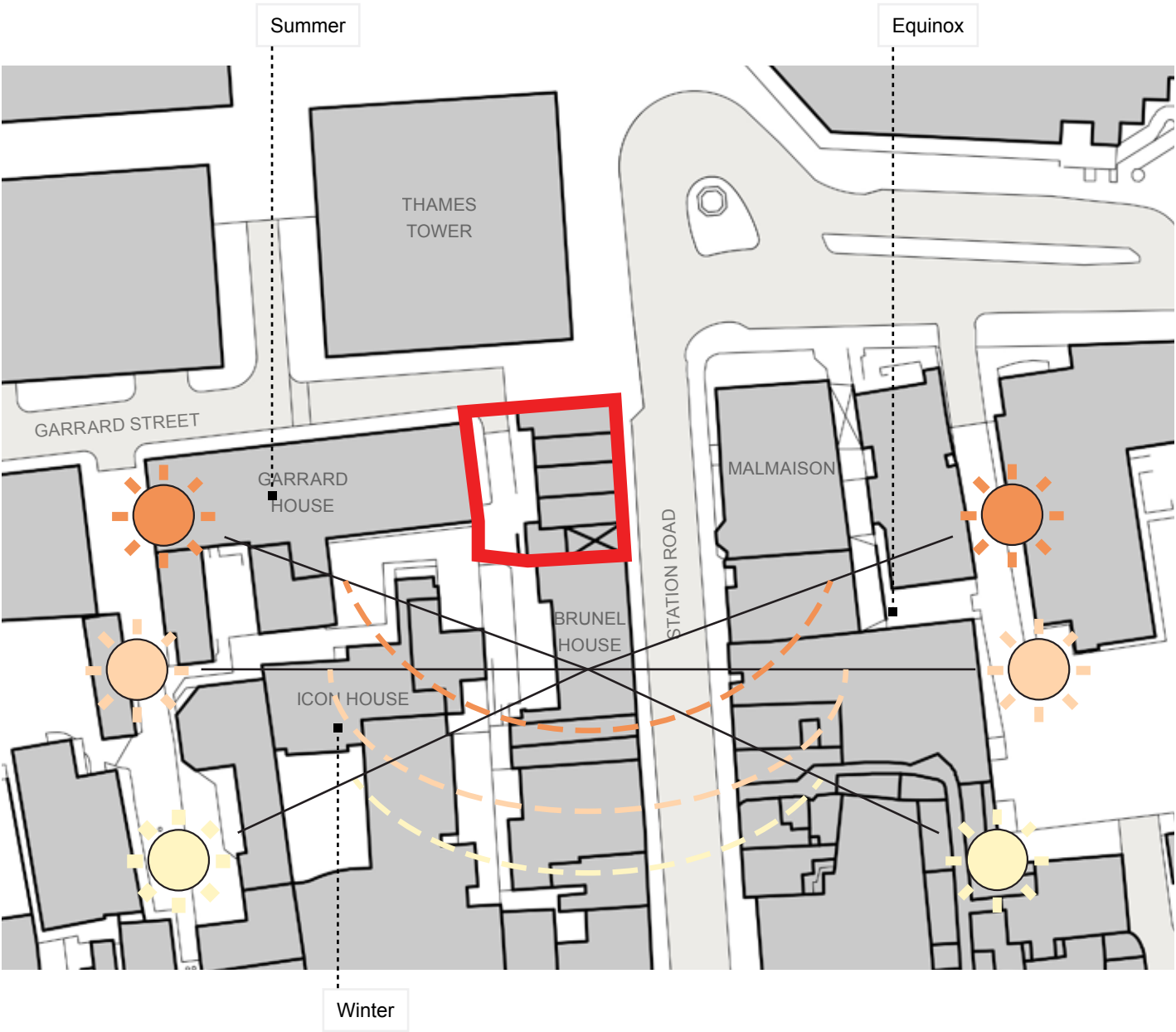


Site Area

The site is approximately 0.06 Hectares.

It is adjoined to Brunel House to the south and is bound by Station Road to the east, Garrard Street to the North and an access road and Garrard House to the west.

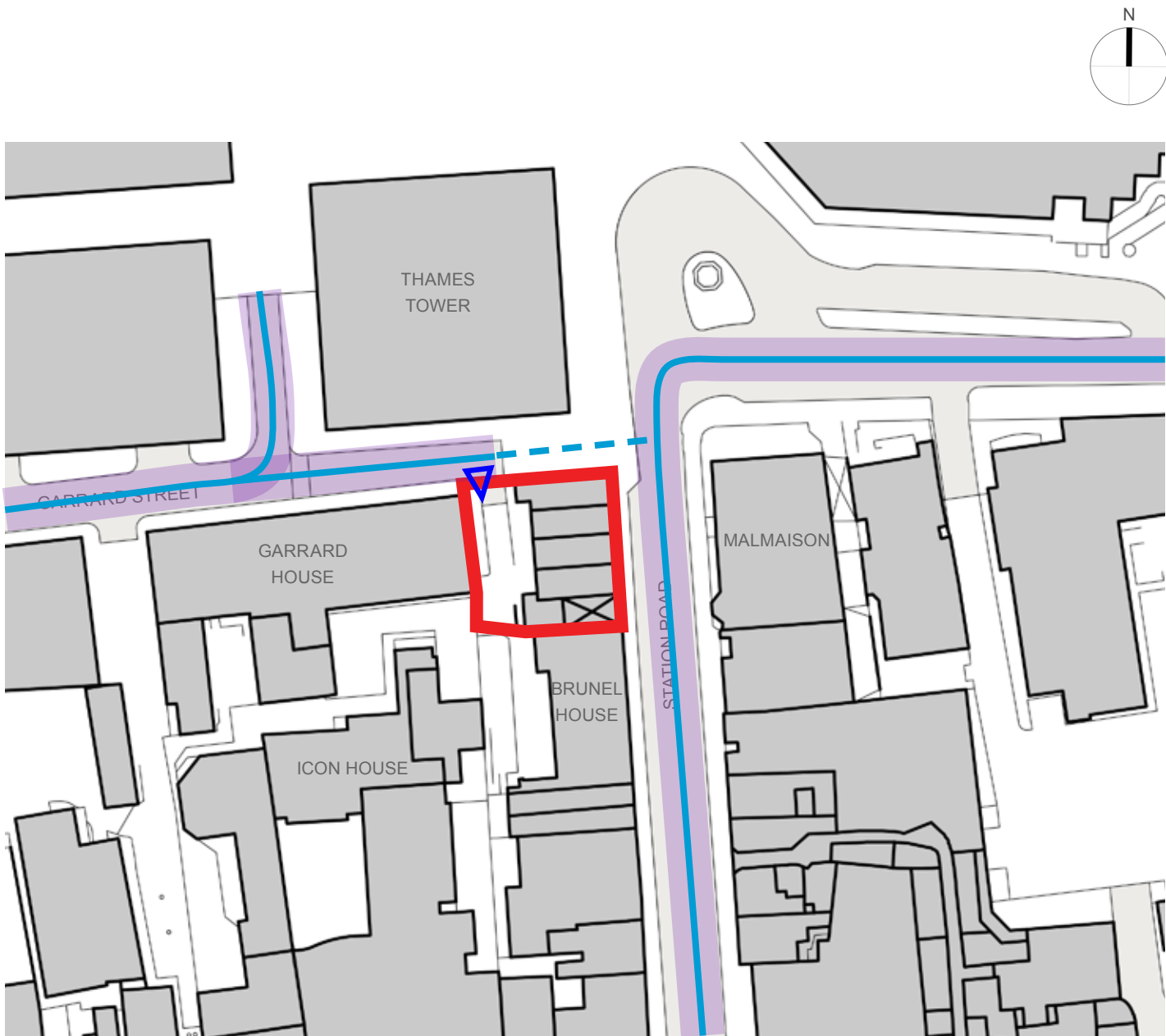
Orientation



Aspect

The probable building footprint is rectangular and is orientated so that its longest elevations face east and west.

Vehicle Links



Vehicle Transport Links

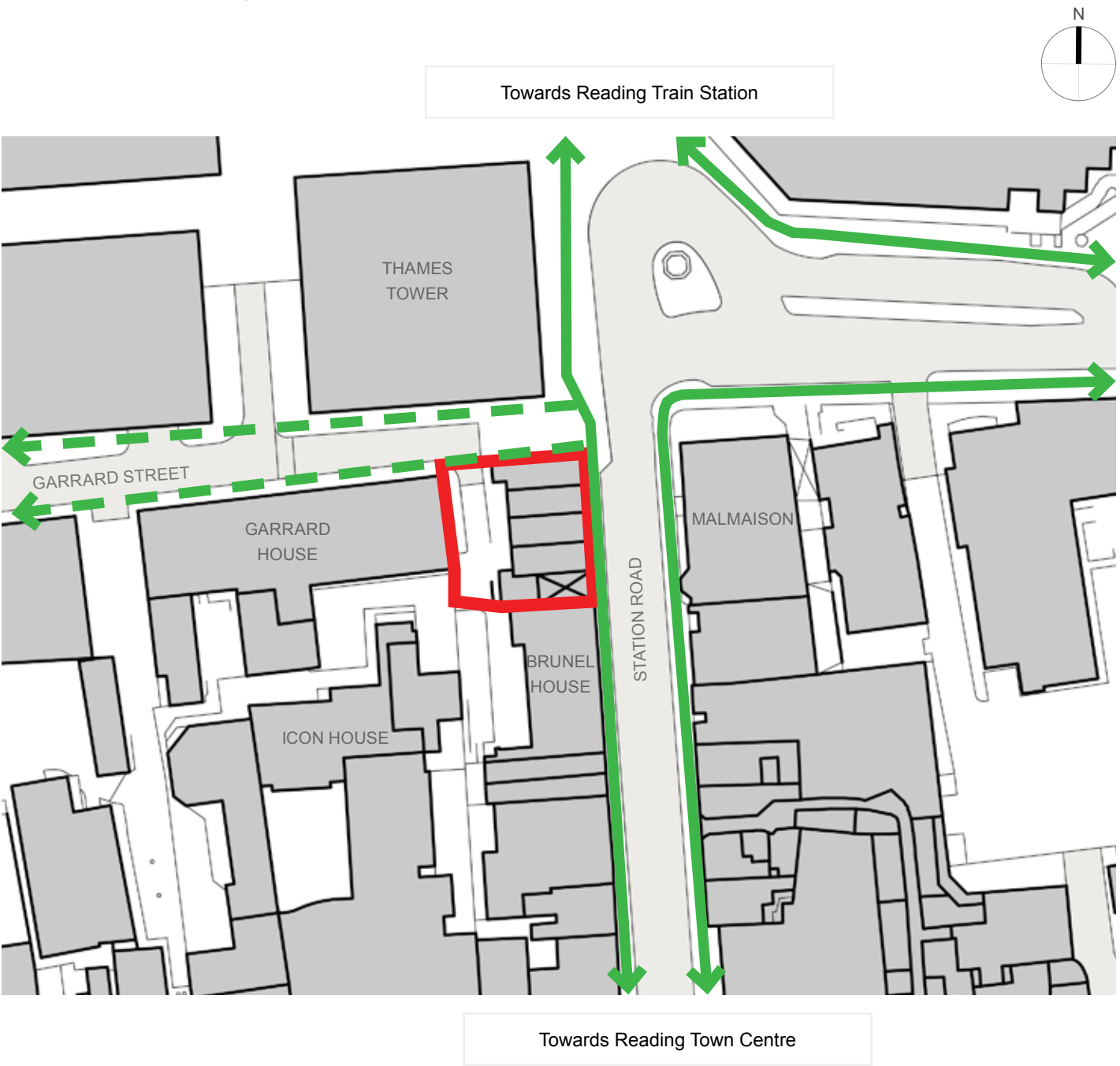
There is a vehicle route along Station Road and Blagrove Street which is used by buses, taxi's and to service adjacent buildings.

There is a service area at the rear of the building which is accessed from Garrard Street. It also serves a number of adjacent properties including Icon House, Novotel and Brunel House.

Coach drop-off to be considered along Garrard Street

- Vehicular route
- Limited/Temporary Access
- Noise from passing traffic
- Existing Vehicle Entrance

Pedestrian and Cycle Links

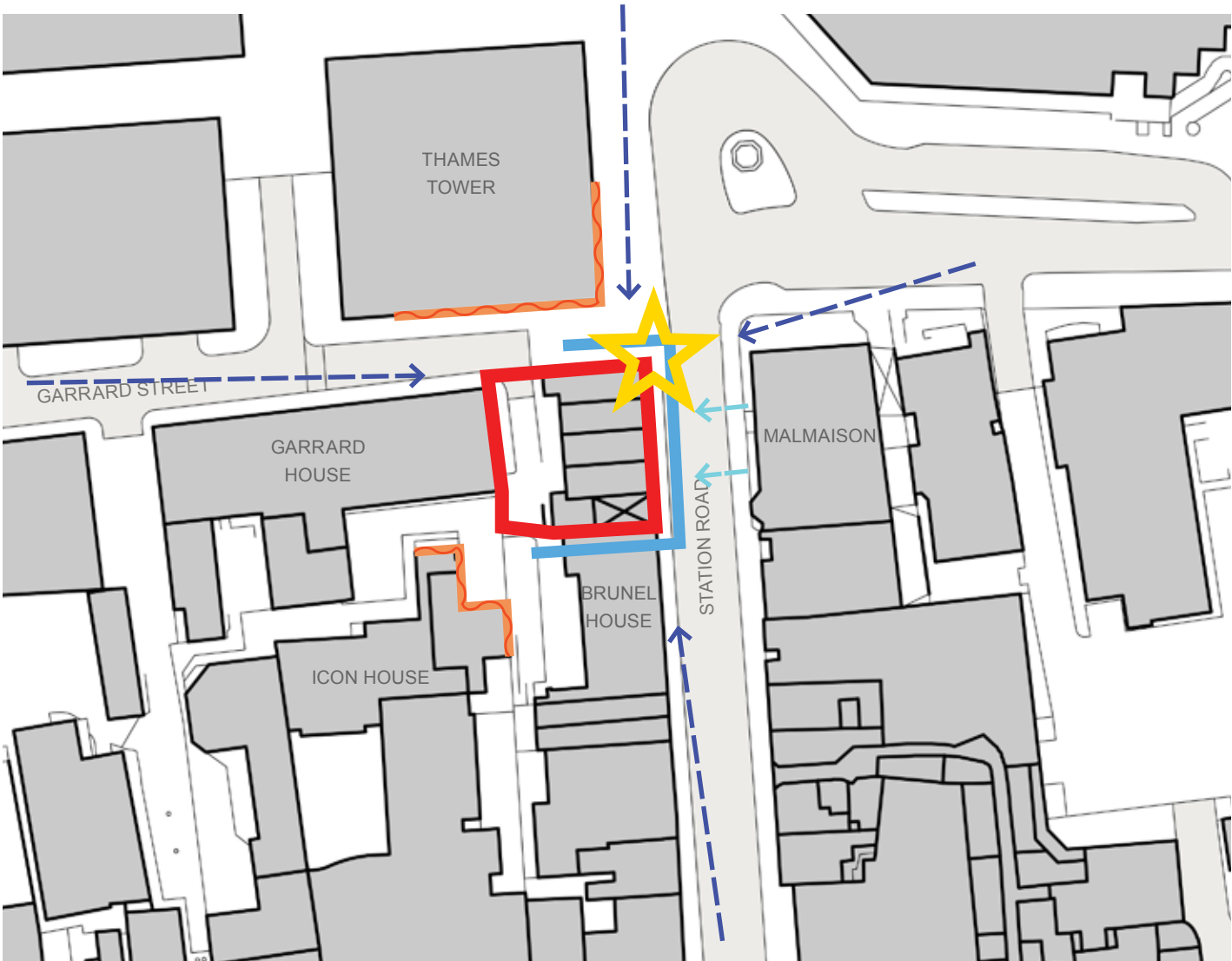


Pedestrian Links

The site is within close proximity of Reading Train Station and lies on Station Road, the main route into the Town Centre and the primary shopping area.

- Primary Pedestrian route
- Secondary Pedestrian route

Key Local Views Towards the Site



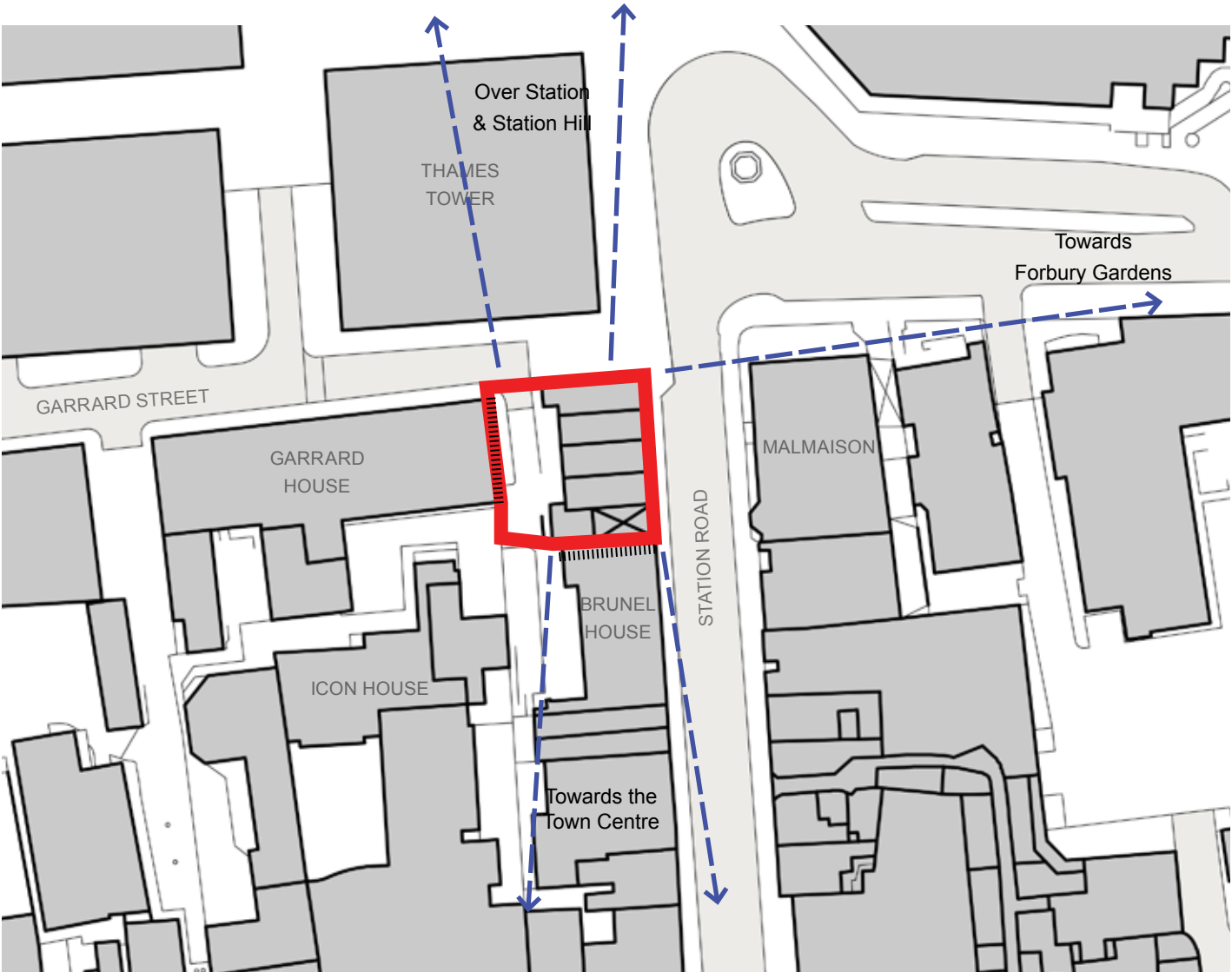
Key Approach Views

Local views of the building are:

- From the main entrance/exit to Reading Train Station.
- From Station Road from Frair Street
- From Garrard Street
- From Blagrove Street

- ← Local Views of the Site
- ← Short Views
- Overlooking from Adjacent Property
- Key Elevations

Key Views of the Site



Views from the Site

Views north towards the railway lines and across the Station Hill development

Views south towards the town centre

- ← Views from upper floors
- ||||| Limited view at lower levels

Key Distant Views



Vastern Road Roundabout



Forbury Gardens



Kings Meadow



Christchurch Meadow



Caversham Bridge



Kenavon Drive



Baltimore Walk

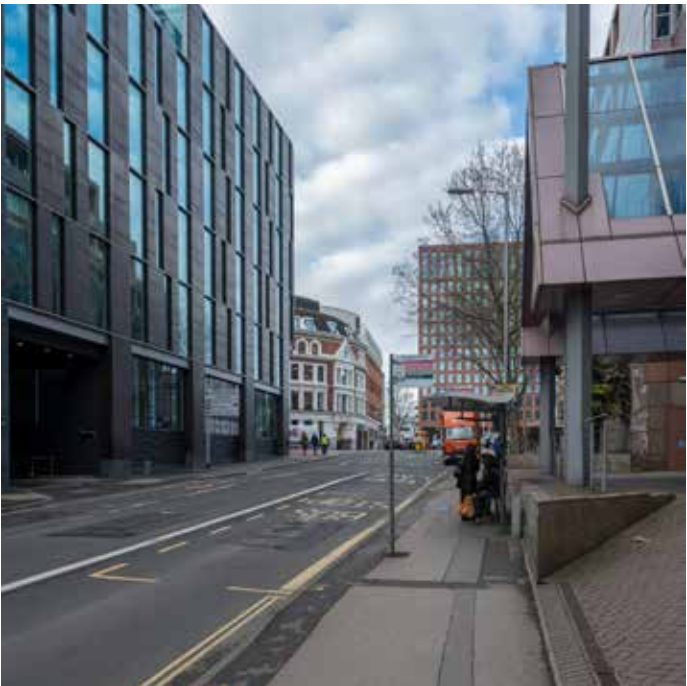


Dunsden Green

Key Views



Forbury Road



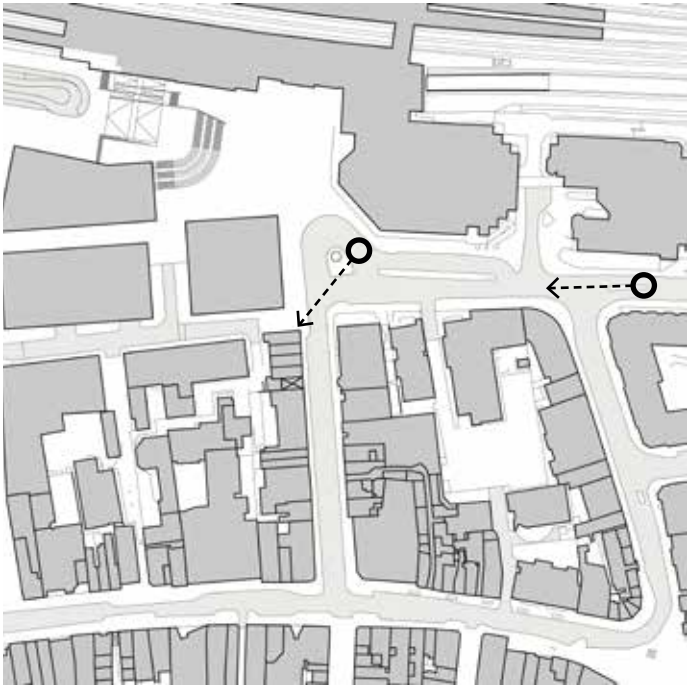
Forbury Road



Forbury Road and Blagrove Street Junction



Blagrove Street



Blagrove Street and Station Road Junction



Forbury Road and Blagrove Street Junction

Key Views



Station Road



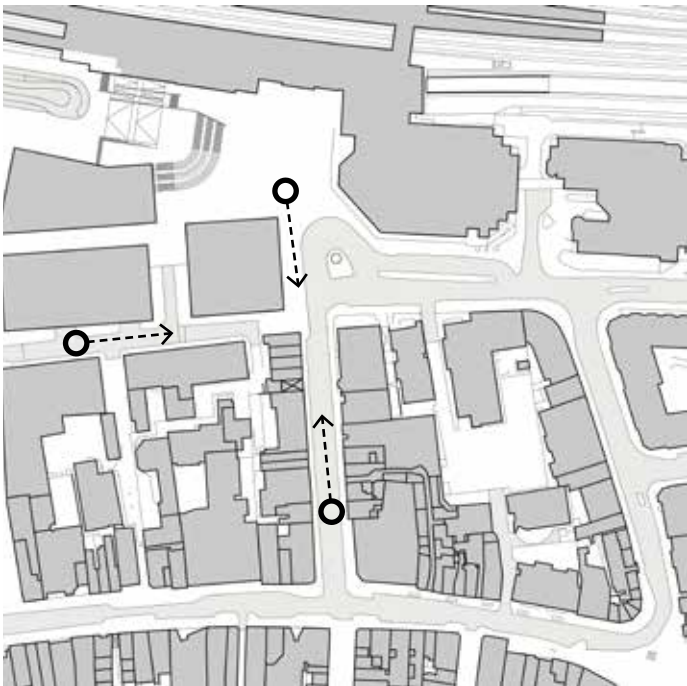
Station Road



Garrard Street



Garrard Street



Train Station Approach



Garrard Street



Garrard Street

Key Views



Access Road from Garrard Street



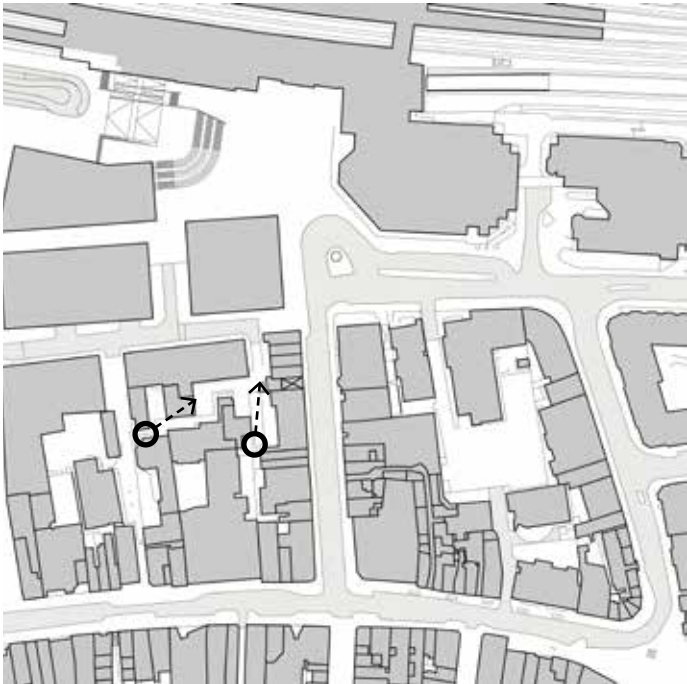
Access Road



Access Road from Icon House



Access Road



Rear Site Elevation



Icon House



Icon House

Tall Building Policy

Schemes with consent

- 1. Station Hill – Up to 23 storeys - 151543 (Building B reserve matters approved), 130440 and 090622
- 2. BMW Cooper – Application Ref: 162166 – Part 12, Part 23 storey (residential)
- 3. Phase 2 Chatham Place – Application Ref 120293 – 9 and 19 storey buildings (residential)
- 4. Kings Point, Kings Road - Application Ref 162087 – 7-17 storey (residential)
- 5. The Blade – 14 storeys (commercial)
- 6. Novotel – 14 storeys (hotel)
- 7. Thames Tower – 14 storeys (commercial)
- 8. Former Royal Mail Sorting Office – EIA Screening submitted to RBC. Intention for 8 -24 storey buildings (residential)
- 9. Kenavon Drive (former Homebase site) – 170509 – 2-11 storeys (residential)
- 10. Wickes site (opposite Chatham Street) – 170326 – 4-11 storeys (residential)
- 11. One Reading Central – 10 storeys (commercial)
- 12. 23 Forbury Road – 8 storeys (Commercial)

Tall Building Cluster: Policy RC13a

Station Hill Development

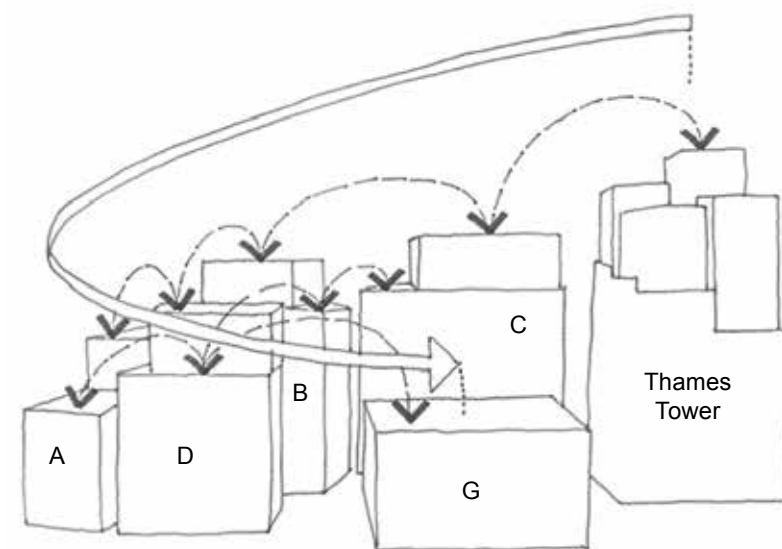


Building Heights

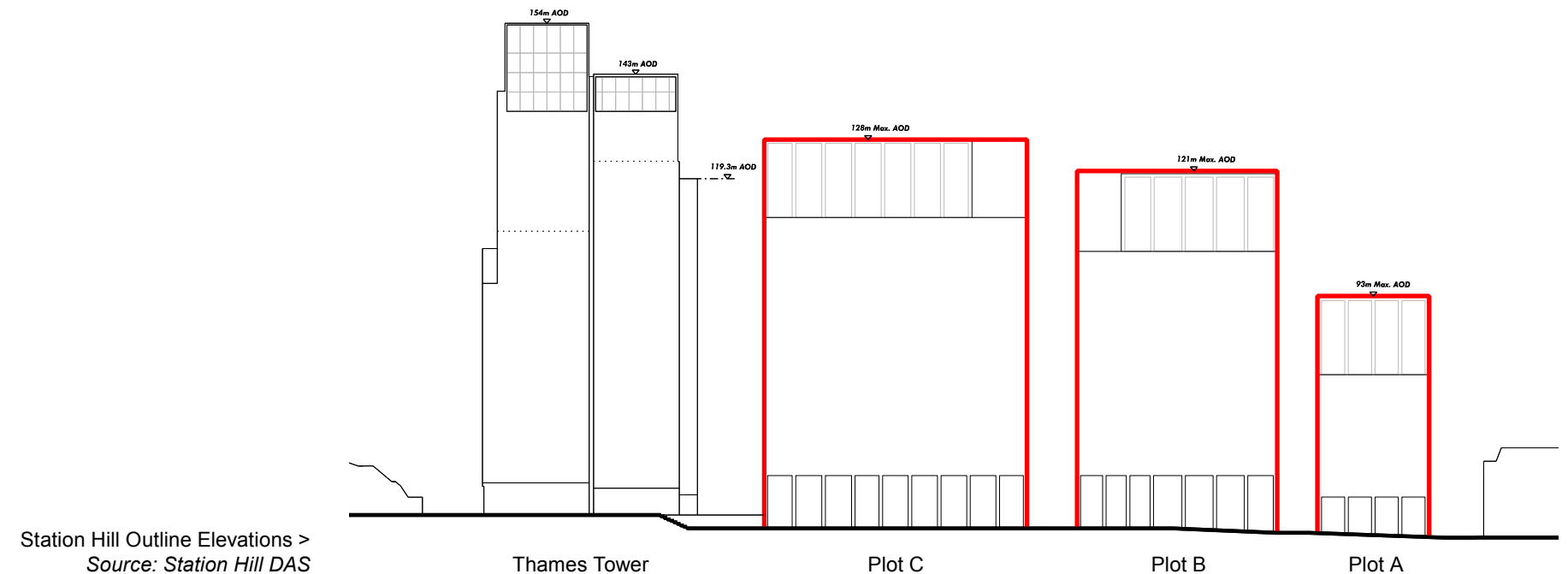
Station Hill

Information taken from the Station Hill masterplan planning document. All minimum and maximum heights are referenced from this document.

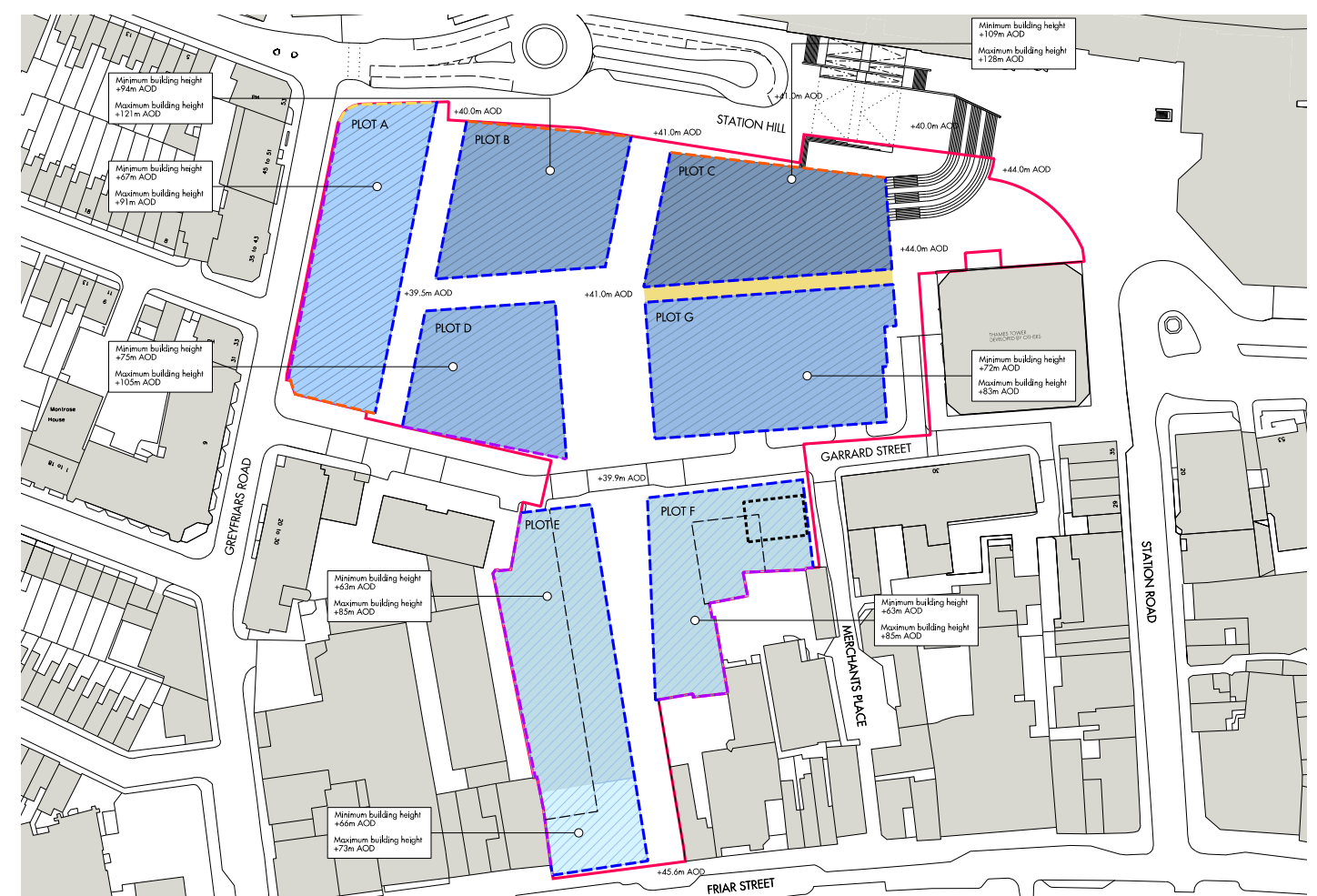
- The Tallest Building on the Station Hill Masterplan in Block C with a maximum height of +128 AOD
- Plot G, the MSCP is the nearest block in the Station Hill masterplan has a maximum height of +83m AOD. We understand this allows for two additional floors of car parking.
- The proposed height of the redevelopment of Thames Tower was +154m AOD.
- The redevelopment of Thames Tower is now complete and its overall height is +103.53m AOD (roof plant). With 15th being 100.28m AOD (excluding parapet)



Massing Diagram
Source: Station Hill DAS

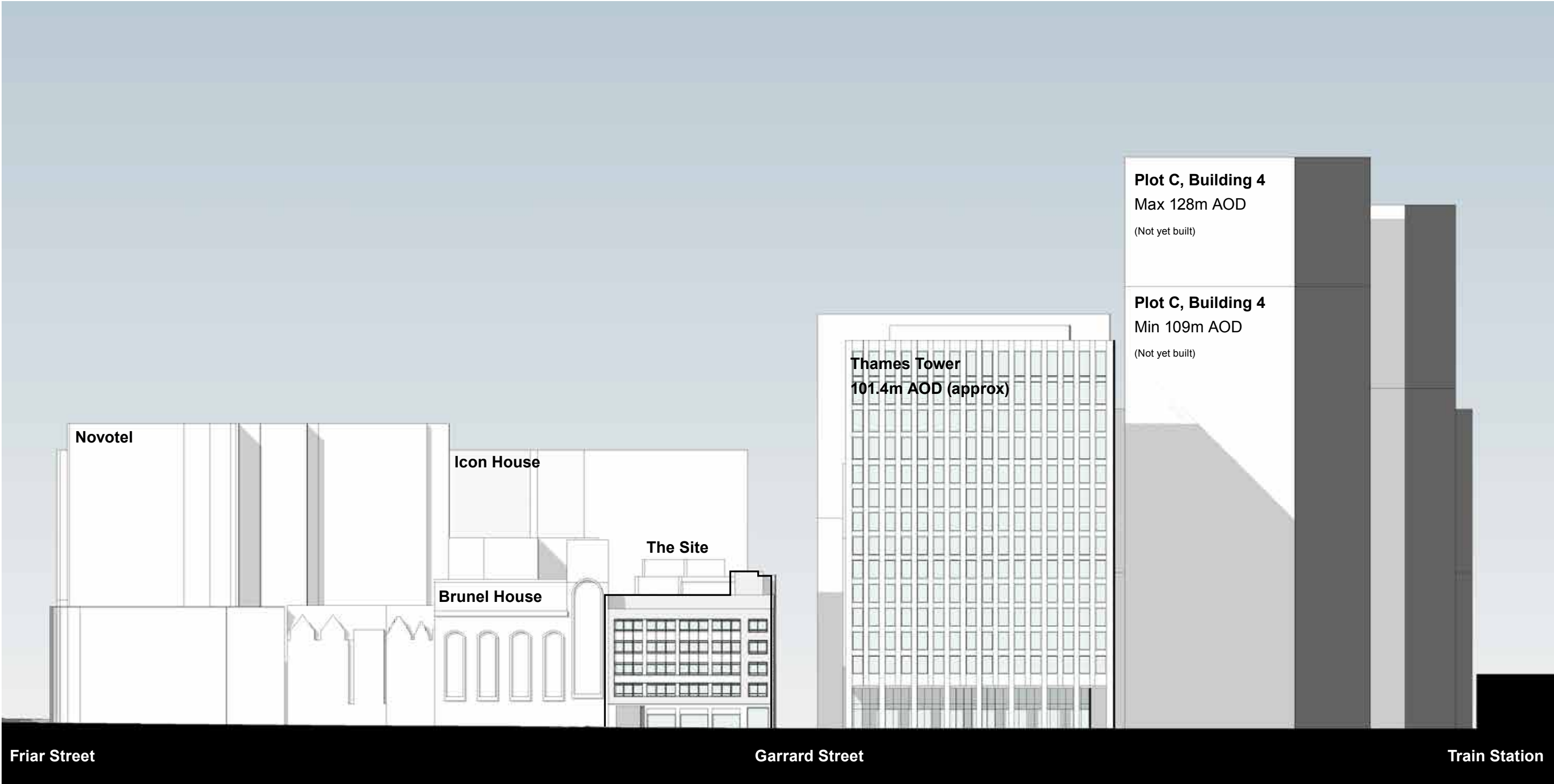


Station Hill Outline Elevations >
Source: Station Hill DAS

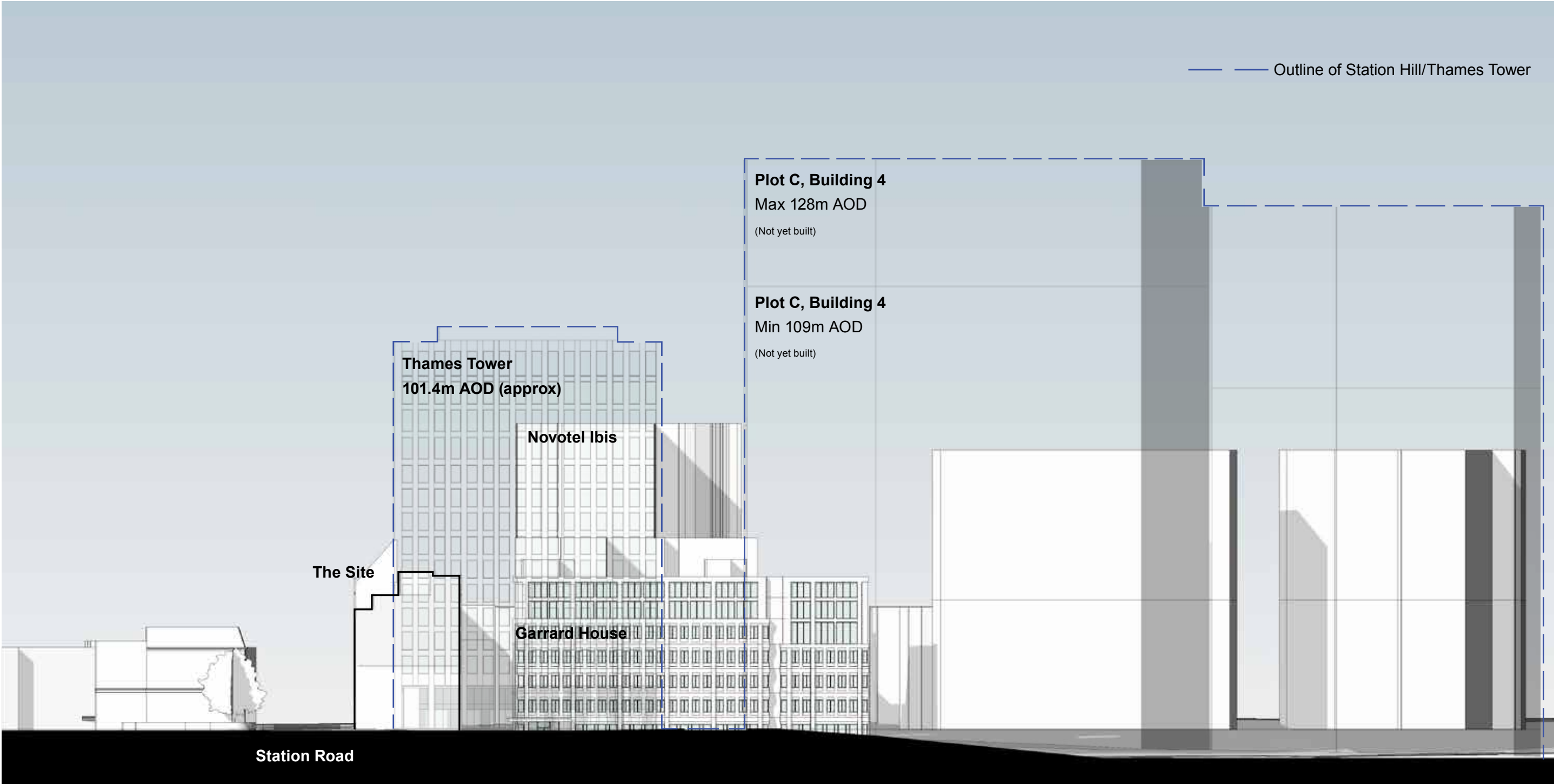


Station Hill Masterplan >
Source: Station Hill DAS

Existing Station Road Elevation



Existing Garrard Street



Existing Station Road Elevation

In 2004 Broadway Malyan procured a full planning permission for a 23 storey residential tower upon the site (Planning Permission 04/01395/FUL)

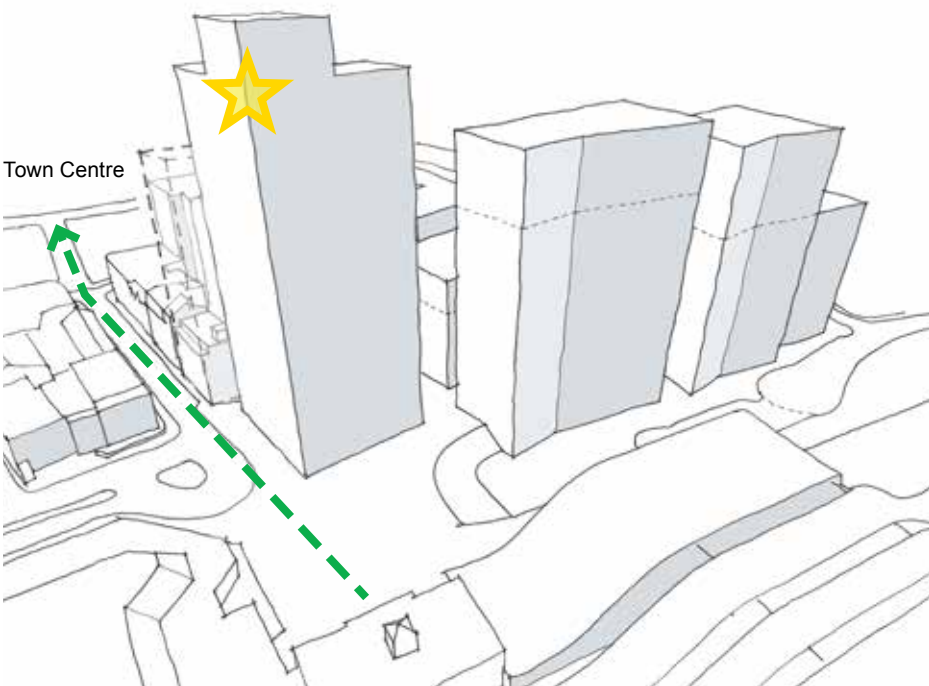
The central area action plan at that time was conceived on the presumption that a building in roughly the same location as what is now known as Thames Tower would be the tallest structure in the town centre at up to 30 storeys. Previous proposals for Station Hill by Sackville Properties and for 29-35 Station Road were subservient in scale and height to the 30 storey tower.

As subsequent proposals have come forward it is apparent that there is a change in the way the Station quarter is to be delivered;

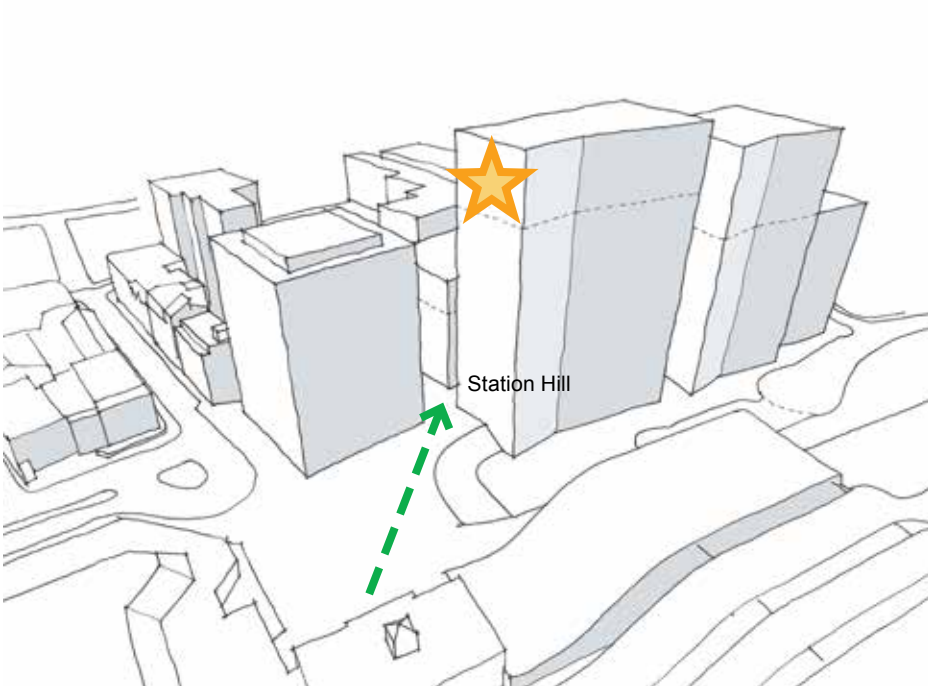
- 1. Thames Tower has now been completed and is “only” 14 storeys
- 2. Station Hill has been comprehensively re designed and the tallest structure Plot C is likely to be up to 109m tall equivalent to up to 30 no floors

- 3. Plot C, Station Hill and Friars Walk together create a shift in the urban hierarchy of the town centre which whilst welcome in bringing forward high quality mixed development and a new public realm will create a distorted perception of the position of the true town centre
- 4. There is an opportunity at 29-35 Station Road, “No 1 Reading” to address this and secure a landmark mixed use building as a true marker to the town centre approach, flanking Thames Tower and counter balancing the impacts of Plot C and Station Hill.

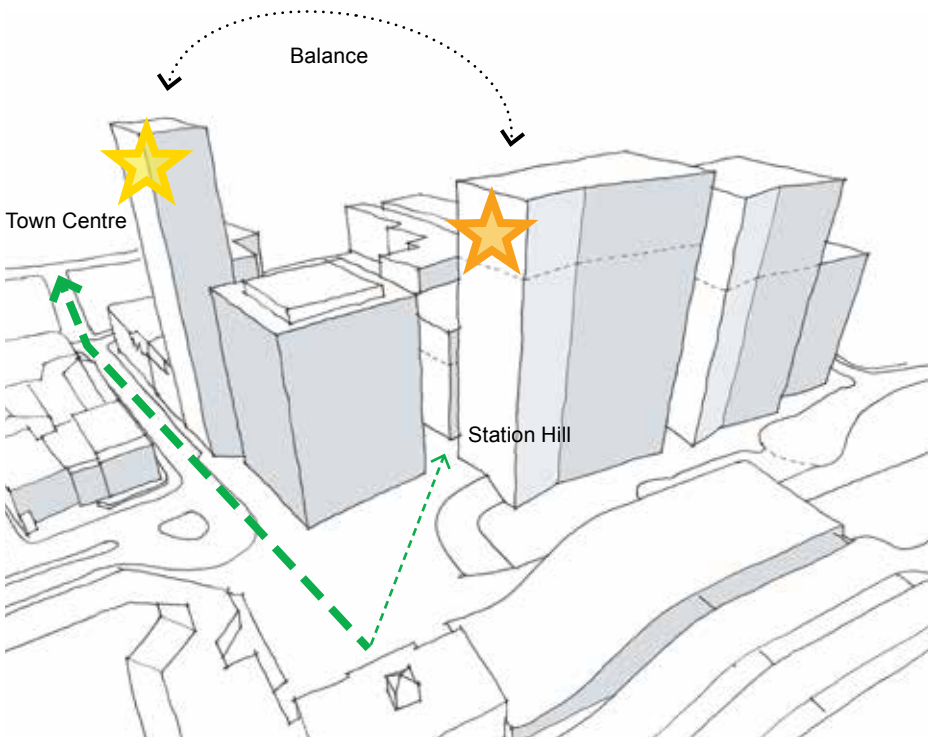
The importance of 29-35 Station Road in achieving this aim and in delivering dynamic and vibrant active frontage at street level with a beautifully slender elegant tower above cannot be over emphasized.



Previous Scheme



Current Situation



Proposed Scheme

- ★ Town Centre Waymarker
- ★ Station Hill Waymarker
- ← Pedestrian Route from Station to Town Centre via Station Road
- ← Pedestrian Route from Station to Town Centre via Station Hill

Constraints and Opportunities

Visibility of all elevations, particularly on the upper floors.

Active frontage along Station Road and at the road intersection with Garrard Street.

On principle route between Reading train station and the Town Centre/Primary Retail area.

Located within the Tall Buildings Cluster

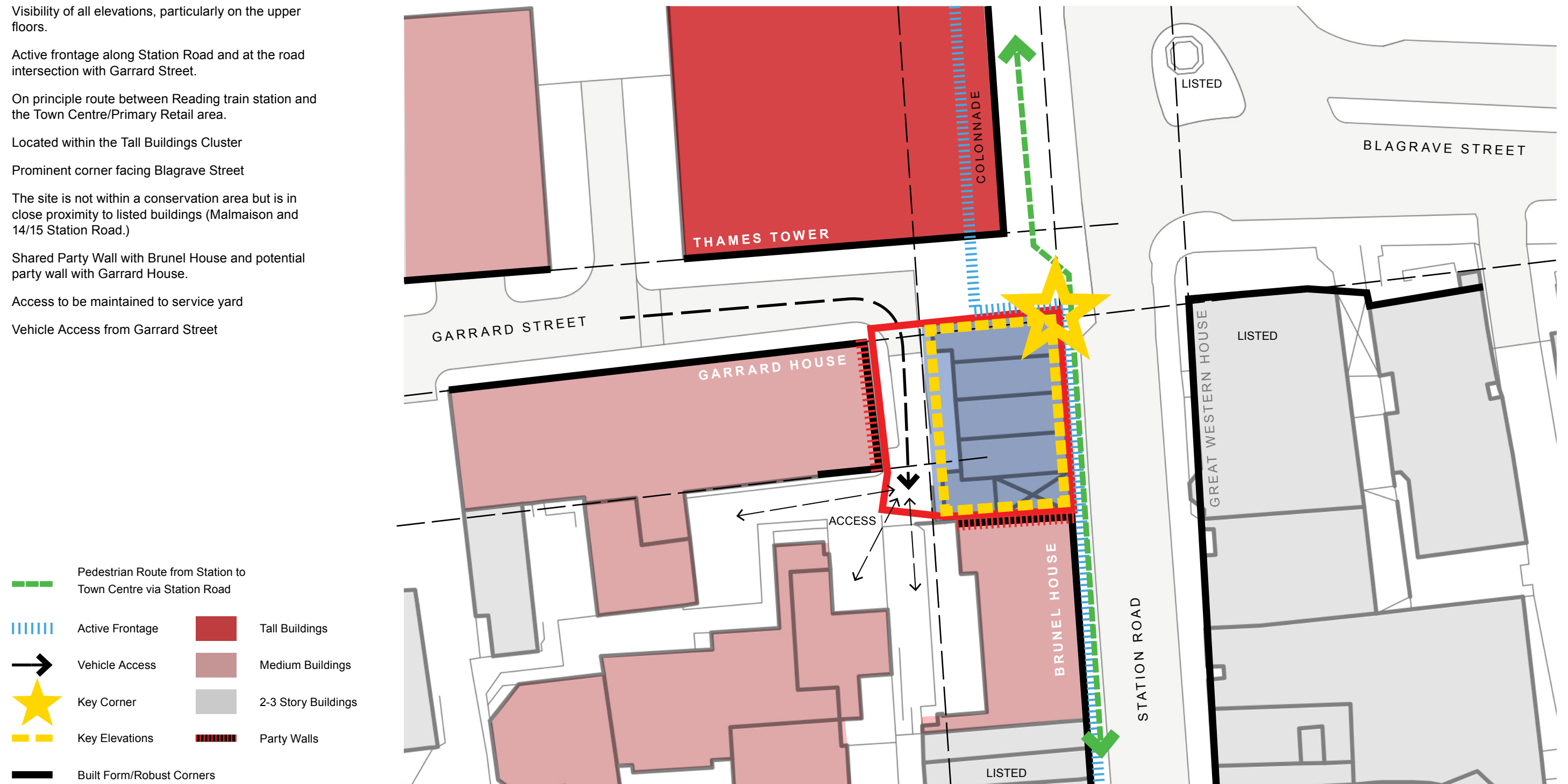
Prominent corner facing Blagrove Street

The site is not within a conservation area but is in close proximity to listed buildings (Malmaison and 14/15 Station Road.)

Shared Party Wall with Brunel House and potential party wall with Garrard House.

Access to be maintained to service yard

Vehicle Access from Garrard Street



Planning Policy

Introduction

The site has been subject to a number of planning applications over the years relating to the redevelopment of the site which have come forward within various policy contexts.

In 2005, planning permission was granted by Reading Borough Council which established the principle of a 22 storey high-rise building on the site and sought to deliver a residential-led scheme with retail at ground floor level. We understand that due to the economic climate at the time the permission was never implemented.

Since then, a series of applications were submitted proposing developments of between 22 to 28 storeys, with the two most recent applications proposing a 23 storey high-rise building on site and being residential led. We understand that the previous applicant did not wish to pursue the scheme any further at that time and subsequently K2 Developments have now taken ownership of the site, with the intention of realising the full potential of the site.

Following initial discussions with Reading Borough Council in 2017 and a comprehensive review of the previous planning application submission, a new development is proposed that will seek to deliver a mixed use development comprising a new hotel, office accommodation and ground to third floor retail uses (use class A1 proposed at ground floor level). The applicant is committed to delivering a high quality development that will build upon the principles established under the 2005 planning permission alongside the long aspired intention for a new high-rise building to be accommodated on site, delivering a new iconic flag-ship development for Reading town centre.

The site has long been vacant and is in need of regeneration and working proactively with Council Officers and Members, the applicant seeks to deliver a scheme that will accommodate up to 28 storeys within the Station/River Major Opportunity Area and within an area identified for tall buildings through the adopted Core Strategy (and proposed to continue through the emerging Local Plan). The applicant has

engaged a series of consultants at an early stage to evolve the scheme in light of technical considerations and to assist in delivering a proposal that will comply with RBC's adopted and emerging policies.

Policy Context

The Council has an adopted and emerging Local Plan both of which have been considered through the evolution of the scheme.

Reading Borough Council has prepared a new Local Plan which was submitted to the Secretary of State for Examination in March 2018. The plan will replace the Core Strategy (2008, amended 2015), Reading Central Area Action Plan (adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015). The new Local Plan seeks to guide new development up to 2036.

The adopted and emerging Local Plan policies are considered below albeit the emerging Local Plan appears, in the main, to reflect the same broad objectives with Reading being the regional centre for the Borough which will see the greatest level of development and change through the intensification of town centre uses (Emerging Policy RL1) to 2036. The adopted and emerging Local Plan is supportive of the proposed mixed-used development incorporating retail, hotel and offices with the relevant policies noted below:

Proposed Use

Adopted Policy RC7 (Leisure, Culture and Tourism in the Centre) sets out that the Reading Central Area will be the prime focus for leisure, cultural and tourism uses. Therefore, the position of the proposed uses within the development aligns with adopted policy. The emerging Local Plan further identifies the site as within the Central Area boundary for Reading (Policy CR1).

Policy RL2 (Scale and Location of Retail Provision, Leisure and Culture Development) requires the provision of up to 34,000 sqm of retail and related facilities within Reading to 2036, with the town centre continuing to be the main focus for such uses. The Plan further recognises the need to expand the main

retail areas around Broad street northwards to around the station, with Station Road being identified as a primary frontage for retail development (Policy CR7). The proposals would assist in meeting this provision.

Policy EM1 (Provision of employment development) and Policy EM2 (Location of new employment development) focus on a net increase in office floorspace within the Borough to 2036, specifically within the Central and South Reading area. The proposals incorporate office floorspace and would satisfy this policy requirement.

Major Opportunity Area

This site currently falls within the Central Reading Area and thus is covered by the Reading Central Area Action Plan (RCAAP), specifically within the Friar Street/ Station Road zone of the Station/ River Major Opportunity Area (Policy RC1(a)). Policy RC1 sets out that the vision for this opportunity area is to provide a high-density mix of uses, whilst delivering development that provides visual interest to existing/ future pedestrian routes and open spaces. Policy RC1a signifies that development on Friar Street and Station Road will deliver active retail and leisure uses on the ground floor, with a mix of uses on the higher floors. In addition to this, the development lies along an existing active frontage (Policy RC10 – Active Frontages) within the town centre. The proposal would accord with the policy position.

The new Local Plan further continues to identify the site as falling within one of three major opportunity areas, where there is a focus on regenerating low quality and underused areas to deliver high quality and well-designed new development. The application site is an opportunity for this to be achieved. Within such locations high density development is expected (para 5.2.13) and where there is a need to not only 'meet the needs for new development as well as to provide a high-quality area that capitalises on its excellent accessibility by public transport'.

The vision for this area is to create a 'flagship scheme' which seeks to link areas northwards to the River Thames and into the heart of the centre. This proposal would accord with this vision.

Planning Policy Continued

Policy CR11 specifically relates to the opportunity area and focusses on the delivery of a high-density mix of uses with a focus on north-south links through the area centred around the station. Station Road is a key public transport route for busses and pedestrians and the new development would front onto this route and provide visual interest on the streetscene.

The site falls within policy CR11a (Friar Street and Station Road) and will seek to deliver on these policy requirements. The supporting text recognises that this area is one of the most ineffective given the accessibility of its locality and the proposal will 'help draw the station into the core of the centre and activate street' (paragraph 5.4.) Figure 5.3 clearly identifies Station Road as a key movement corridor for pedestrian and/or cycles and the proposal would seek to optimise the location of the site and assist in drawing people from the Station into the heart of the town centre.

Tall Buildings

The site falls within an area identified as suitable for tall buildings under policy RC13 (Tall Buildings), known as the 'Station Cluster'. The policy states that 'A new cluster of tall buildings with the station at its heart will signify the status of the station area as a major mixed-use destination and the main gateway to, and most accessible part of, Reading.' Therefore, lying just to the south of Reading Station renders the site's location suitable for a tall building as proposed.

The site falls within an area where tall buildings are appropriate (Policy CR10) with recognition that 'in general, the tallest building will be in the most accessible location, around the site'. Tall buildings are defined as over 10 storeys of commercial buildings, although no maximum heights are identified across the Central Reading area. This specifically falls within CR10a - Station Area Cluster. The proposal accords with the policy as follows:

- Will contribute towards the creation of a major mixed use destination;
- The site is on the main pedestrian and vehicular route from the Station to Broad Street and is

clearly visible on arriving into Reading and exiting the station;

- The site is within centre of the southern cluster;
- The building will be seen as an individual form within the skyline;
- Will allow other parcels to come forward to the south;
- Will enhance Reading's skyline delivering a distinctive profile with careful design for the upper and middle sections;
- The location of the site provides opportunities as a wayfinding route from the Station to Broad street and will reinforce the status of central Reading as a dynamic an creation core.

The redevelopment at Station Hill directly to the north-west of the site provides a masterplan which identifies that the tallest building on site will have a maximum height of +128m AOD in Block C. Plot G, the nearest block in the Station Hill Masterplan has a maximum height of +83m AOD. It is considered that in design terms, 29-35 Station Road, represents a significant opportunity to complement these proposals and to deliver a landmark building along the key thorough fare to the primary shopping area within Reading, being a wayfinder between Broad Street and the Station. The initial designs have evolved in line with policy RC5 (Design in the Centre).

It considered that the principle of a tall building alongside the mix of uses proposed will reinforce the vision of the Station Major Opportunity Area and is supported by the existing and emerging policy context. The proposals are at an early stage and therefore we are currently working through Development Management Policies to ensure compliance as part of any future application.

Technical Considerations

The emerging Local Plan places explicit policy references in relation to the technical considerations associated with tall buildings. Namely policy CR10 references the following:

- Mitigate any wind speed or turbulence or overshadowing effects through design and siting - Reference is made to the Lawson Criteria. A Wind Technical Note has been included within the pre-application submission for discussions;
- Ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development- BRE guidelines will be applied flexible given the high density of the area. A Daylight and Sunlight Scoping Report supports this submission.

Accessibility

In terms of accessibility, the site is in the most sustainable location within the Borough given the proximity to the train station alongside bus services, with the emerging proposals map identifying that the site is along a key cycle route further reinforcing the opportunities for the site. It is proposed for the development to be car free given the accessibility of the site.

Design

Consideration has been given to the emerging policy CR2 (Design in Central Reading) which is demonstrated further through the justification contained within this pre-application document.

This initial pre-application document provides the following:

- Site context and analysis
- Constraints and Opportunities
- Design Brief
- Design Evolution
- Initial proposals
- Massing studies
- Elevation studies
- Technical considerations
- Intentions moving forwards

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Station Road
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McDonald's advertisement showing a burger and fries with the text "FROM 99p".

Contemporary 1 & 2 bed
apartments finished to
high quality specifications
Now taking reservations, please call
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Real estate advertisement for Garrard House.

Advertisement for Garrard House featuring interior photos and contact information: 0118 9576 511, 01344 295 375.





Station Approach,
Reading, RG1 1

Brief

Proposals to incorporate a hotel, offices and ground floor retail:

Lower Ground Floor: Servicing and Plant

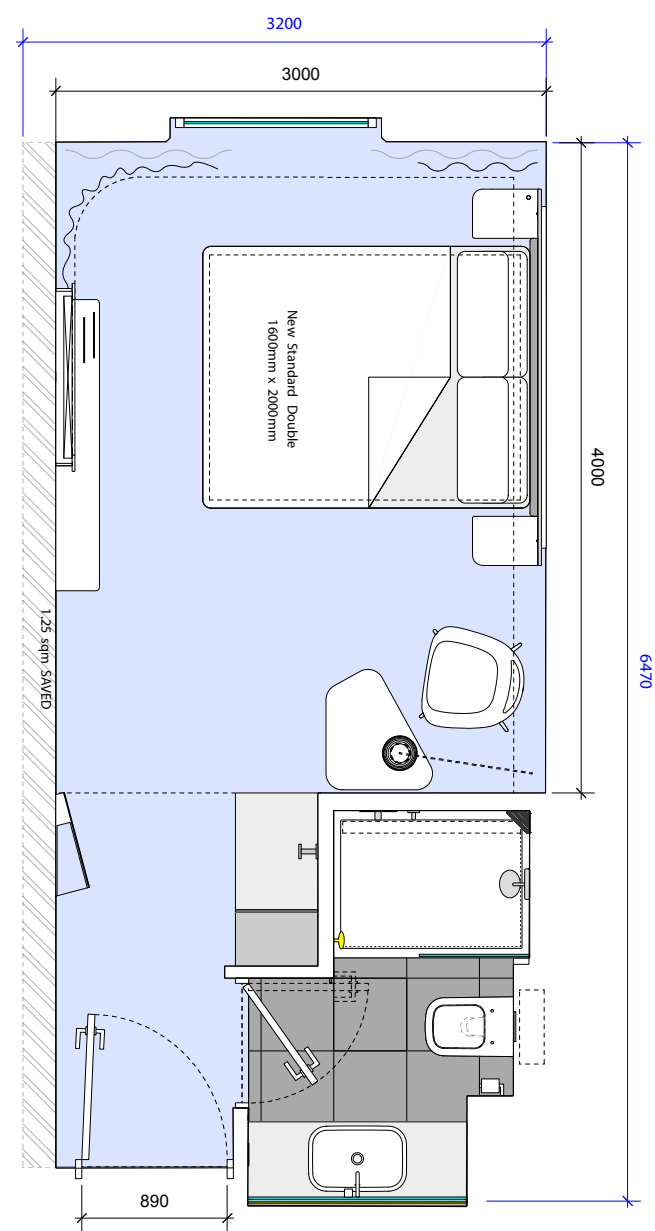
Ground Floor: Retail

First Floor: Cafe

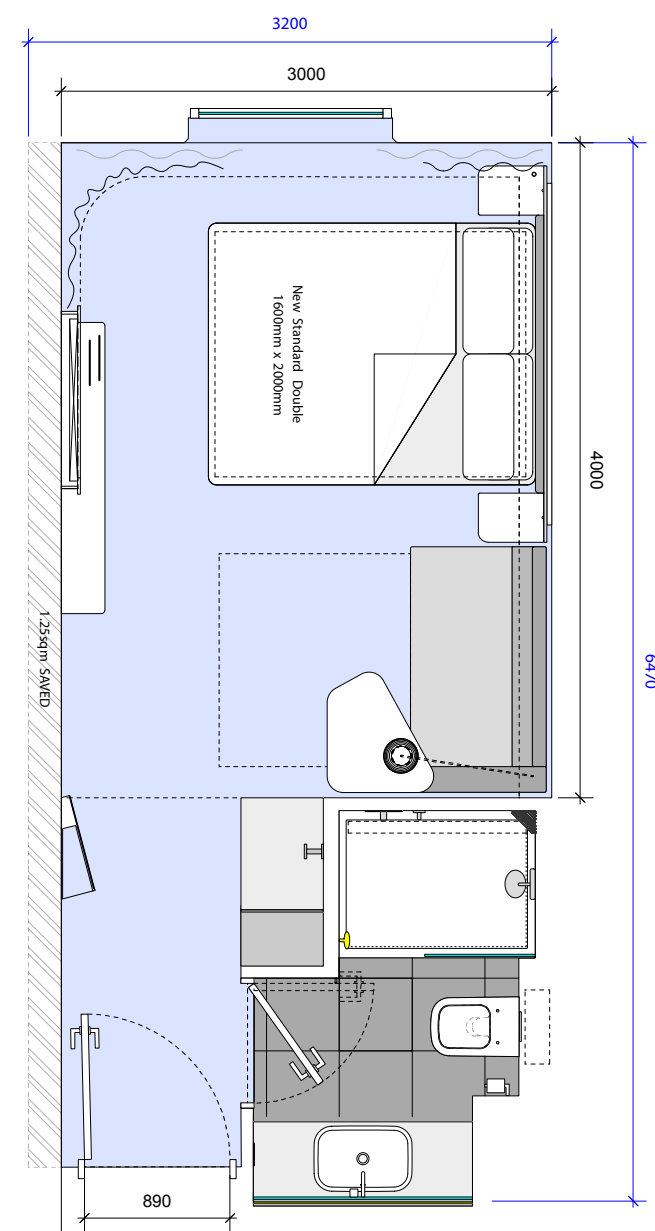
Second Floor: Hotel Reception/F+B Offering

Floors above consist of a mix of Hotel Rooms and Office Accommodation.

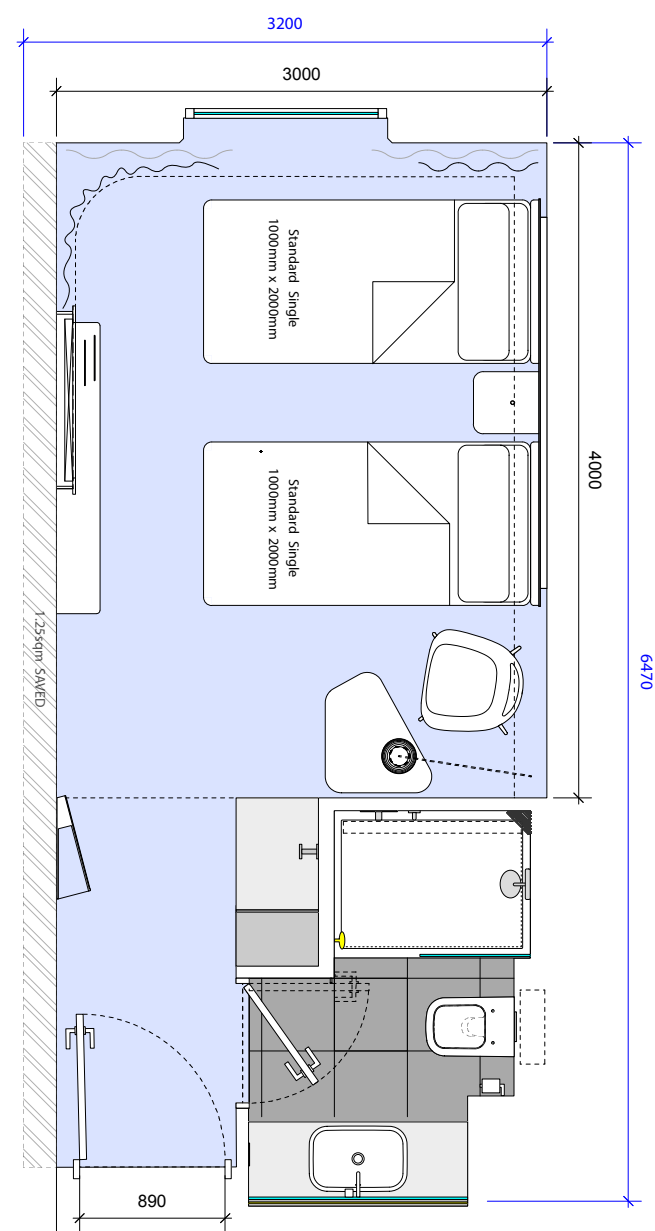
Hotel Room Brief



Standard Double



Standard Double with Sofa Bed



Standard Twin

Footprint Total - 19.5sqm

Space Allocation and Adjacencies

Use	Areas (sqm)			
	150 Bed Scheme (min)	(Covers)	200 Bed Scheme (Max)	(Covers)
Public Areas				
Reception/Lobby	33		45	
Restaurant/Bar #1	190	113	254	150
Meeting Room #4	20		20	
Toilets #5	38		51	
Total	282		369	
Administration				
Back Office #2	12		12	
IT Room #2	8		8	
Offices #2	32		32	
Luggage Store #2	4		4	
Total	56		56	
Back of House				
Kitchen/Stores	67		89	
House Keeping #2	36		36	
Staff Dining	13		17	
Staff Changing	21		28	
Total	136		170	
Grand Totals	474		595	
Available Floorplate = 270sqm	1.8		2.2	
Maintenance/Plant	72		95	

Notes/Assumptions

#1 Covers are based on 75% of rooms

#2 Administration and house keep remains the same across all schemes

#3 Scheme Uplift ratios based on 130 room scheme (being closer to the target provision)

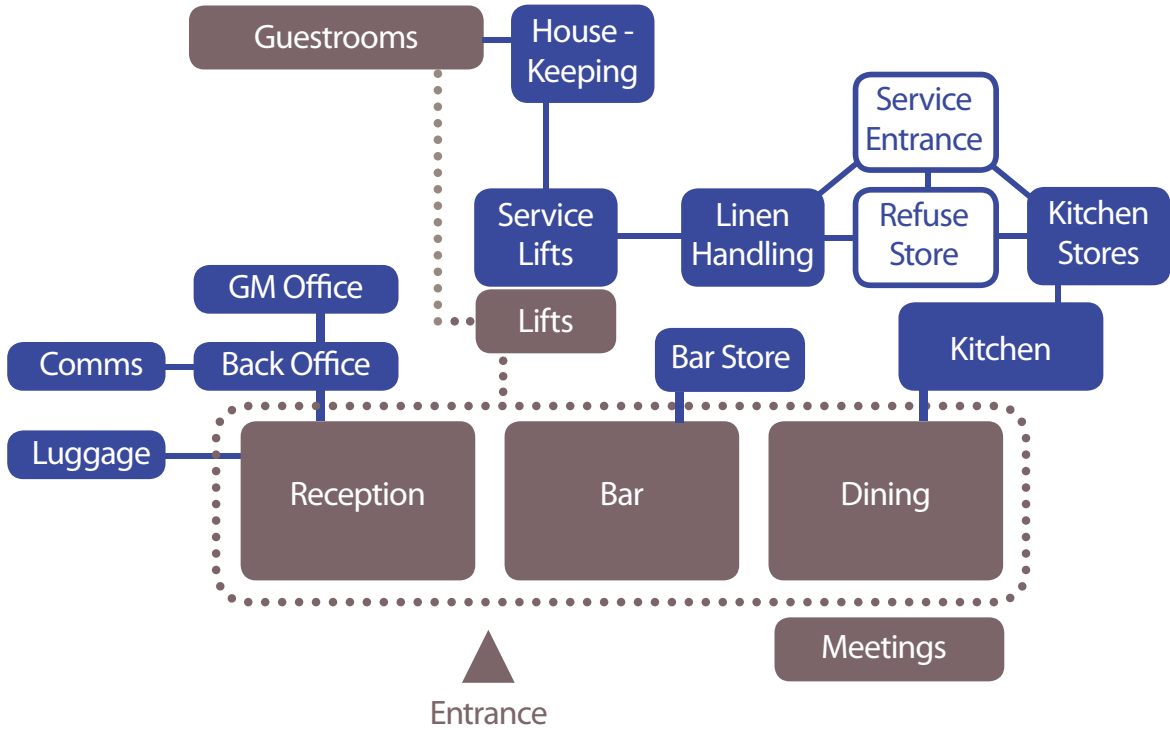
130

150

200

#4 Minimum of a 20sqm meeting

#5 Toilets combined with café toilets on the floor below.



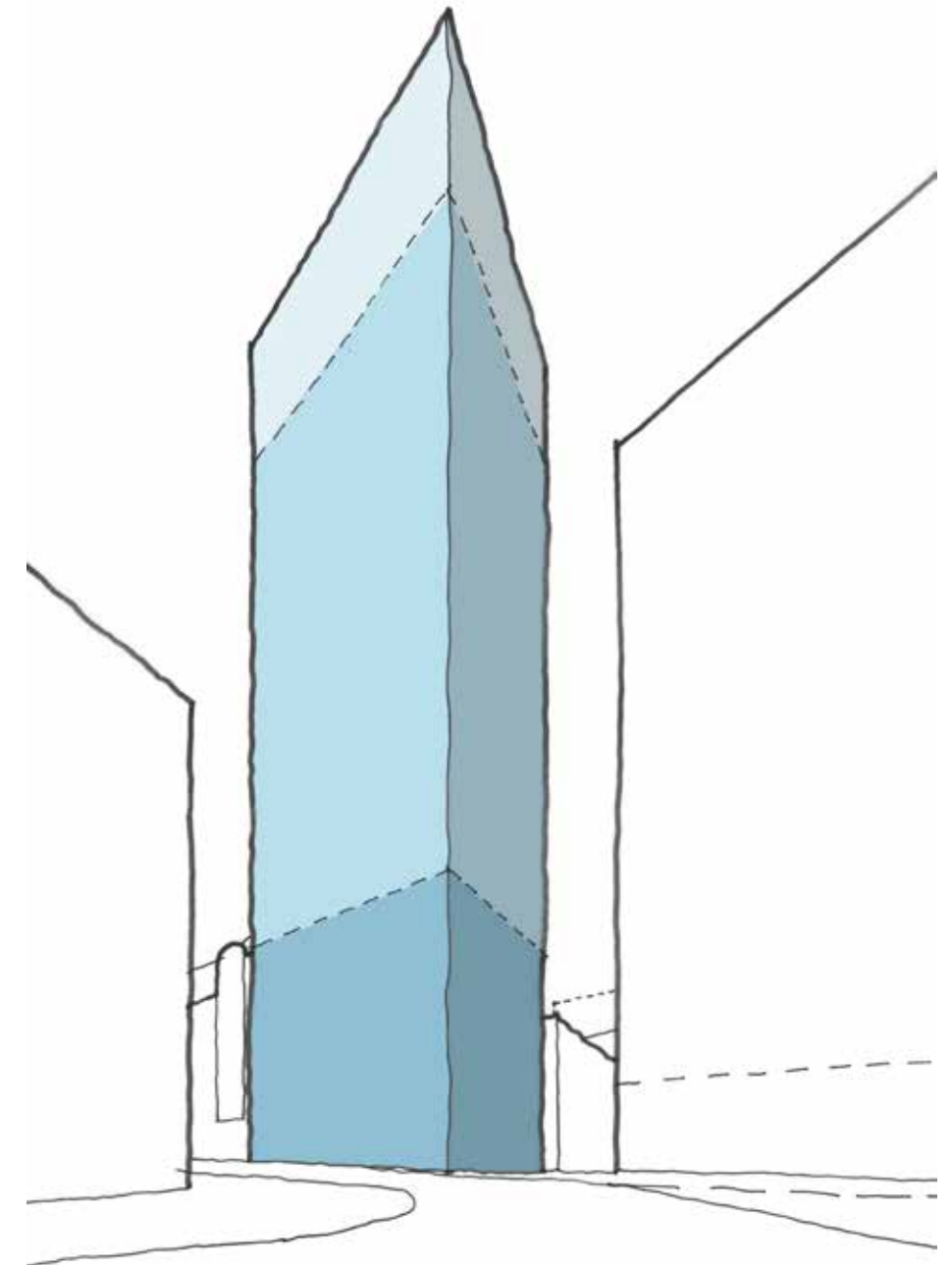
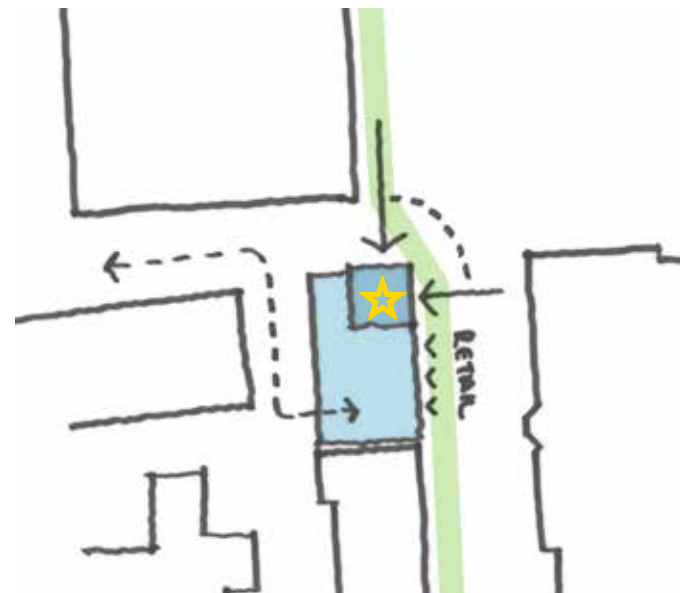
Adjacencies





Design Evolution

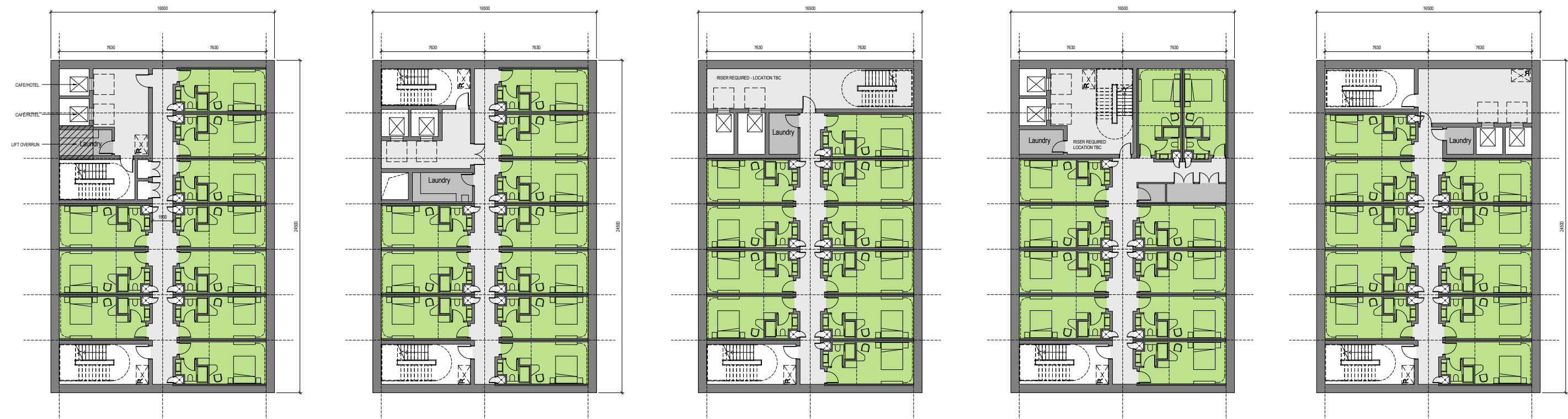
Design Evolution: Initial Sketches



Sketches

- Single and two stair core options were explored. The single stair solution was discounted on the ground of means of escape and insurance constraints
- The initial floor plans were based on the gridded elevational treatment of the previous residential scheme submitted for planning.
- Access to the hotel core was from Garrard Street however it was decided that an entrance on the corner of Garrard Street and Station Road is more appropriate.
- Retail Active Frontage along Station Road

Design Evolution: Floor Plan Development



Plan Development

Various layouts for the staircores were tested to find a solution which worked optimally for all functions.

Initial massing studies carried out including squared and rounded corners.

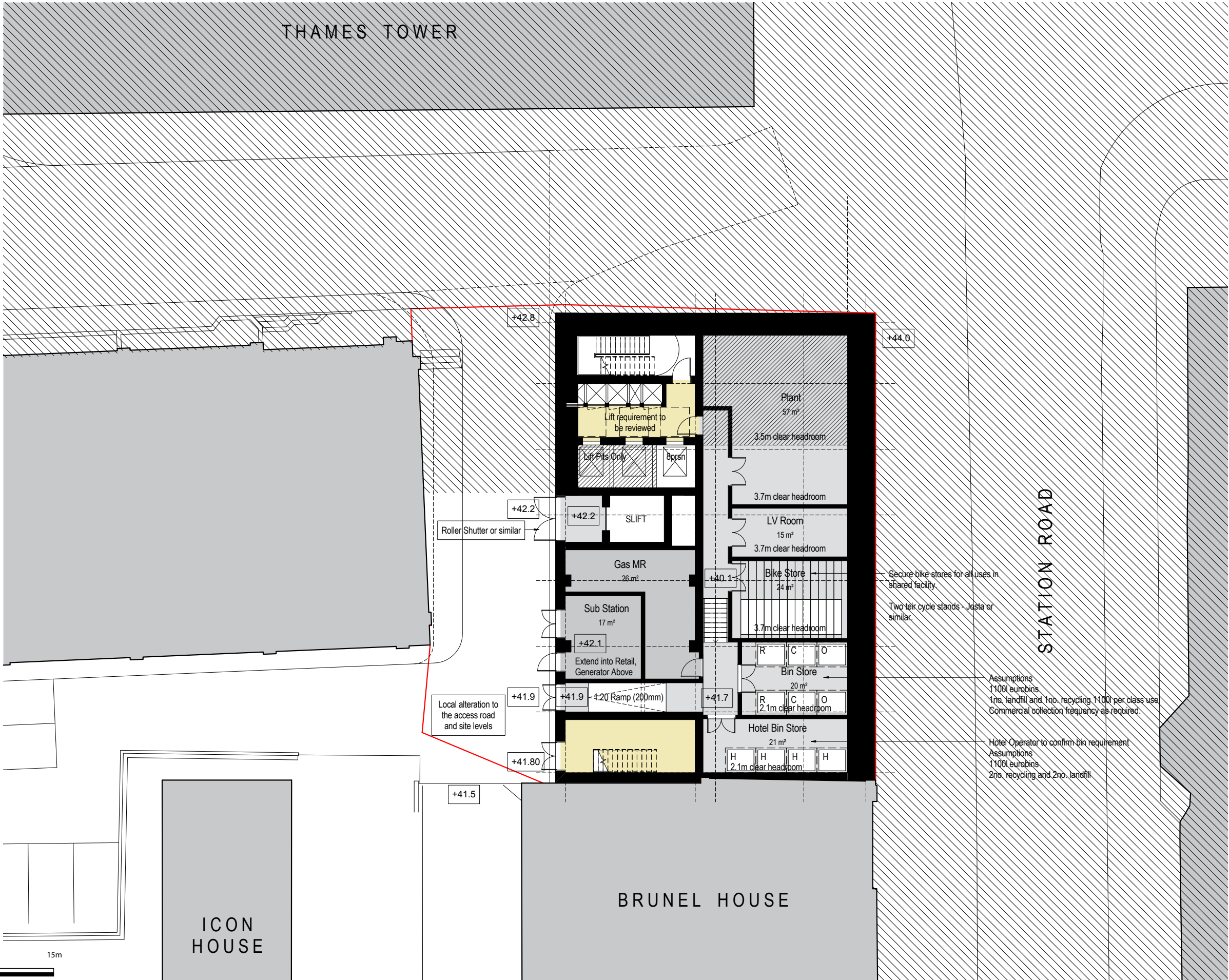
Elevational treatments explored included a gridded approach, and a sleek, glazed approach.



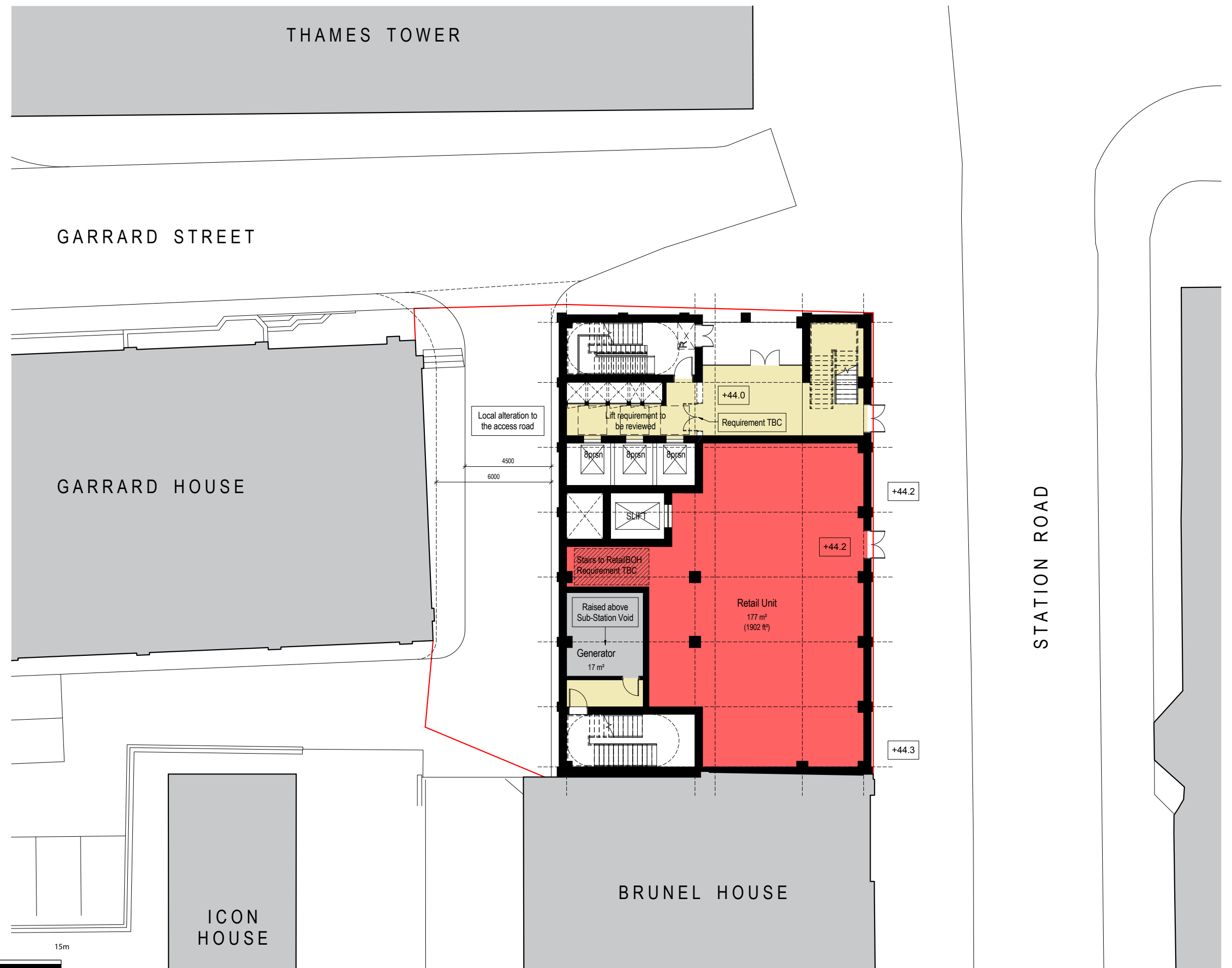
Proposals

Proposed Floor Plans
Basement

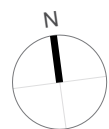
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



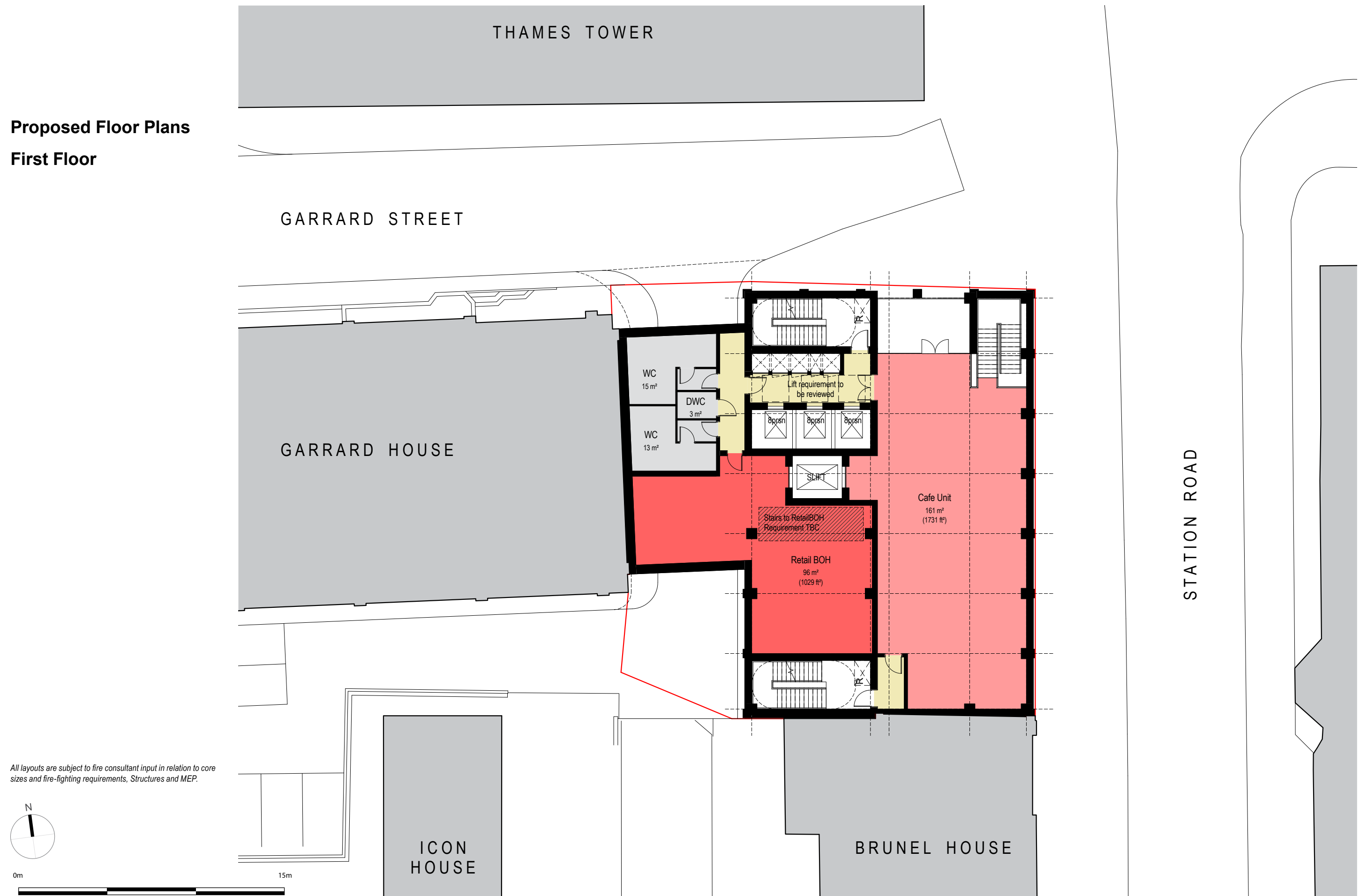
Proposed Floor Plans
Ground Floor



All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.

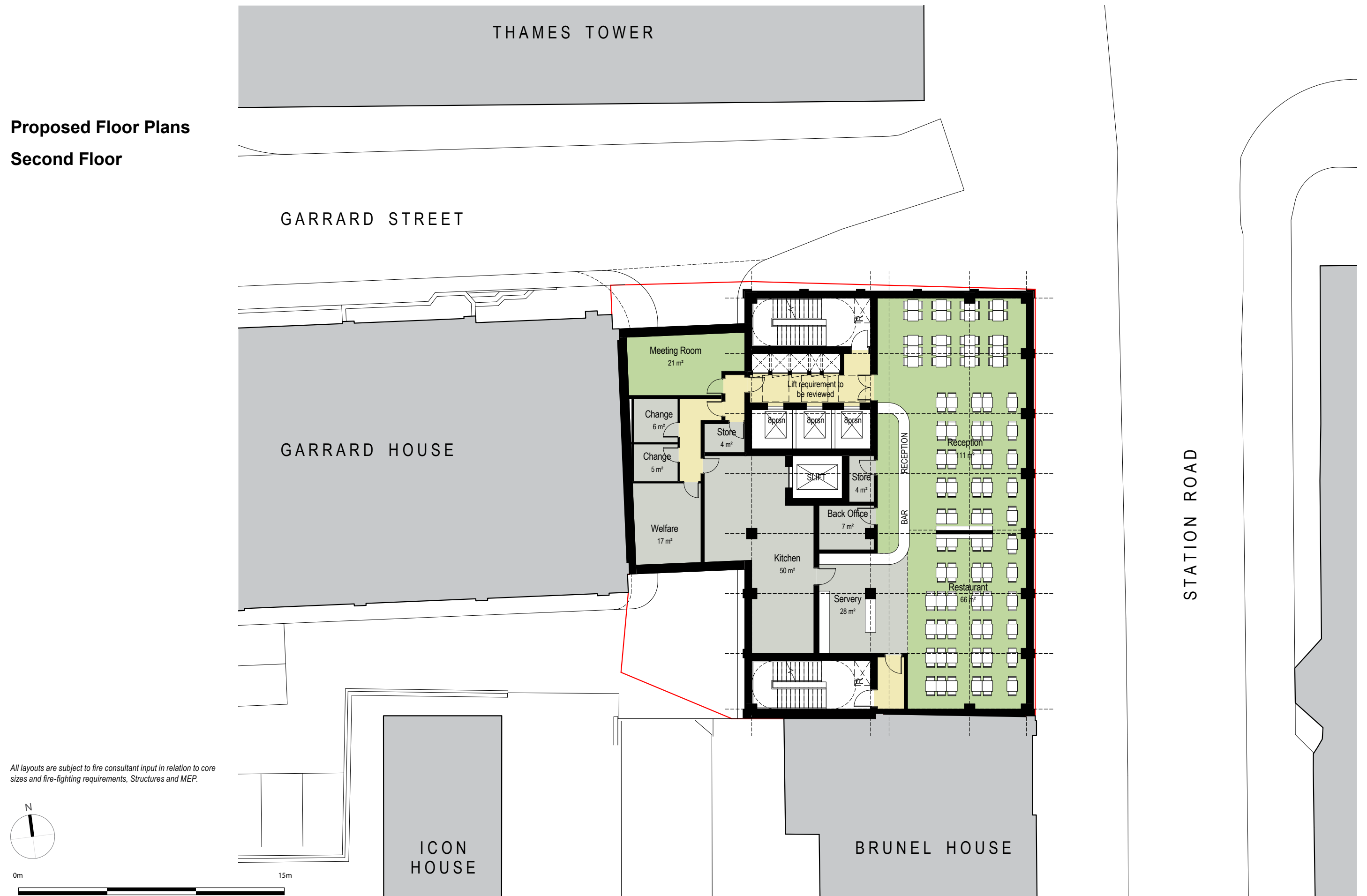


Proposed Floor Plans
First Floor

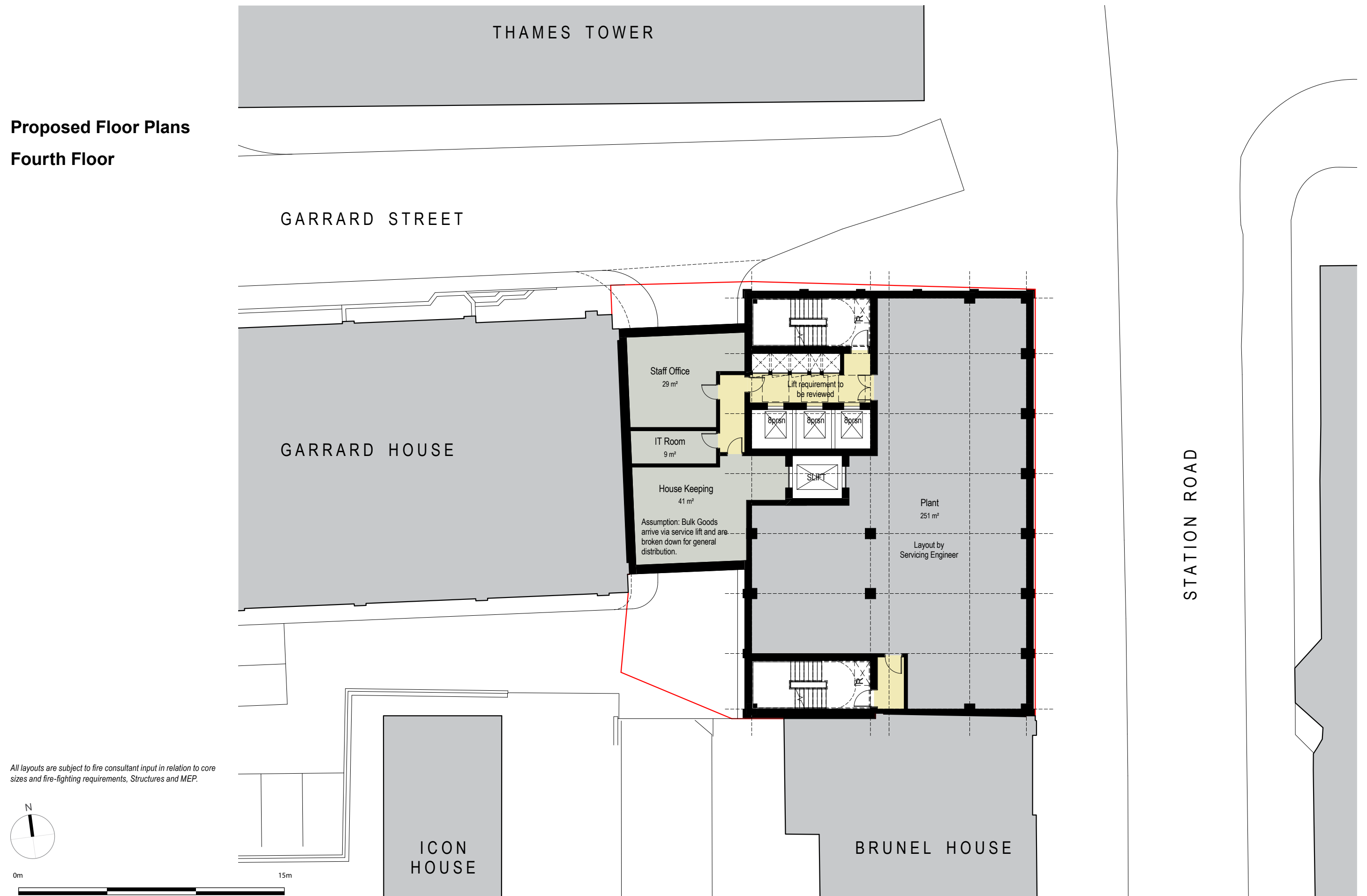


All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.

Proposed Floor Plans
Second Floor



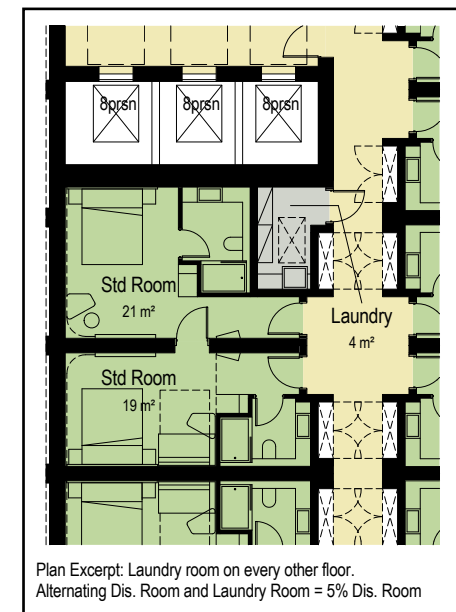
Proposed Floor Plans
Fourth Floor



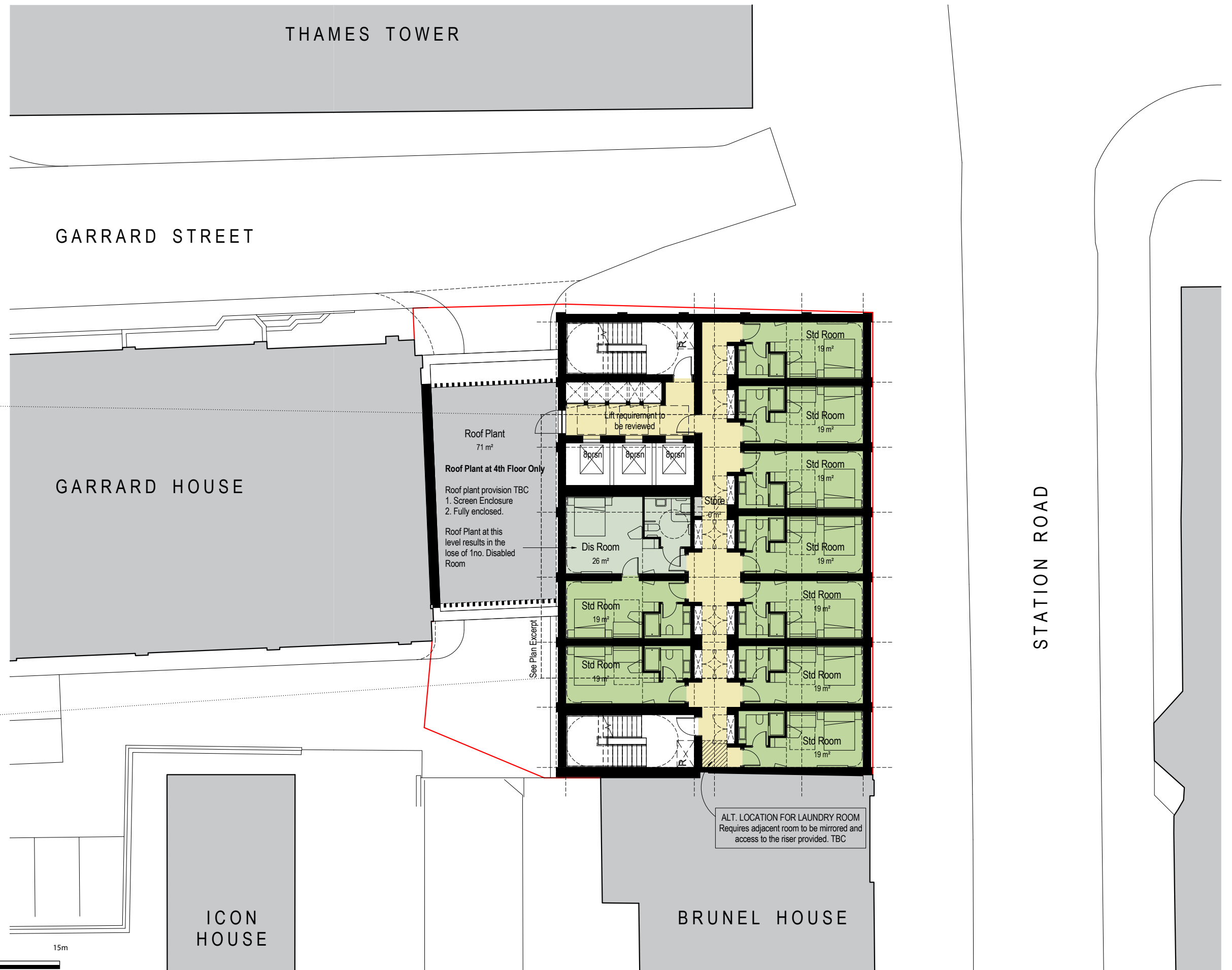
All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



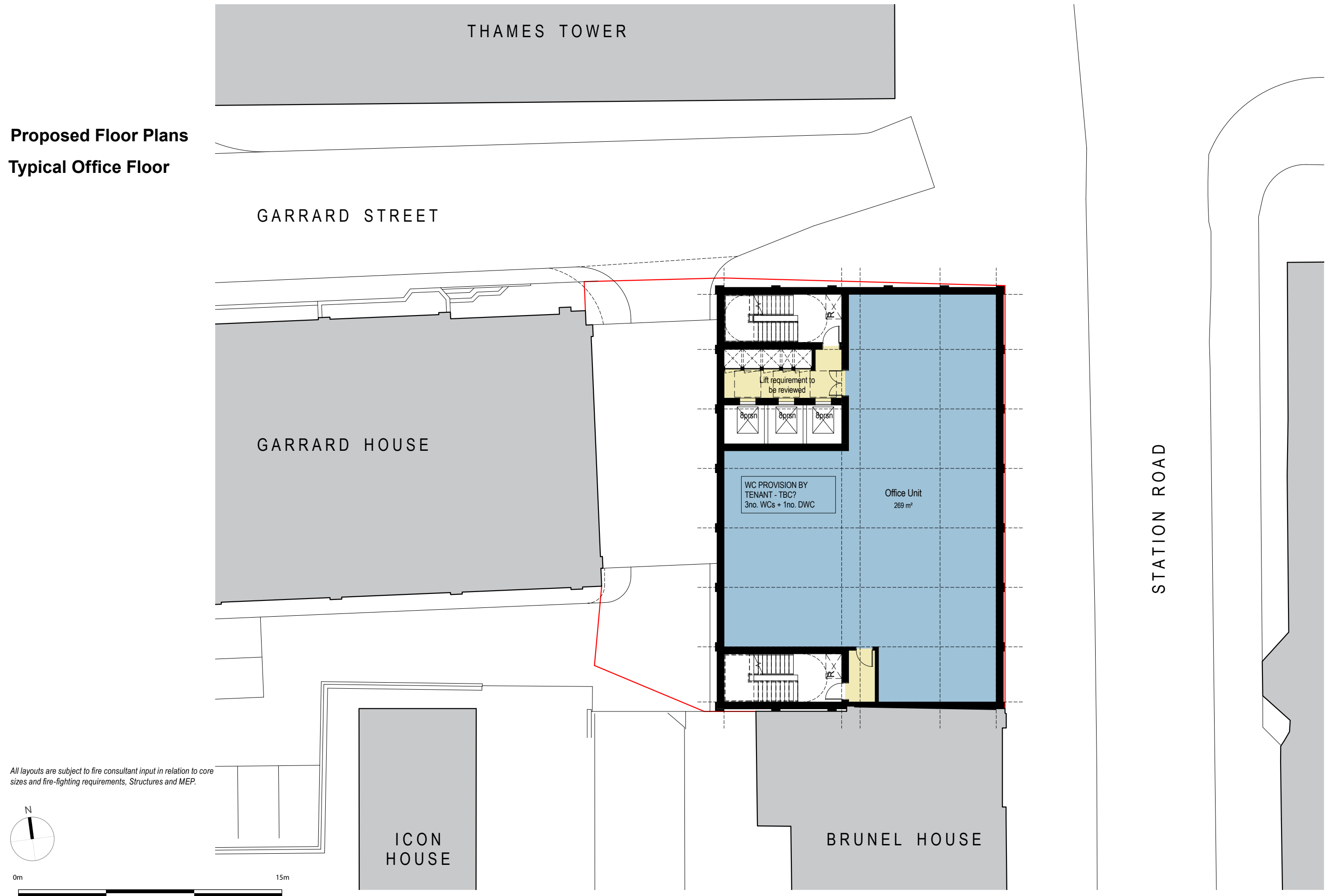
Proposed Floor Plans Typical Hotel Floor



All layouts are subject to fire consultant input in relation to core sizes and fire-fighting requirements, Structures and MEP.



Proposed Floor Plans
Typical Office Floor

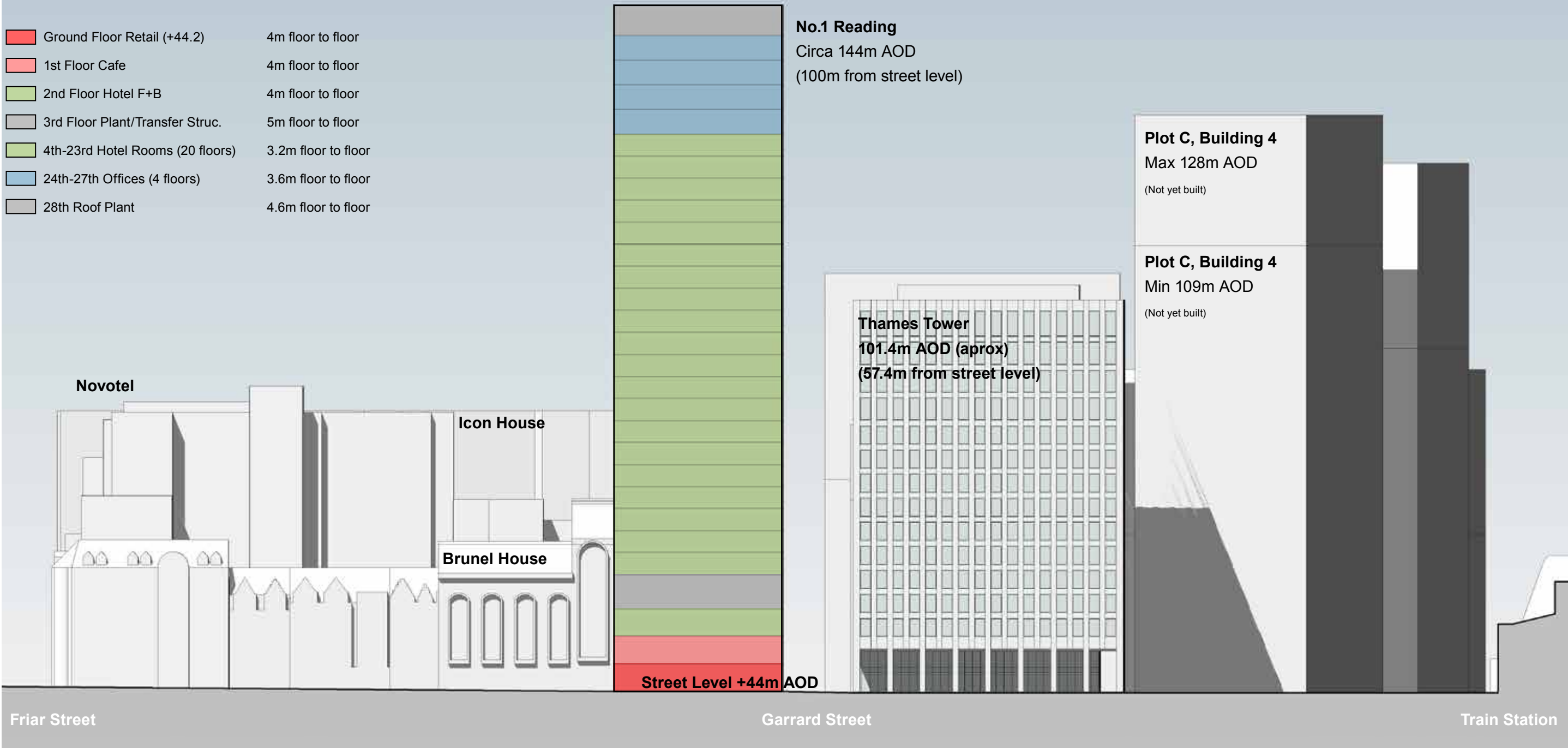


Massing Study: Station Road Elevation

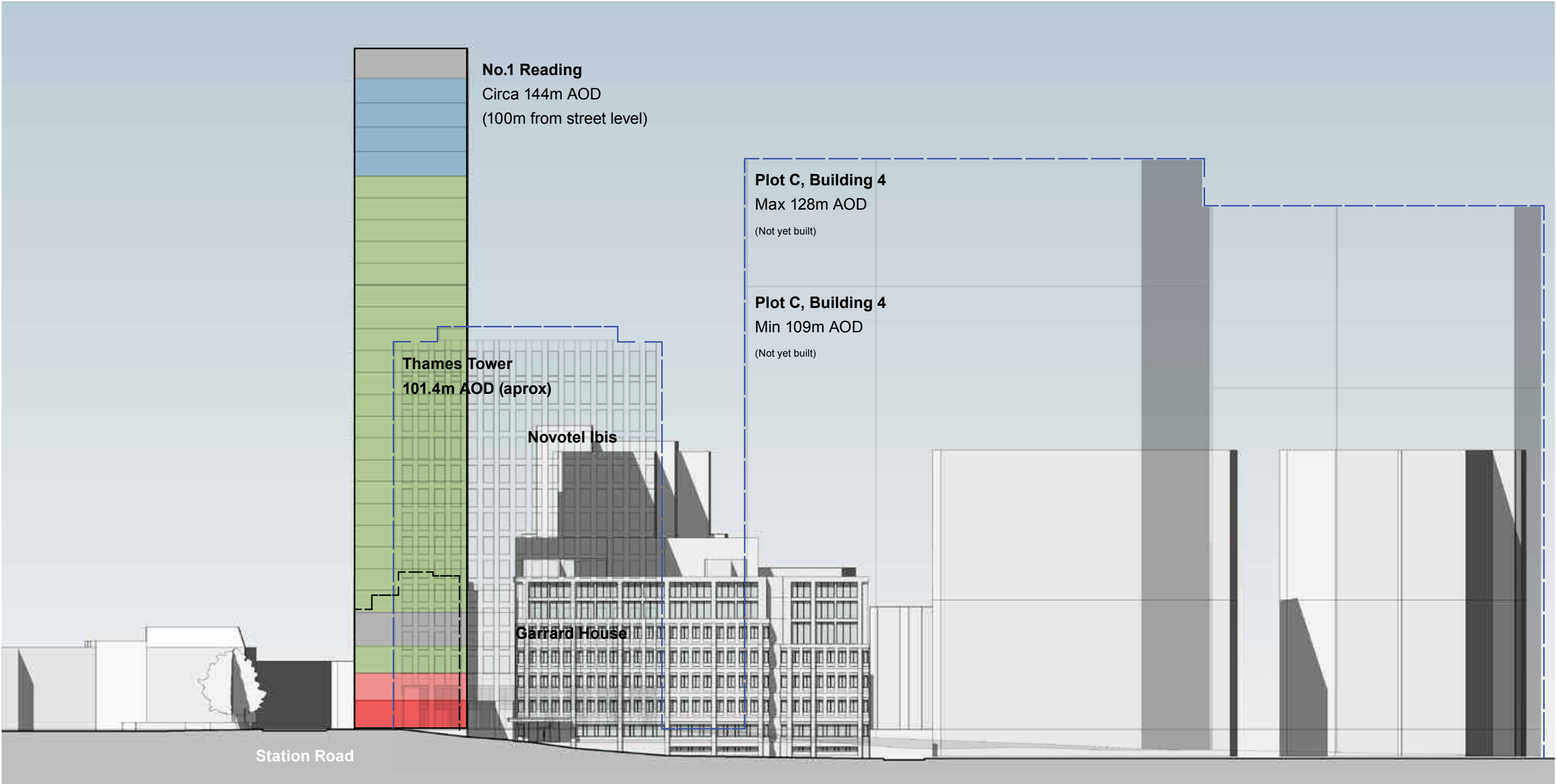


Key Dimensions

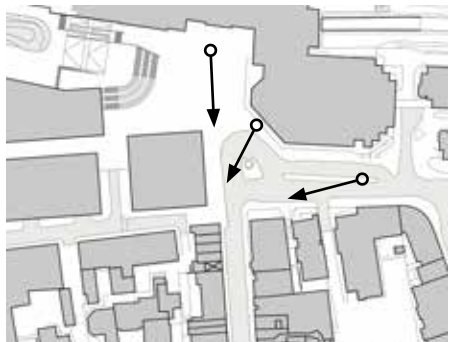
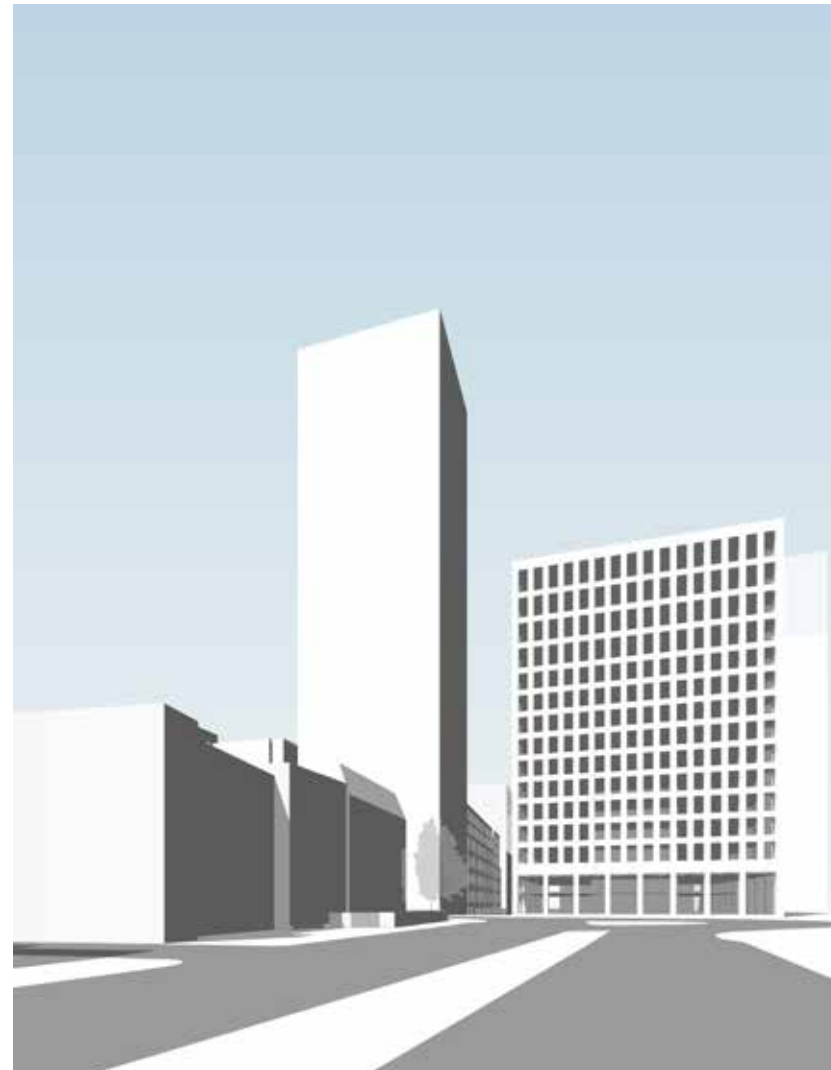
Ground Floor Retail (+44.2)	4m floor to floor
1st Floor Cafe	4m floor to floor
2nd Floor Hotel F+B	4m floor to floor
3rd Floor Plant/Transfer Struc.	5m floor to floor
4th-23rd Hotel Rooms (20 floors)	3.2m floor to floor
24th-27th Offices (4 floors)	3.6m floor to floor
28th Roof Plant	4.6m floor to floor



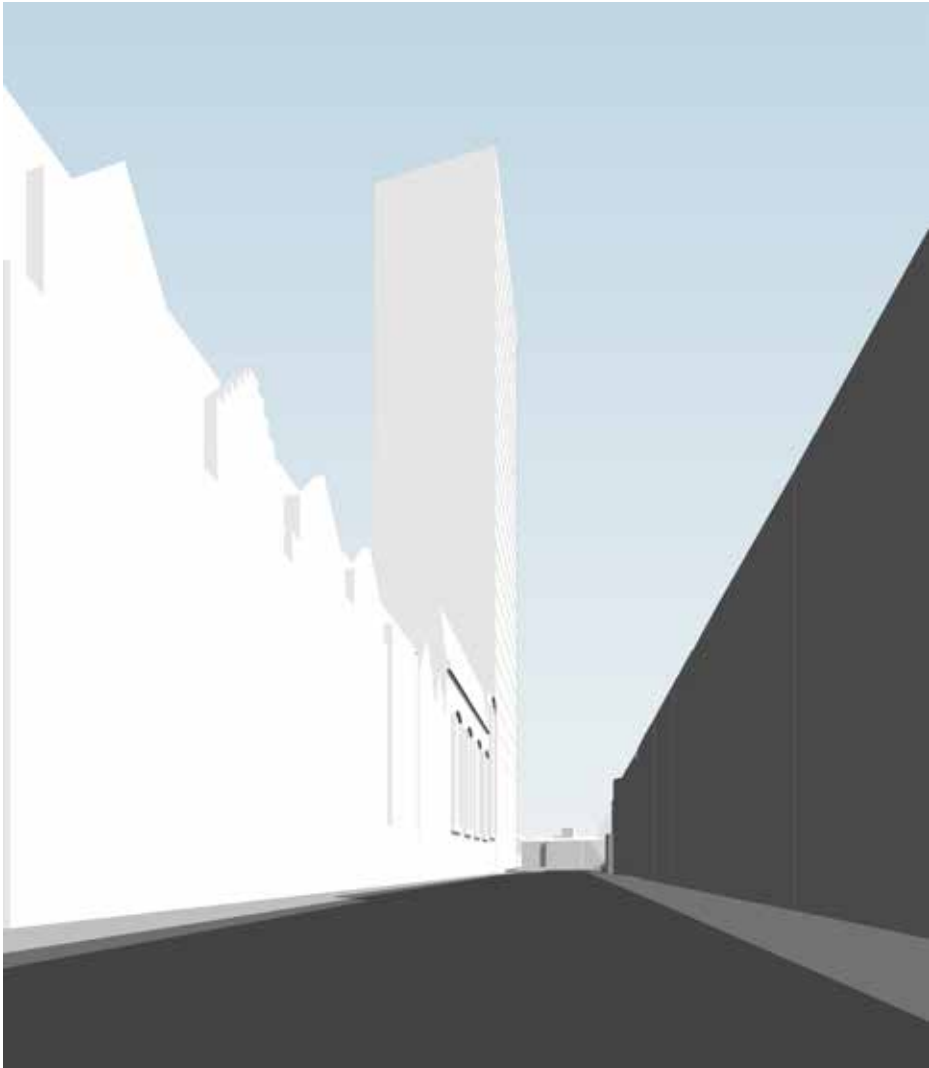
Massing Study: Garrard Street Elevation



Massing Study



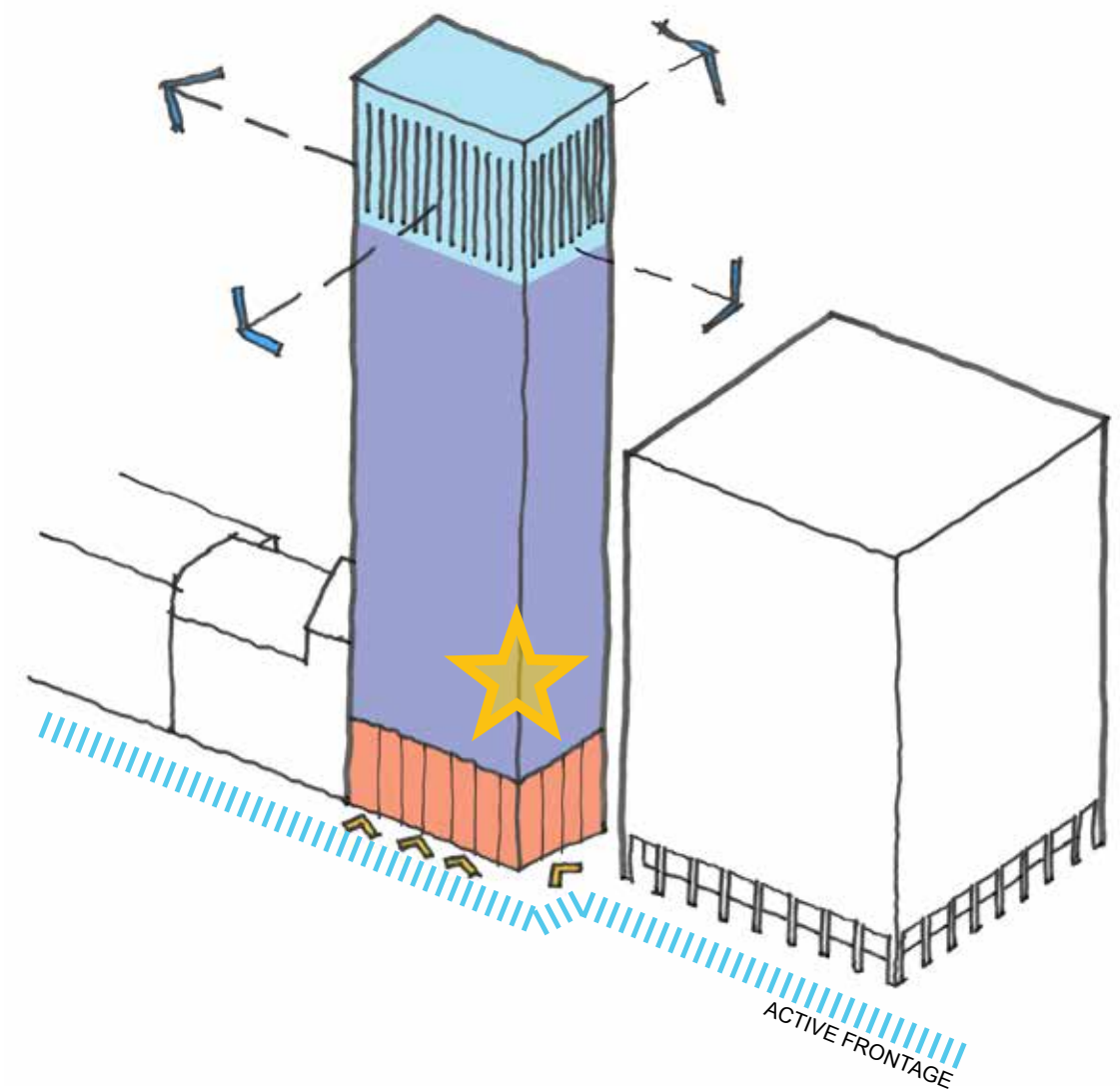
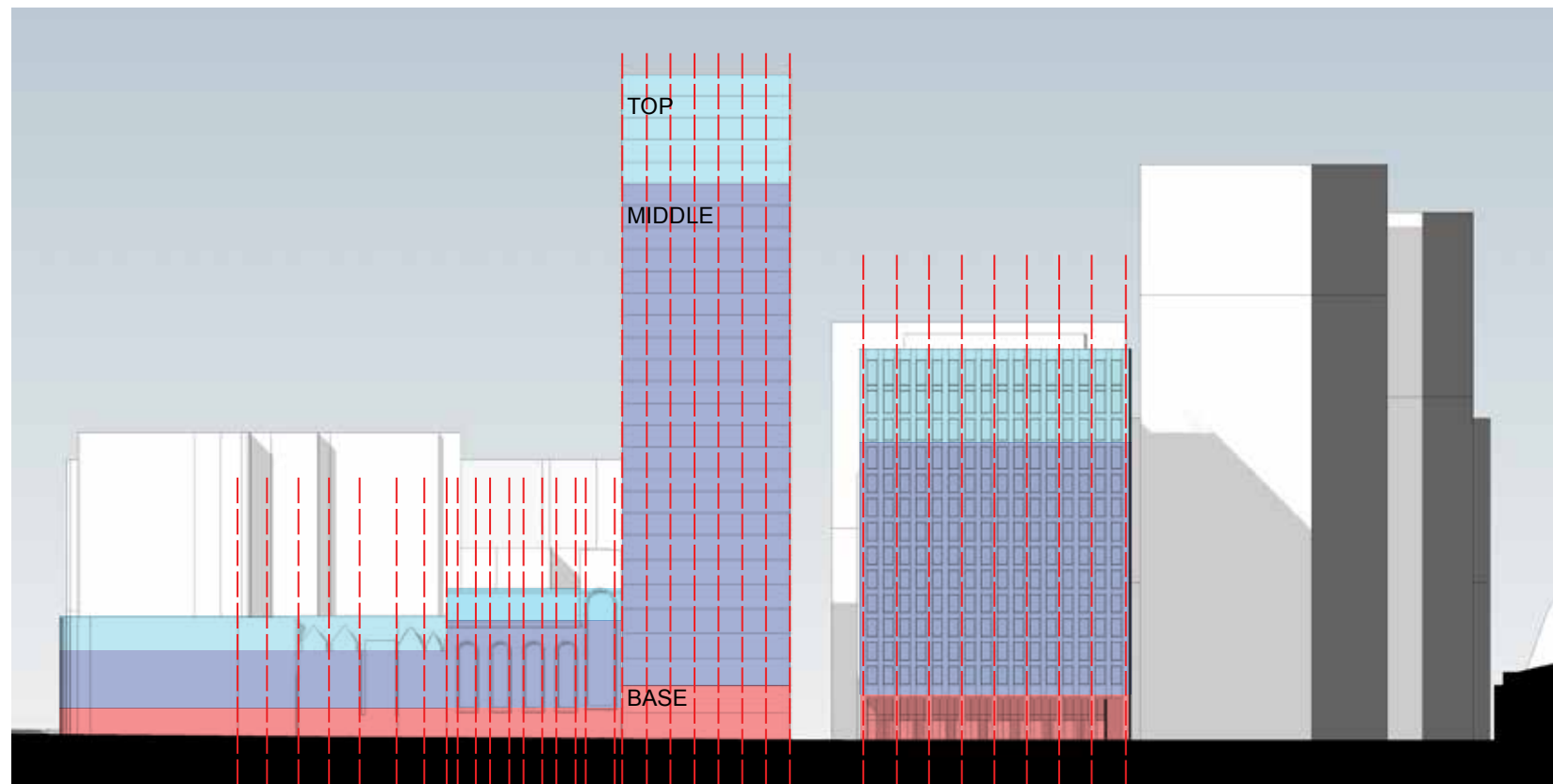
Massing Study



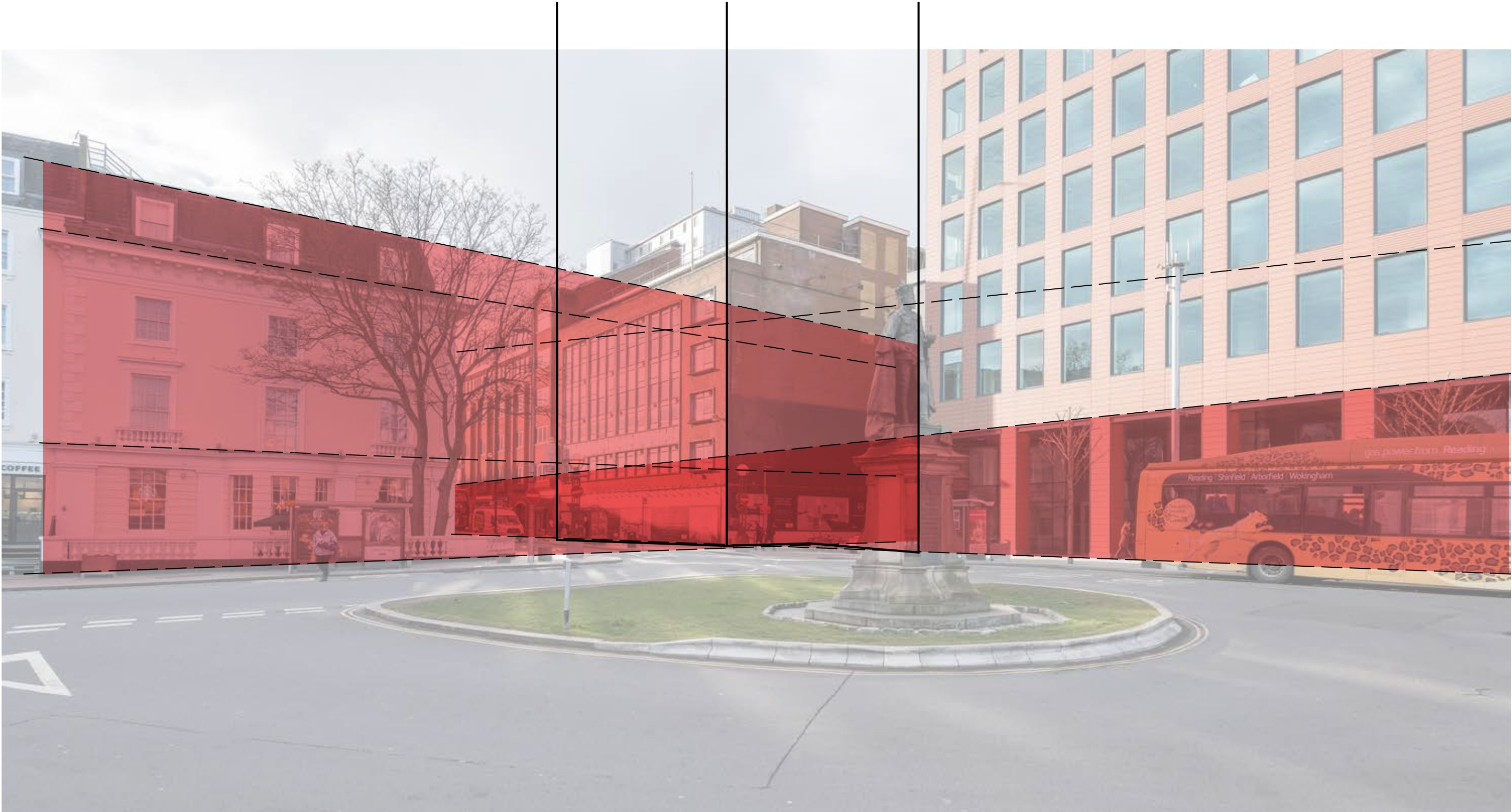
Elevation Narrative

Facade Concepts

- The tower is to be defined with a base, middle and top.
- The three storey base will be transparent, reflecting the retail, cafe and hotel F+B uses behind.
- The top of the building will also be defined through an increase in glazing to optimise on the views and also to dissipate the top of the tower into the sky.
- A grid which emphasise the verticality of the building and which is derived from both the street pattern and the internal function of the hotel rooms.



Elevation Narrative



Precedents

Palette: Option 1

- Brick or cladding panel creates a robust, gridded elevational treatment which reflects the local street pattern.
- Interest is added through the way in which the window bays are articulated through glazing or other material use.
- The size, proportion and height of the bays may also vary across the building height to define a base, middle and top.



Facade Build-Up



Facade Concepts

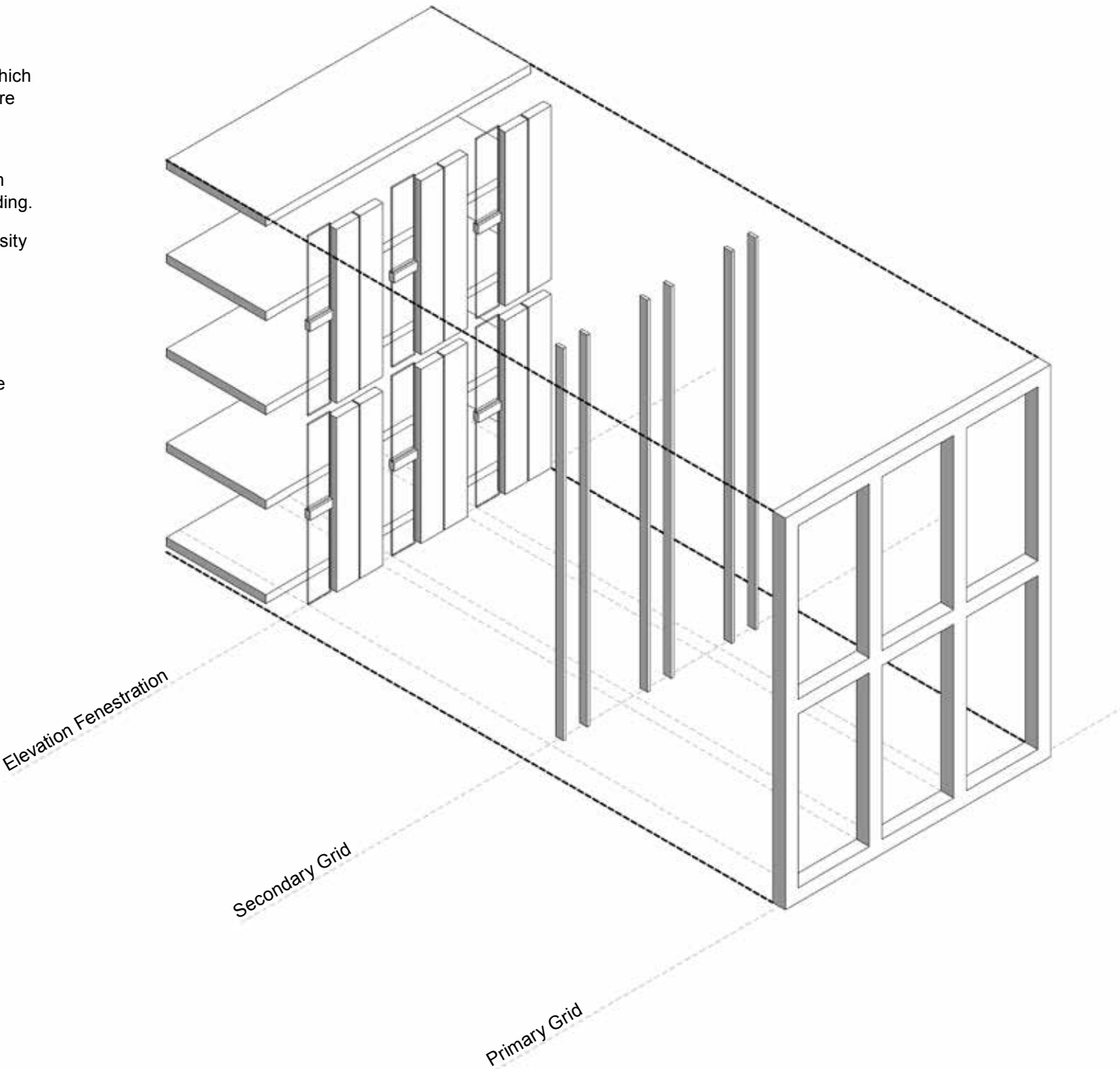
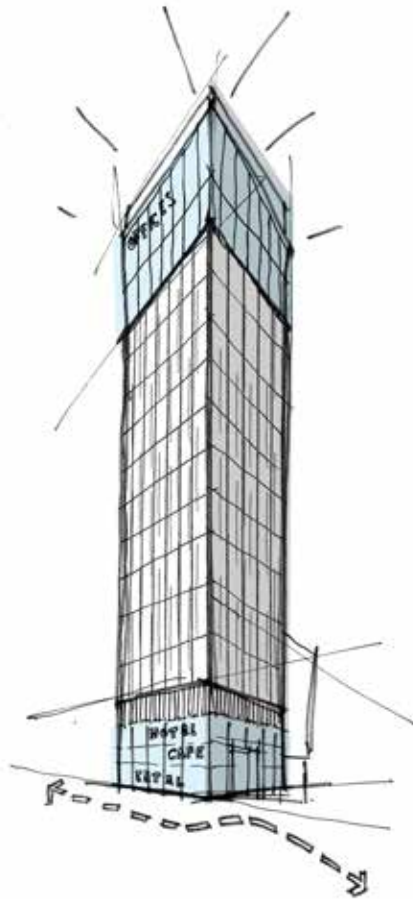
The concept for the building is defined as a series of overlapping grids which build up layers of texture and interest. The layout of the grid and the nature of the infill areas varies depending on elevation and functional use of the accommodation behind.

Primary Grid: Defines the broad outline of the building and extends from street level to the roof parapet. Its form remains constant across the building.

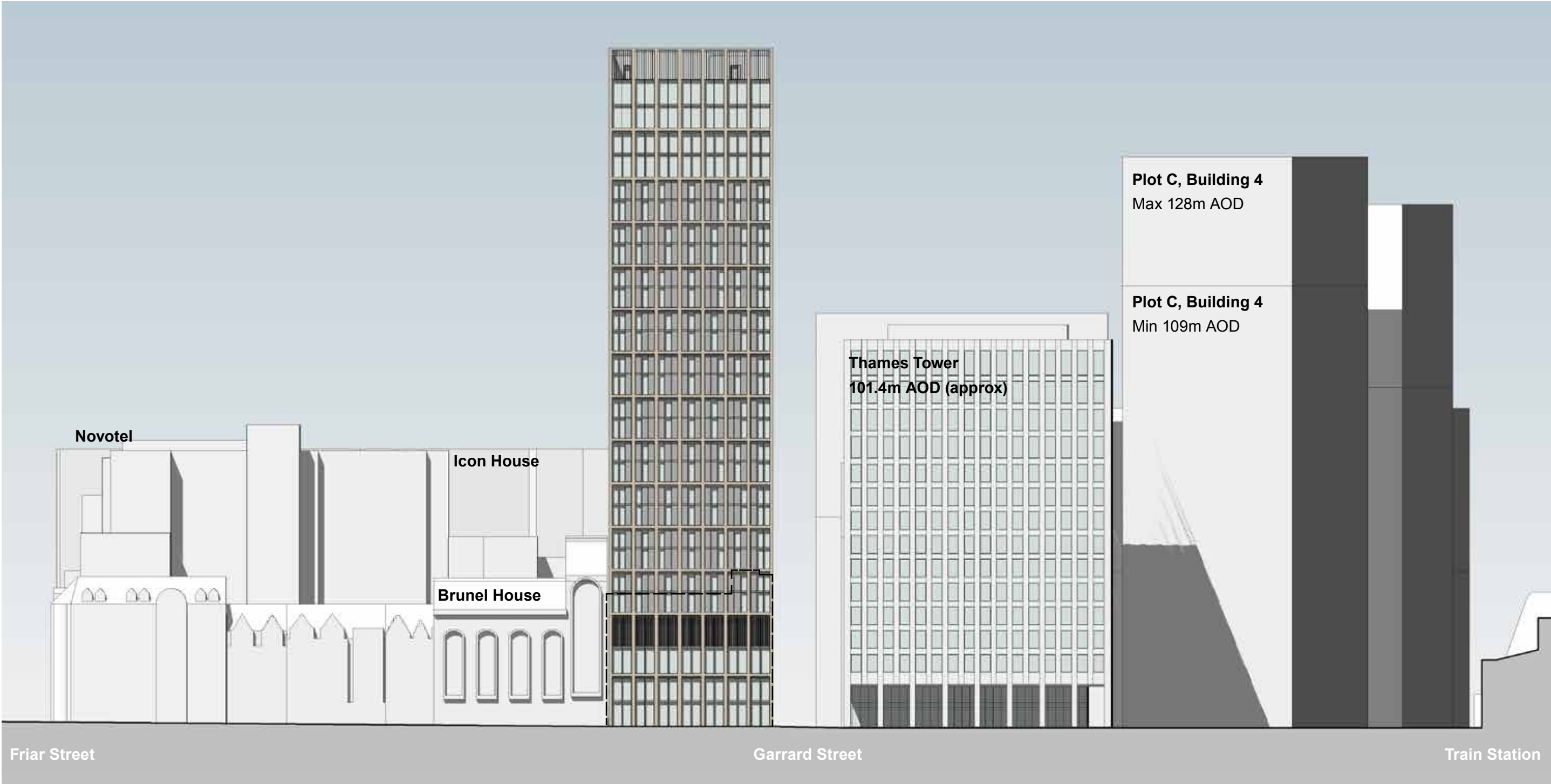
Secondary Grid: This varies across the building to creates areas of density and lightness. It also defines the elevation fenestration.

Elevation Fenestration: A combination of glazed, solid and spandrel panels.

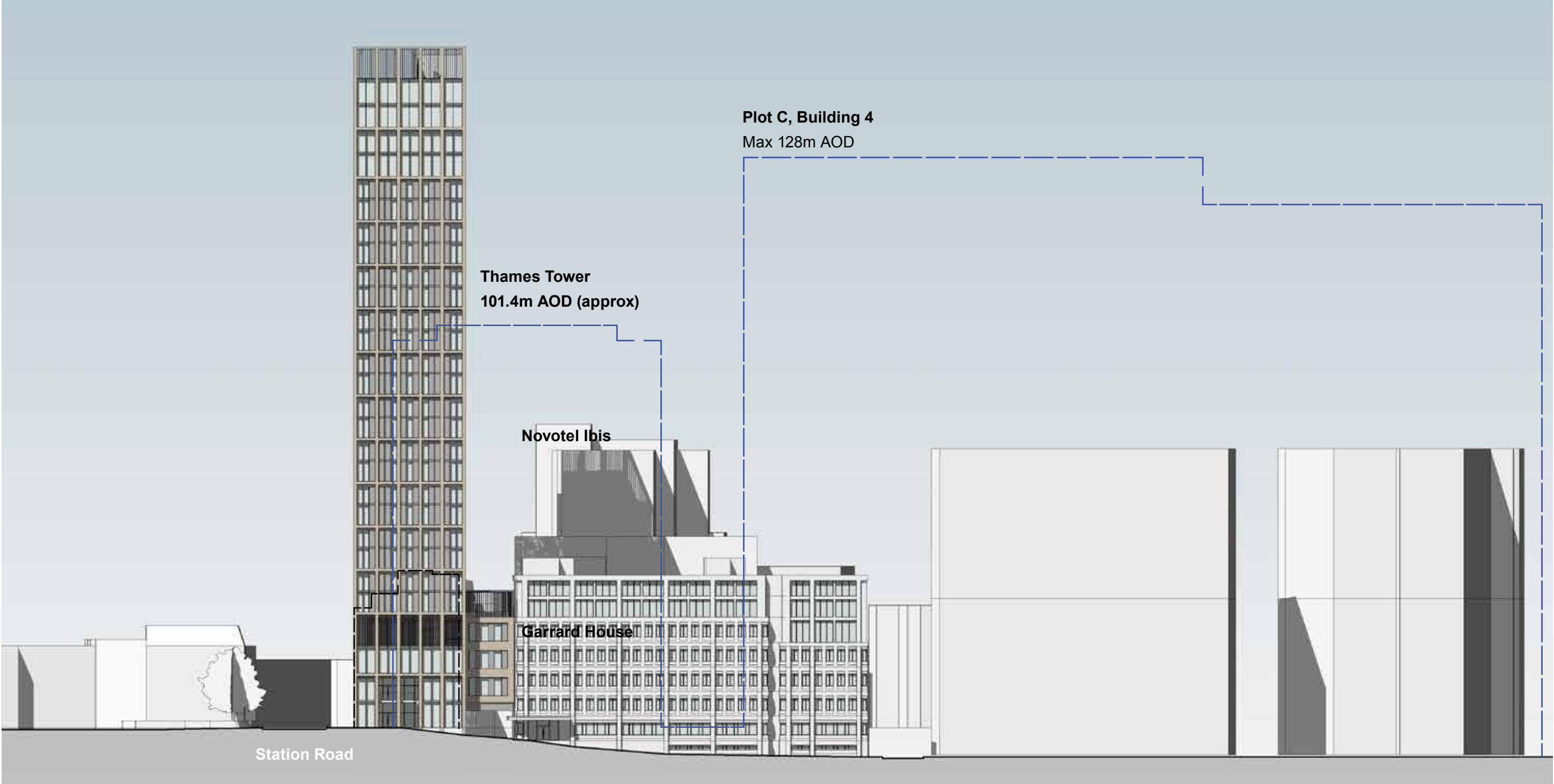
Modular construction: It is assumed that the room modules will arrive on-site with the external fenestration and the secondary grid applied. The primary grid will be added once the modules are in place.



Principle Elevations
Station Road Elevation

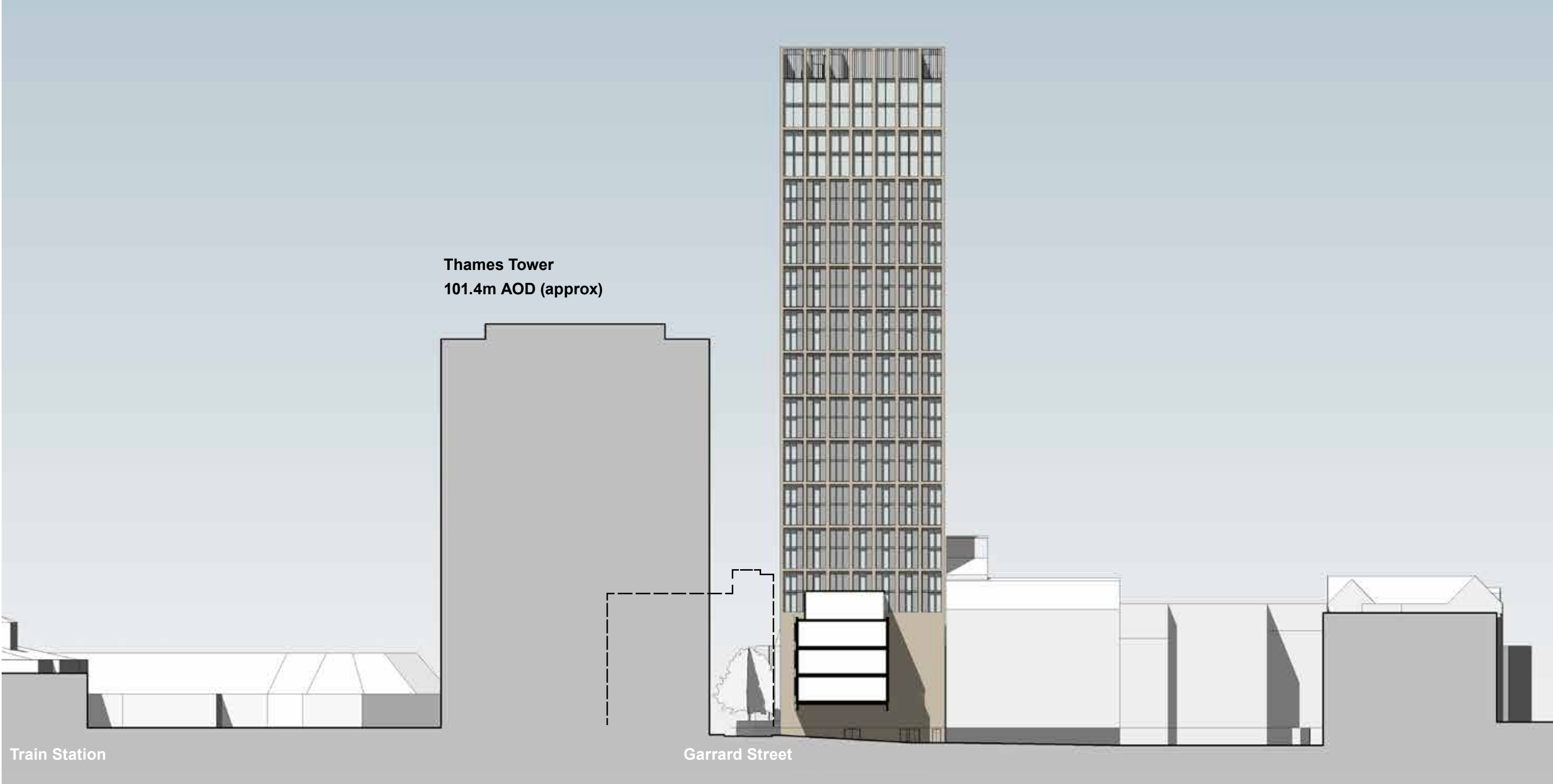


Principle Elevations
Station Road Elevation

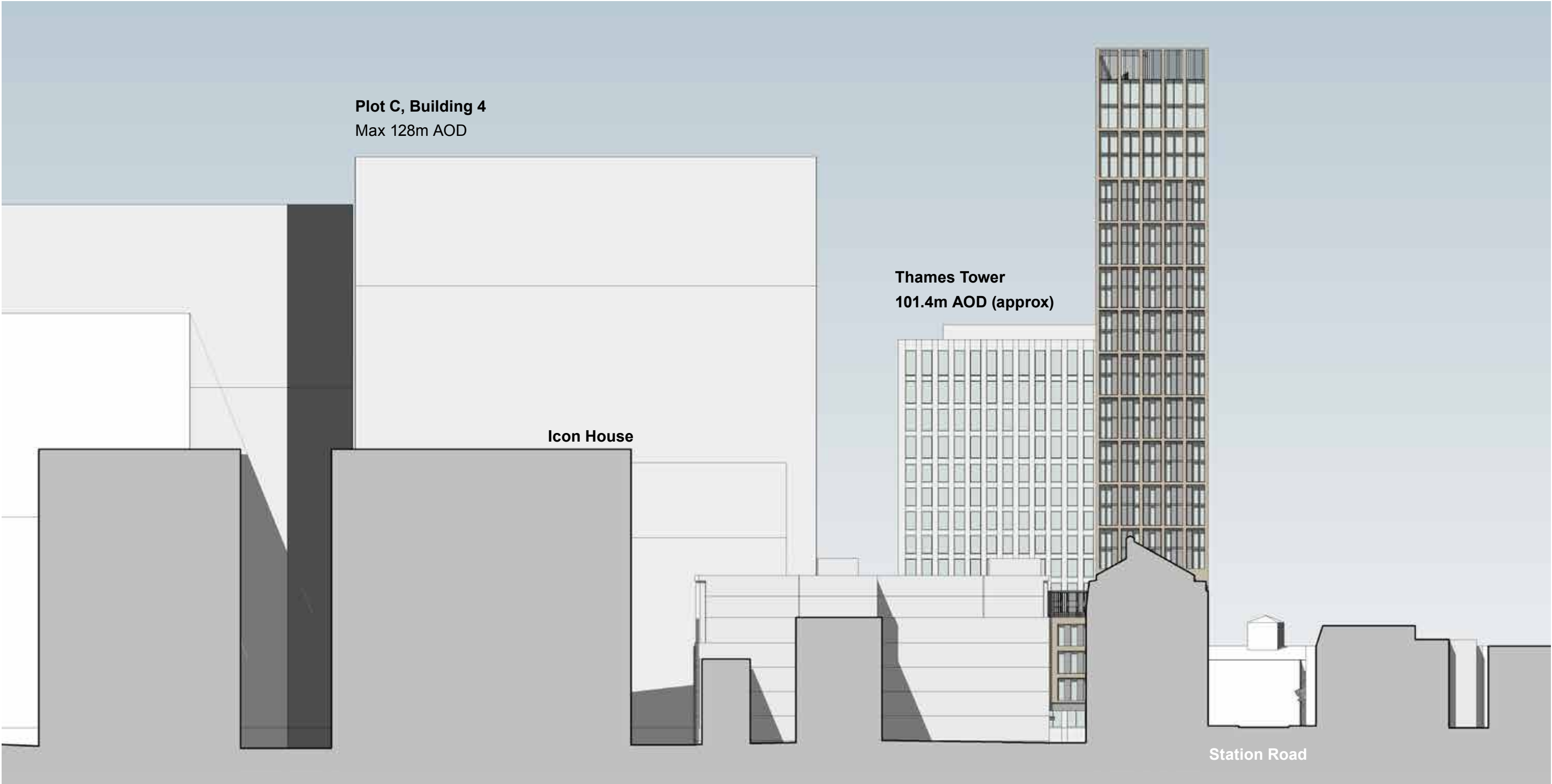


Principle Elevations

West Elevation



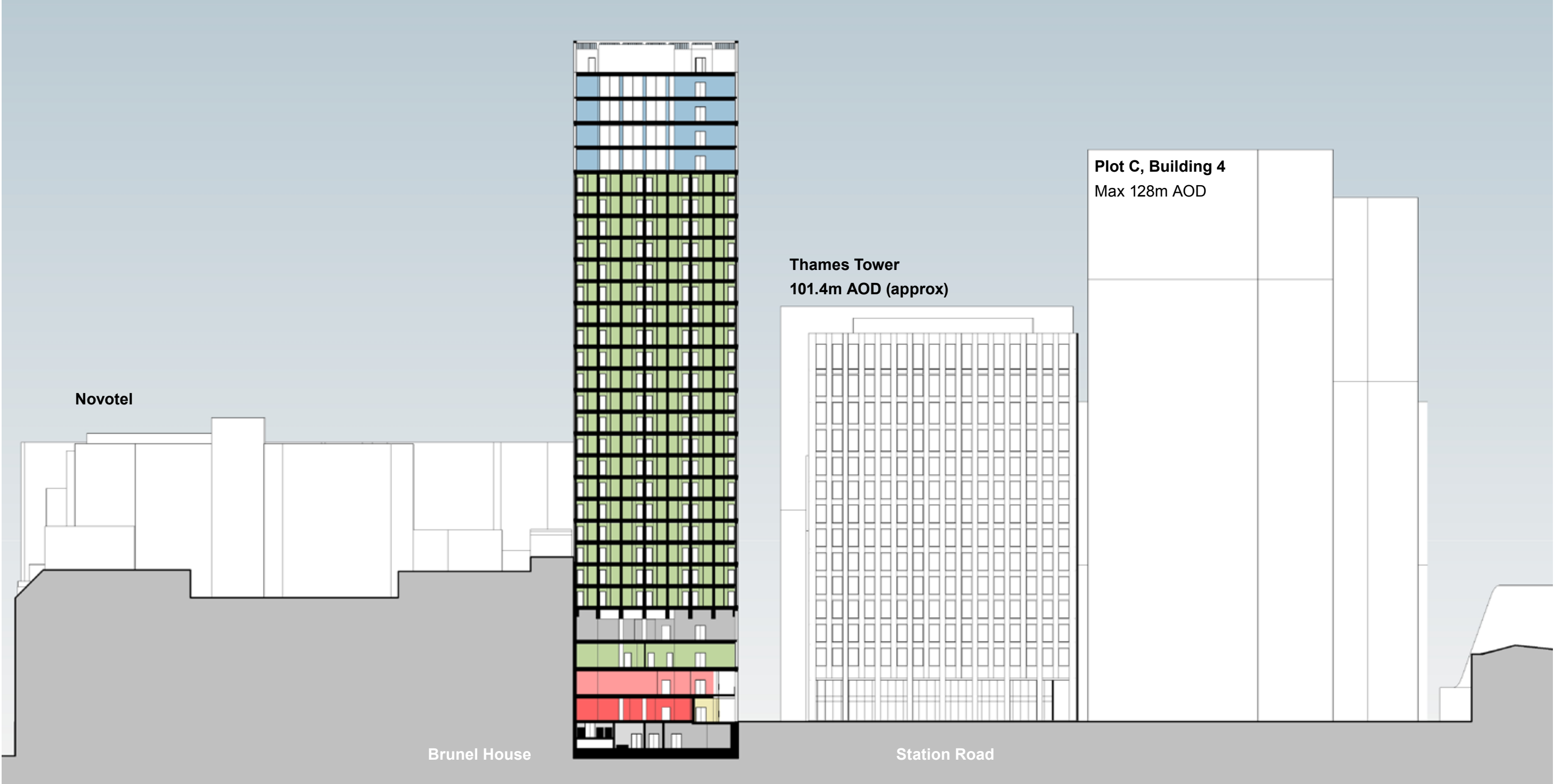
Principle Elevations
South Elevation



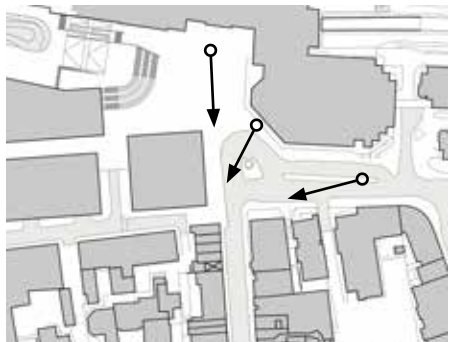
Principle Elevations
Section AA



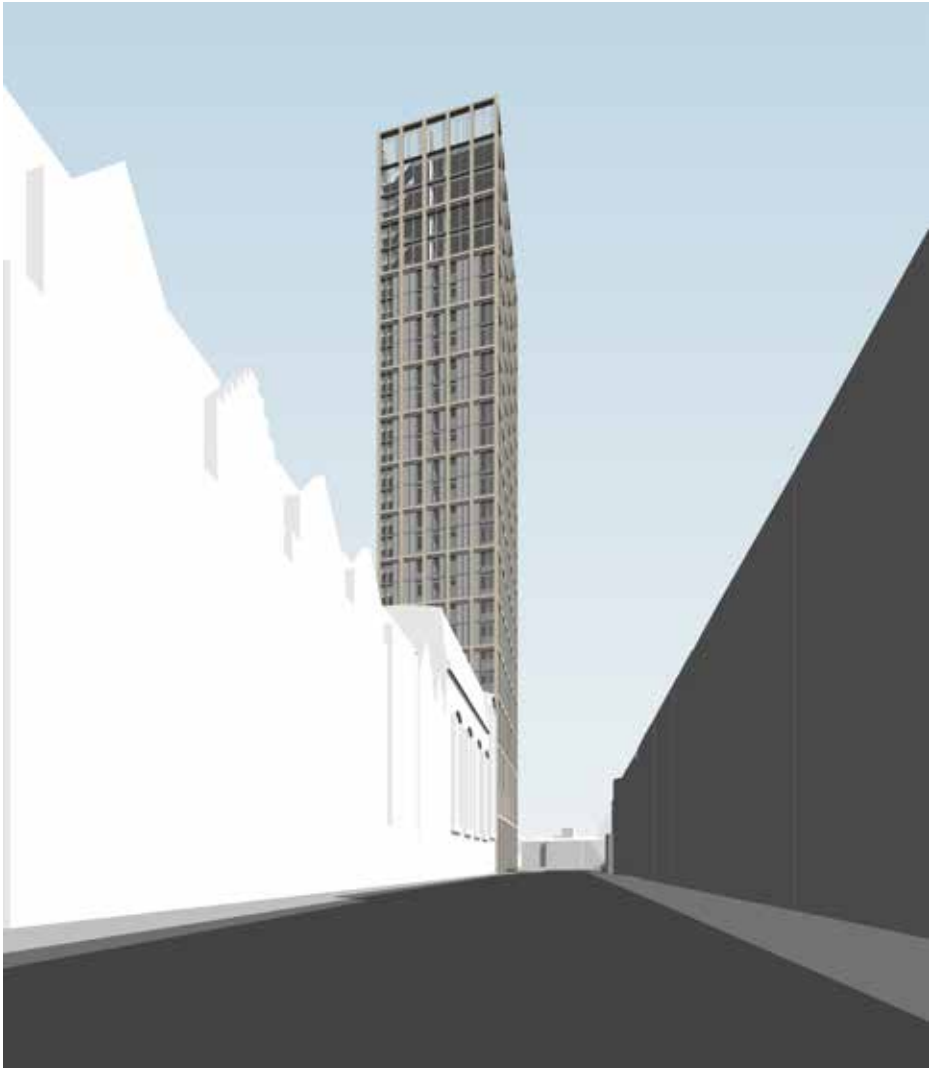
Principle Elevations
Section BB



Street Level Massing
Key Views



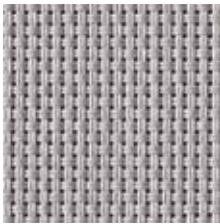
Street Level Massing
Key Views



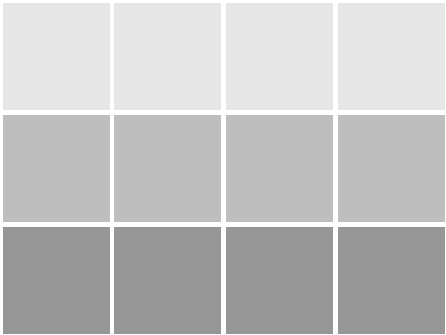
Materials

Palette

- 1. Elevation Grid (horizontal and vertical piers)
- 2. Glazing
- 3. Spandrel Panel
- 4. Window Head
- 5. Mullion
- 6. Plant Screen
- 7. Stall Riser
- 8. Fixed Panel
- 9. Roof Parapet Screen



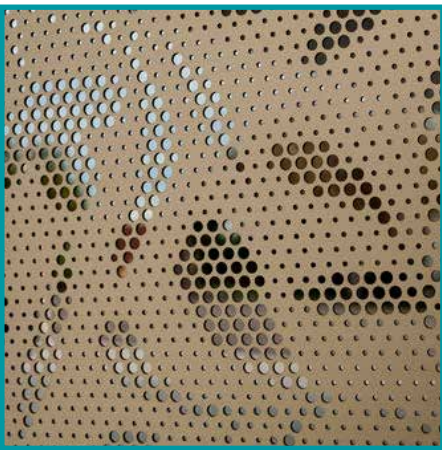
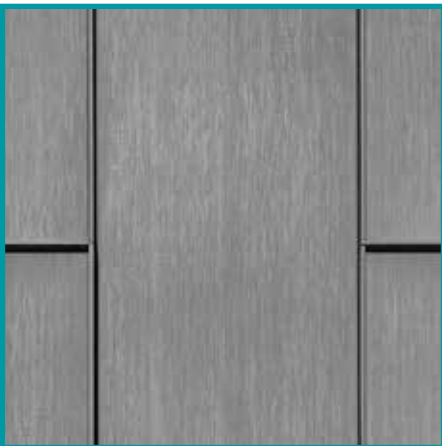
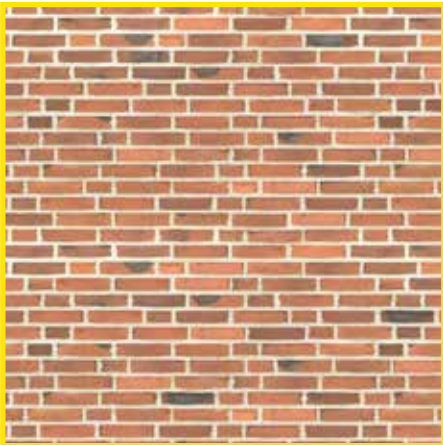
Weave



- 1. Elevation Grid Options
- 8. Cladding Panels and Spandrels
- 6. and 9. Plant screening



Common Thread



Detailed Elevation Study

Lower Levels



East Elevation (Station Road)

North Elevation (Garrard Street)

Detailed Elevation Study

Hotel Rooms



East Elevation (Station Road)

North Elevation (Garrard Street)

Detailed Elevation Study

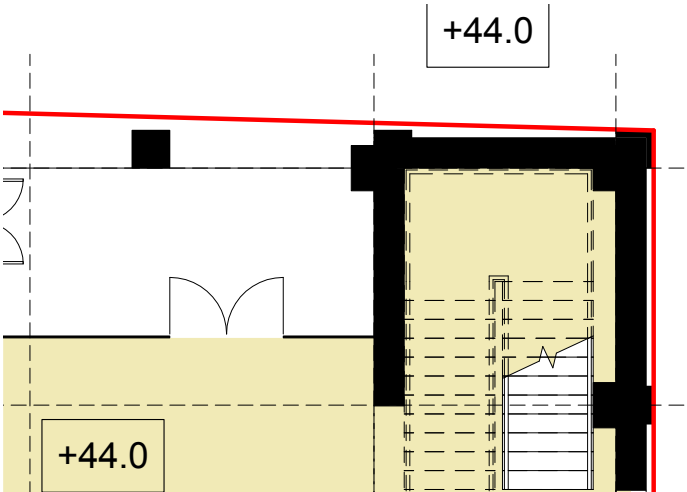
Upper Levels







Hotel Rooms



Office Accommodation











Moving Forwards

Moving Forwards

The applicant will seek to undertake the following prior to the submission of a planning application:

- Engage proactively with Officer’s and Members through a series of pre-application meetings and engagement consultations;
- A public consultation event to provide local residents, employees and visitors to review the proposals;
- Submit an EIA Screening Request to RBC;
- Prepare and submit a planning application in line with the requirements set out within RBC’s validation checklist. We would welcome confirmation that the documents below will be sufficient for validation:

Application Form

1. Combined Ownership Certificates and Agricultural Land Declaration
2. Site location plan
3. Site block plan
4. Completed CIL Form
5. Planning Statement
6. Design and Access Statement incorporating landscape statement
7. Air Quality Assessment
8. Archaeological Assessment
9. Contaminated Land Survey
10. Daylight/ Sunlight assessment

11. Ecological Statement
12. Energy and Sustainability Statement
13. Environmental Impact Statement
14. External Lighting
15. Flood Risk Assessment
16. Heads of Terms proposals
17. Heritage Statement
18. Landscape principles
19. Levels survey information
20. Materials details
21. Noise and Vibration Impact Assessment
22. Existing and proposed plans
23. Transport Assessment
24. Travel Plan
25. Tree Survey
26. Utilities Surveys and proposals
27. Vehicle Parking and Waste collection details
28. Ventilation/ Extraction details
29. Viability Assessment and Report

Pre-Application enquiry form

Level 1 - For enquiries on house extensions, extensions to or changes of use for businesses, commercial or community uses where the floor area in question is less than 200 sq m.

This Level of advice should also be requested for advice on proposals for Advertisements, works to listed building or works in conservation areas, landscaping advice, works to trees covered by Tree Preservation Orders or in a Conservation Area and telecommunication equipment.

Level 1 enquiries do not normally require a meeting but if this is requested by you an additional fee of £60 plus VAT will be payable.

We will try to respond to this request within 4 weeks unless a later date is agreed with you.

Level 2 - For enquiries about extensions to businesses, commercial or community uses where the floor area in question is more than 200 square meters and for proposals for new residential development including conversions to residential use.

Level 2 enquiries include the option of one meeting as part of the service. Any additional meetings requested by you will require a further fee of £80 plus vat to be paid.

We will try to respond to this enquiry within 5 weeks unless a later date is agreed with you.

Level 3 - This form can be used when approaching the Council with your enquiry on a more major or complex proposal to introduce it to us and to arrange an initial scoping meeting.

Address of site:

29-35 STATION ROAD, READING

Description of proposed development: If a non-household extension enquiry, please indicate the floor area involved. In all cases provide a location & site plan.

DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT OF SITE TO DELIVER A 28 STOREY TOWER COMPRISING GROUND FLOOR RETAIL, OFFICES AND HOTEL ON UPPER FLOORS

Name, address, telephone and email address of agent/person making this enquiry.

HANNAH RAWLER, TURLEY, THE PINNACLE, 20 TUDOR ROAD, READING, RG1 1NH

HANNAH.RAWLER@TURLEY.CO.UK 01890 22839

Name of prospective developer/organisation if applicable.

STATION ROAD DEVELOPMENT COMPANY LIMITED

Type of formal application proposed, e.g. Full, Outline, Listed Building, Approval of reserved matters, details required by a planning condition etc.

FULL PLANNING APPLICATION

Details & dates of any previous relevant applications or pre-application discussions.

SCOPING MEETING - 8TH MARCH 2018

List of any documents, photographs or plans submitted with this enquiry.

If possible, include a statement justifying your proposals with reference to national & local planning policies & guidance. PLEASE PROVIDE 2 COPIES OF ALL DOCUMENTS AND PLANS (only 1 copy required for tree works)

PRE APPLICATION BROCHURE
ONCE LETTER
DRAUGHT AND SLOUGHT TECHNICAL NOTE
WIND MICRO-CLIMATE TECHNICAL NOTE

Details of any consultations you have done or propose to carry out with statutory and non-statutory consultees at pre-application stage.

When do you anticipate submitting a formal application?

JULY 2018

PRE-APPLICATION FEE OF £3000 AGREED WITH R. EATOUGH

PLEASE PROVIDE ANY ADDITIONAL INFORMATION ON SEPARATE SHEETS

Fee to be submitted including VAT: £

Pay-on-line: <http://www.reading.gov.uk> select 'Pay' in Council section, select 'Planning' option & select Pre-Application advice from first drop down option. Continue to complete payment.

Please return completed form to: Planning, First Floor North Rear, Civic Offices, Bridge Street, Reading RG1 2LU or email: plgadmin@reading.gov.uk

POINT 2 SURVEYORS LTD
17 SLINGSBY PLACE, LONDON WC2E 9AB
TEL: 0207 836 5828



JUSTIN BOLTON • BARRY HOOD
• ANDREW CARTMELL • CHRIS SKELT •
NICK LANE • LIAM DUNFORD

Reading Borough Council
Civic Offices
Bridge Street
Reading RG1 2LU

18th April 2018

Dear Sirs,

Pre-Application Daylight and Sunlight Statement: Proposed Development of “Number 1”, Reading RG1 1LG

Point 2 Surveyors have been instructed to review the daylight/ sunlight position with the emerging scheme known as Number 1, Reading. This daylight amenity considers historic discussions with Reading Borough Council (20th April 2017) in which the amenity position to neighbouring properties was discussed.

Point 2 Surveyors have created a fully-functional computer model of the site and surrounding properties from a full measured survey. Using this information, precise window locations of the neighbouring buildings have been determined to quantify any changes in light created as a result of additional massing on the existing site.

To date, several detailed technical investigations have been undertaken to establish the daylight/ sunlight position on the neighbouring buildings. These assessments have been carried out by reference to the Building Research Establishment (BRE) Guidelines which have been adopted as a measure of the amenity value of sunlight/daylight by the local authority in their UDP.

The site sits in the Station Cluster tall buildings zone and the currently adopted Strategy for the Central Area strongly supports the development of tall buildings on this site. Of particular note is policy 8.61 of the Reading Central Area action plan which states that the Council will apply flexibility in terms of the guidelines given the high density in the Central Area zone.

The most common approach to assess the potential impacts of any scheme considers the BRE Guidelines for windows serving habitable rooms considered to have a reasonable expectation of natural light. Point 2 have undertaken Valuation Office Agency (VOA) searches to identify surrounding residential properties. The results of this exercise can be seen on Plate 01 below. Residential receptors are highlighted in blue, commercial receptors are highlighted in red and the site is shown in orange highlight.

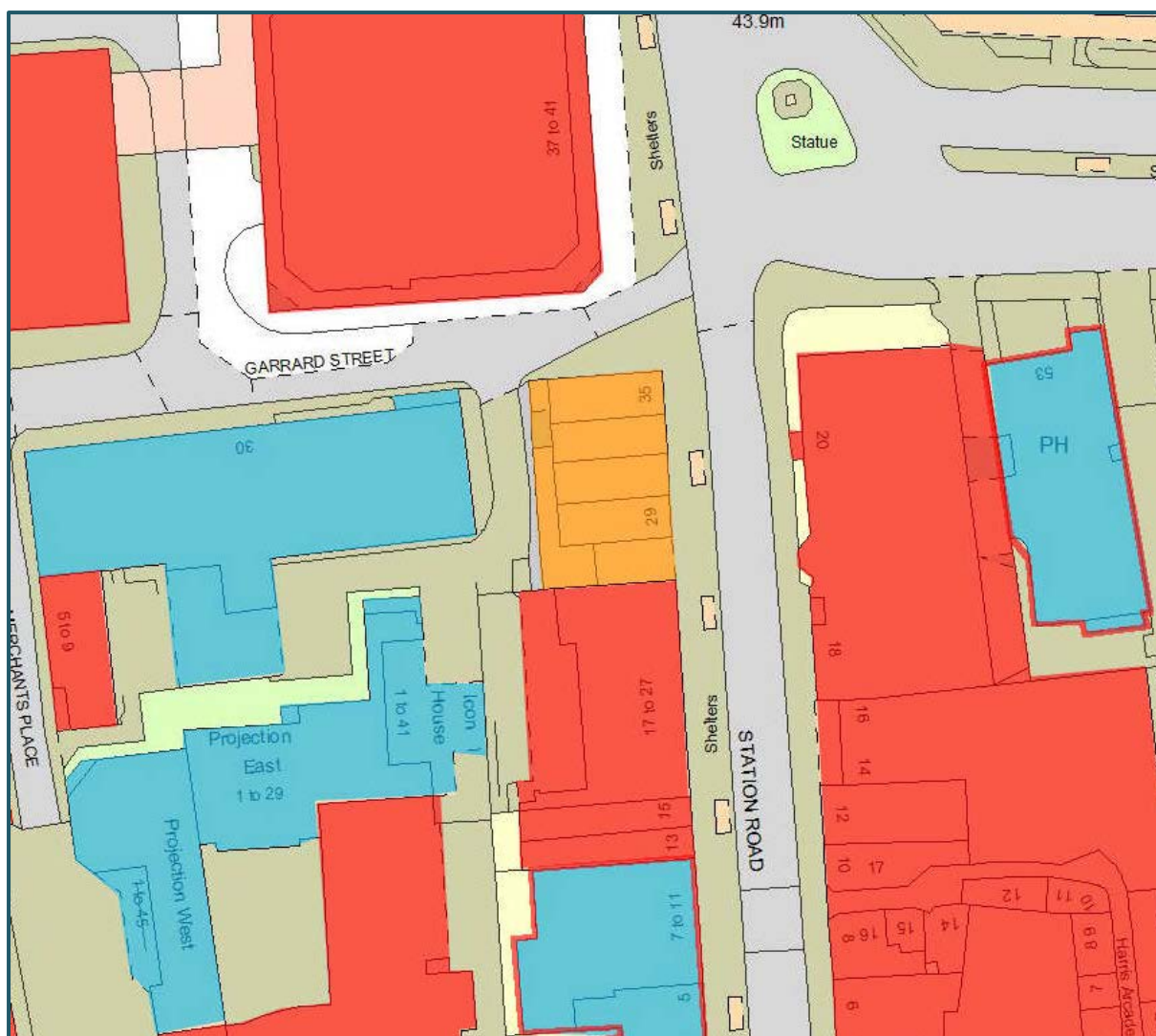


PLATE 01 – RESULTS OF VOA SEARCHES (RESIDENTIAL PROPERTIES IN BLUE, COMMERCIAL ENTITIES IN RED AND THE SITE IN ORANGE)

These investigations have revealed that the key neighbouring property from a daylight perspective relates to Icon House, located to the south west of the development site. Icon House is particularly important given its proximity and the number of windows that overlook the service yard behind the site. In recognition of the importance of Icon House, information as to the internal subdivision of this building has been secured through access and drawings received from the on-site facilities manager (2017). This information has been used to update the computer model accordingly. Therefore, the detailed analysis shows a definitive position in assessing potential changes in light and where light alterations may occur based on its internal subdivision and use classification.

The initial technical study undertaken for the development site includes an envelope exercise which considers the volumatic potential by reference to a strict application of the BRE Guidelines which measures visible sky in the direction of the new building. This is shown on Plate 02 and Plate 03 below, where the development potential will be limited to a small area beyond the current height of the existing building.

yards with no benefit at lower levels from direct sunlight throughout the day. It would therefore be appropriate the alternative methods of measurement of light levels are considered as a better measurement of impact on amenity value.

Whilst the BRE Guidelines promote flexibility in their application, the massing opportunities of the development site would appear to be at odds with the current planning policy for height in this particular area of Reading. Indeed, the existing site is low density when compared to neighbouring buildings. As part of the Local Plan submitted to the Secretary of State on 29th March 2018, there is a clear appetite to concentrate development in central Reading ‘*where development of vacant and underused sites will take place at a high density*’. For this reason, Point 2 Surveyors are of the opinion that it would be reasonable to consider more sophisticated radiance-based assessments when assessing the potential daylight/sunlight impacts to Icon House.

A radiance study on Icon House would include a review of light penetrating through the apertures to within the room space. Radiance is a lighting analysis tool used to accurately calculate the daylight factor, illuminance and luminance.

“The primary advantage of Radiance over simpler lighting calculation and rendering tools is that there are no limitations on the geometry or the materials that may be simulated. Radiance is intended to aid lighting designers and architects by predicting the light levels and appearance of a space prior to construction. The package includes programs for modelling and translating scene geometry, luminaire data and material properties, all of which are needed as input to the simulation. The lighting simulation itself uses ray tracing techniques to compute radiance values (ie. the quantity of light passing through a specific point in a specific direction), which are typically arranged to form a photographic quality image”

Any significant development on the Number 1, Reading site will inevitably have an impact on the light amenity within Icon House at certain times of the day. However, these small light alterations, based on a radiance study, will be relatively minor and will not change how the rooms are being used and enjoyed. Furthermore, these light changes to Icon House would not be dissimilar when compared to the historic consent for the development site.

In summary, the suitability of any scheme by reference to a full and strict application of the BRE guidelines is one approach to establish the potential light impacts to neighbouring properties. However, given the site-specific constraints presented by the Number 1, Reading site and the clear policy desire to promote height in central Reading, more detailed radiance-based analyses is more appropriate when assessing the retained light amenity within the neighbouring buildings.

Going forward, Point 2 Surveyors would welcome the opportunity to attend a meeting with Reading Borough Council to consider the daylight/sunlight position and build on the points made within this statement.



Yours sincerely

A handwritten signature in black ink, appearing to be 'Justin Bolton', enclosed within a thin black rectangular border.

Justin Bolton
Director
For Point 2 Surveyors Ltd
justin.bolton@point2surveyors.com

26 April 2018
Delivered by email

Reading Borough Council
Civic Offices
Bridge Street
Reading
FAO: Richard Eatough

Dear Richard

PRE-APPLICATION MEETING REQUEST

We are writing on behalf of our Clients, K2 Developments, in relation to a pre-application meeting to discuss the development proposals for 29-35 Station Road, Reading. The site was acquired in November 2017 and our Clients are seeking to redevelop the existing site for a hotel-led mixed use development.

Following an initial scoping meeting in March 2018 where initial concept drawings were shared; Officer's have advised that the Council is willing to engage with the applicant through a formal pre-application process to explore a number of technical matters, prior to the submission of a formal planning application.

The site has a long and chequered planning history which the applicant acknowledges and is now seeking to work proactively with Officer's to resolve outstanding technical matters which have inhibited the redevelopment of the site to date. The Applicant is committed to delivering a development that satisfies the adopted and emerging Development Plan and which also delivers a landmark building for Reading town centre. Our research proves that the development will add a significant number of jobs as well as many other economic benefits to Reading.

A Planning and Design Pre-application Document has been prepared which sets out the design evolution that has been undertaken to date alongside a review of the adopted and emerging planning policy position within which the new development is to come forward. In addition, two technical documents have been prepared in relation to wind & microclimate, alongside daylight and sunlight considerations.

As part of the first pre-application meeting, the applicant would welcome the view on the following matters to assist in guiding the design as well as confirmation in writing as to the Council's position in relation to the following:

The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830 turley.co.uk

Principle of development

Do Officer's support the proposed uses on site including the provision of up to a 200room hotel, ground floor A1, first floor A3 and office accommodation? If not, please can Officer's state the specific policy objection?

Do Officer's support the delivery of a 28 storey tower on-site subject to technical matters given the site is within a designated tall building area and the Station Hill/Station Road Opportunity Area within the adopted Development Plan which is proposed to remain through the emerging Local Plan? If not, please can Officer's state the specific policy objection?

Design Considerations

Do the Council agree that the site falls within an area appropriate for tall buildings and that the proposals would accord with adopted policy RC1a/RC13 and emerging policy CR11a/CR10. If not, can Officer's clarify why the proposal does not comply?

Would Officer's expect the proposed development to deliver between BREEAM Very Good and BREEAM Excellent in line with adopted policy?

The proposed development would be 'car-free' given the site is within the most sustainable location within the Borough. Do Officer's support this position?

Wind & Microclimate Considerations

The applicant considers that the previous scheme (Union Tower) did not result in an unacceptable conditions when assessed against the Lawson Criteria, which is an accepted measure of comfort due to wind.. There is no reference within adopted or emerging policy to the specific measurement criteria at which mitigation becomes a requirement albeit the applicant wishes to create the best possible environment around the proposed development and deliver improvements to the junction between Garrard Street junction with Station Road - which we understand is also an objective of the Council.

The new scheme for the site, whilst taller than the former Union Tower proposals, also includes a new link to Garrard House representing an evolution of the design, which will be re-assessed by the BRE (who previously advised the Council on Union Tower) through wind tunnel testing.

If it is shown that any increase in wind velocity at street level does not exceed statutory maximum guidelines for this location / street use, is it accepted by Officers that this matter is satisfied in policy terms? If not, please can Officers advise on the specific policy and technical objection that would need to be overcome as part of any future planning application.

Notwithstanding the above, we would work with the Council to minimise impact (if any) of increased wind speeds at street level with suitable mitigation along with street improvement measures as might be desired. The applicant is willing to explore opportunities to enhance the public realm at the junction between Garrard Street and Station Road to deliver the long-term aspirations for this area to be fully pedestrianised. Is the Council willing to engage and support in this matter?

Daylight/ Sunlight Considerations

Do Officer's accept that the most appropriate methodology to consider an application within the area identified for tall buildings is radiance based assessments which is common place(given the emerging Local Plan accepts that guidelines will be applied flexibility given the high density of the central area)? Can Officer's confirm that the principle receptor of the proposed development would be Icon House?

We consider that the above questions are those which will inform the design and technical evolution of the scheme, and the applicant wishes to work proactively and openly with Officer's to deliver a high quality landmark building at the gateway to Reading.

We would further welcome comments from Officer's on the validation requirements for any future planning application which are contained at page of the Pre-application document.

A fee of £3,000.00 to cover a series of pre-application meetings prior to any formal planning submission supports this submission.

Yours sincerely



Hannah Bowler
Senior Planner

hannah.bowler@turley.co.uk

BRE
Watford, Herts
WD25 9XX

T +44 (0)1923 664000
F +44 (0)1923 664010
E enquiries@bre.co.uk
W www.bre.co.uk

bre

Jonathan Heather
Associate Director
K2 Consultancy
61-63 St. John Street
London
EC1M 4AN

02/05/2018

Our Ref. P112007-1000

Dear Jonathan

Re: No.1 Reading – Technical Note on the Wind Microclimate

This letter contains a technical note about the expected wind microclimate around the proposed "No. 1 Reading" development along Station Road in central Reading.

Background

Following a referral from Turley Planning, BRE have been commissioned by K2 Consultancy to carry out a wind microclimate assessment of the proposed "No. 1 Reading" development. The referral from Turley Planning came about in part due to BRE's prior experience with the proposed site. BRE's prior experience with the proposed site was gained in 2016 while acting as a peer reviewer on behalf of Reading Borough Council. In the capacity of a peer reviewer, BRE carried out a desk-based peer review of a wind microclimate assessment of a previously proposed development known as "Union Tower". The wind microclimate assessment peer reviewed by BRE was undertaken by RWDI and titled as follows:

"29-35 Station Road (Union Tower) Reading, UK – Pedestrian Level Wind Microclimate Assessment – RWDI#1502164-PLW Rev A – August 19th, 2016"



BRE's Quality Management system is certified to ISO 9001:2015 Certificate Number LRQA 10049560.

BRE's Environmental Management System is certified to ISO14001:2015 certificate number 10056885.

BRE's Health and Safety Management System is certified to OHSAS 18001:2007 LRQA 10007555.

Expectations of the Wind Microclimate

The wind microclimate assessment of the previously proposed "Union Tower" development was carried out by RWDI in the form of a wind tunnel study. The wind microclimate assessment of the proposed "No. 1 Reading development" that will be undertaken by BRE will also be carried out in the form of a wind tunnel study. RWDI are considered by BRE to be a reputable company in the field of wind engineering and the approach adopted by RWDI in their wind tunnel studies is similar to that of the approach adopted by BRE. Taking into consideration the similarities in the wind tunnel approach and the similarities between the "Union Tower" development and the "No. 1 Reading" development it is expected that the wind microclimate around the "No. 1 Reading" development will be similar to the wind microclimate around the "Union Tower" development as assessed by RWDI.

A notable difference between the two developments is that the proposed "No. 1 Reading" development is expected to be up to twenty-eight storeys tall and thus five storeys taller than the previously proposed "Union Tower" development. It is typically expected that the introduction of a tall building to an existing site will worsen the wind conditions around the pedestrian level. Similarly, it is expected that the taller a building is (particularly relative to the height of the surrounding buildings) the worse the wind conditions at pedestrian level will be. Another notable difference between the two developments is that the proposed "No. 1 Reading" development will include a link bridge between its western façade (across the first and third levels) and the adjacent Garrard House. The link bridge can be expected to reduce the potential impact of downdraughts generated on the western façade by westerly winds. A reduction in these downdraughts would be expected to have a beneficial effect on the pedestrian-level wind microclimate around the proposed "No. 1 Reading" development.

Wind Mitigation Strategy Development

The wind tunnel study of the proposed "No. 1 Reading" development is intended to be carried out by BRE within the next few weeks. The wind tunnel study will assess three configurations: the existing site, the proposed development with existing surrounds, and the proposed development with cumulative surrounds. It is expected that the BRE approach for the wind tunnel study and the use of the UK standard Lawson Criteria, as described in Appendix A, will meet the wind-related requirements within the Reading Borough Council Policy DM4 (Safeguarding Amenity) and Policy RC13v (Tall Buildings) of the Reading Central Area Action Plan 2009. The wind-related passages within the Reading Borough Council policies are provided in Appendix B for reference.

If adverse wind effects are identified during the wind tunnel study, then a mitigation workshop will be carried out by BRE in conjunction with the "No 1. Reading" team in order to develop a mitigation strategy that will effectively ameliorate adverse wind effects. The mitigation strategy is expected to supplement aspects of the design that have already been included, in part, to have a mitigating effect on the wind microclimate. For instance, the entrance lobby and the first floor terrace along the northern façade have both been recessed and are both sheltered from above by building overhangs. These aspects of the design are expected to have a beneficial impact on the wind microclimate around the entrance lobby and the first floor terrace along the northern façade. A concept model that shows these features has been provided in Figure 1 for reference.



Figure 1. Concept Model of the Pedestrian Level along the Northern Façade

Taking into consideration the design aspects shown above and the contingency for a mitigation workshop, it is expected that a mitigation strategy can be developed to generate a wind microclimate that will be suitable for the intended pedestrian activities within the site boundary of the proposed "No. 1 Reading" development.

Yours sincerely,

Stephen Shanks
Consultant Wind Engineer
For and on behalf of BRE
Telephone: +44 (0)1923 664862
E-mail: Stephen.Shanks@bre.co.uk

Authorized by:

Paul Blackmore
Associate Director
For and on behalf of BRE
Telephone: +44 (0)1923 664533
E-mail: Paul.Blackmore@bre.co.uk

Appendix A: Analysis Approach and Assessment Criteria

Meteorological data is purchased from the Met Office for a meteorological station near to the proposed development site. The meteorological data is then processed to determine the probability of occurrence of winds from each wind direction using extreme-value statistics.

It is known that the probability distribution of windspeeds averaged over periods of between about one second to one hour is well represented by the Weibull probability distribution. The Weibull cumulative distribution function 'P' is given by:

$$P = 1 - \exp(- (V/c)^k) \quad \dots (1)$$

where: 'c' is the scale parameter, 'k' is the shape parameter and 'V' is the windspeed.

The windspeed data from the met site are fitted to this Weibull distribution using Equation 1. Corrections are then applied to account for the differences in terrain, distance from the sea, height of anemometer, etc. at the proposed development site and the meteorological station. Appropriate correction factors are determined using the BREVe3 computer program which takes account of changes in terrain for distances of up to 200km around a site. This program is fully compatible with the methodology in BS EN 1991-1-4.

The windiness of a given location can be determined by combining measured results from an appropriate wind tunnel test with full-scale meteorological data. Combining long-term meteorological statistics with wind tunnel measurements enables the probability of a given wind speed occurring at a measurement location to be determined. However this information does not, by itself, provide any information about how people perceive that windspeed. This is because such perception depends not only upon the magnitude of the wind, but upon what the person is doing at the time, and also upon that person's expectations of the wind environment. To accommodate these issues, 'user defined criteria' have been developed over a number of years.

Wind conditions are usually described in terms of the Beaufort Wind Scale. Windspeeds associated with this scale and descriptions of observable events that occur at such windspeeds are presented in Table 1.

Comfort criteria have been developed for the assessment of pedestrian wind comfort that can be used in conjunction with the results from wind tunnel investigations. The standard criteria are the Lawson criteria. These criteria are based on the percentage of time that the windspeed at a location exceeds the Beaufort values shown in Table 1. The Lawson criteria allow the wind conditions to be assessed as 'unacceptable', 'tolerable' or 'acceptable' for a given activity where these terms are defined as:

Unacceptable - Unpleasant conditions for the given activity which should not normally be allowed to occur.

Tolerable - Conditions which might be described by a member of the public as 'windy' but which would be tolerated for the given activity.

Acceptable - Conditions that will elicit no adverse comments about the wind.

A location that is rated as unacceptable for a given activity could well be tolerable or even acceptable for another activity. For example, a location that is unacceptable for Long-term Sitting may well be tolerable or acceptable for Strolling or Business Walking. Table 2 shows the criterion numbers and Table 3 shows the threshold windspeeds (in terms of the Beaufort Wind Scale) of unacceptable and tolerable wind conditions for people undertaking generic activities. Acceptable conditions are defined as those which fall below the tolerable threshold. These comfort criteria give a physical description of how the average person will react to the wind conditions present at that location. Different groups of people will however have different tolerance levels; the very young or old for example may be more susceptible to the effects of the wind.

Beaufort Scale	Description	Mean wind speed range(m/s) at 10m	Effects of the wind
B0	Calm	0 - 0.2	None.
B1	Light air	0.3 - 1.5	No noticeable wind.
B2	Light breeze	1.6 - 3.3	Wind felt on face.
B3	Gentle breeze	3.4 - 5.4	Wind extends light flag.
B4	Moderate breeze	5.5 - 7.9	Raises dust and loose paper. Hair disarranged, clothing flaps.
B5	Fresh breeze	8.0 - 10.7	Limit of agreeable wind on land.
B6	Strong breeze	10.8 - 13.8	Umbrellas used with difficulty. Force of the wind felt on the body. Wind noisy, frequent blinking.
B7	Near gale	13.9 - 17.1	Inconvenience felt when walking; difficult to walk steadily. Hair blown straight.
B8	Gale	17.2 - 20.7	Generally impedes progress; walking difficult to control. Great difficulty with balance in gusts.
B9	Strong gale	20.8 - 24.4	People blown over by gusts.
B10	Storm	24.5 - 28.4	Seldom experienced inland.

Table 1: The Beaufort Wind Scale

Activity	Lawson Comfort Criteria	
	Unacceptable	Tolerable
Business Walking (<i>fast walking from point A to B</i>)	10	9
Workers around Buildings (<i>maintenance and deliveries</i>)	9	7
Strolling (<i>slow walking with occasional stops, such as browsing and shopping, or standing for short durations</i>)	8	6
Long-term Sitting (<i>in open-air cafes, parks, etc.</i>)	6	4
Entrance Doors (<i>specifically for entrances to buildings</i>)	6	3

Table 2: The Lawson Comfort Criteria

Criterion number	Threshold wind speeds in terms of the Beaufort scale
1	B1 exceeded for more than 25% of the time
2	B1 exceeded for more than 50% of the time
3	B2 exceeded for more than 4% of the time
4	B2 exceeded for more than 6% of the time
5	B3 exceeded for more than 3% of the time
6	B3 exceeded for more than 6% of the time
7	B4 exceeded for more than 2% of the time
8	B4 exceeded for more than 4% of the time
9	B5 exceeded for more than 2% of the time
10	B5 exceeded for more than 6% of the time
11	B6 exceeded for more than 2% of the time
12	B6 exceeded for more than 4% of the time

Table 3: The Threshold Wind Speeds used for the Lawson Comfort Criteria

It can be seen from Table 1 that people can be blown over in winds exceeding Beaufort 8 or above and therefore such wind speeds should not be permitted to occur around buildings. If this is not possible, measures should be taken to prevent public access during windy conditions to any areas which are likely to be affected by such high-speed wind conditions. It is also evident from Table 1 that people can find it difficult to balance in gusts which exceed Beaufort 7 or greater and therefore such windspeeds are also undesirable in pedestrian accessible areas around buildings.

Criteria have been developed by Lawson for use in assessing the onset of wind-induced "distress". These are based on a probability of exceedance of 0.025% of a given threshold windspeed per year, or 0.040% exceedance per month and equate to approximately one exceedance per year or per month. The threshold windspeeds used are Beaufort 7 windspeed for frail people and cyclists and Beaufort 8 windspeed for the general public in areas where frail people or cyclist would not normally be expected. The Beaufort 7 and Beaufort 8 windspeed thresholds are referred to in this report as the "lower distress conditions" and the "upper distress conditions", respectively.

Appendix B – Wind-Related Passages from Reading Borough Council Policy

Reading Borough Council policy DM4 (Safeguarding Amenity)

4.4.1 One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties.

At the same time, ensuring that new development creates a quality living environment for future residents is also critical. This policy is applicable to any type of development.

4.4.2 The policy aims to ensure that existing and additional residential properties provide an acceptable living environment, which is a key element of a high quality of life.

Policy RC13v (Tall Buildings) of the Reading Central Area Action Plan 2009

In Reading, tall buildings are defined as 10 storeys of commercial floorspace or 12 storeys of residential (equating to 36 metres tall) or above. Tall buildings will meet all the requirements below:

* Mitigate any wind speed or turbulence [] effects through design and siting.

8.59 Tall buildings can adversely affect the environmental quality of surrounding areas, particularly through the diversion of high speed winds to ground level []. However, good design and siting can successfully mitigate these impacts. A building, or grouping of buildings, should be modelled and simulated within its surrounding context, to examine environmental performance at an early design stage to highlight any potential issues that need to be addressed.

8.60 In terms of wind effects, the use of architectural devices such as screens, terraces and awnings as well as façade set backs can be used to minimise the effects of high wind speed at the base of a tall building.

Appendix 10: Agenda for Pre-app No.2

Agenda

Project:	29-35 Station Road		
Venue:	RBC Offices	Date:	22 June 2018
Attending:	Richard Eatough, Reading Borough Council Michael Tomkins, K2 Developments John Setra , K2 Developments Matthew Cattell, Broadway Malyan Peter Lawson, Turley Hannah Bowler, Turley		
Objective:	Station Road - Pre-application Meeting 1		

1. Design Update

- CABE Review
- Proposed Amendments to the scheme (GF)
- Would Officer's expect the proposed development to deliver between BREEAM Very Good and BREEAM Excellent in line with adopted policy?
- The proposed development would be 'car-free' given the site is within the most sustainable location within the Borough. Do Officer's support this position?

2. Planning Policy

- Do Officer's support the proposed uses on site including the provision of up to a 200 room hotel, ground floor A1, first floor A3 and office accommodation? If not, please can Officer's state the specific policy objection?
- Do Officer's support the delivery of a 28 storey tower on-site subject to technical matters given the site is within a designated tall building area and the Station Hill/Station Road Opportunity Area within the adopted Development Plan which is proposed to remain through the emerging Local Plan? If not, please can Officer's state the specific policy objection?
- Do the Council agree that the site falls within an area appropriate for tall buildings and that the proposals would accord with adopted policy RC1a/RC13 and emerging policy CR11a/CR10. If not, can Officer's clarify why the proposal does not comply?
- Any other policy objections

3. Technical Matters

- Update on Wind Tunnel Testing

- Officer Response to Pre-application question on wind
- Update on Daylight/ Sunlight
- Officer Response to Pre-application question on daylight/ sunlight
- Overlooking Assessment

4. Planning Application

- EIA Screening Submission
- Consultation - Programme
- Validation Requirements
- Section 106 - Hotel Occupancy
- Update on Garrard Street and Station Hill redevelopment
- Submission timescales

5. AOB

Contact

Hannah Bowler
hannah.bowler@turley.co.uk

Appendix 11: Pre-application advice provided by RBC Officer



Hannah Bowler
Turleys
The Pinnacle
20 Tudor Road
Reading
RG1 1NH

Giorgio Framallicco
Director of Planning, Development and
Regulatory Services

Civic Offices, Bridge Street, Reading RG1 2LU
☎ 0118 937 3787

Our Ref: 180289/PREAPP
Your Ref:

Direct: ☎ 0118 937 3338
e-mail: Richard.Eatough@reading.gov.uk

18 July 2018

Advice without prejudice

Your contact is:

Richard Eatough, Planning

Dear Hannah,

Planning reference 180289/PREAPP

**Demolition of existing building and redevelopment to provide high rise building
incorporating hotel, offices and ground floor retail uses
29-35 Station Road, Reading**

I refer to the above pre-application proposal and provide this written pre-application report in response. I apologise for the delay in supplying this written report. This report is prepared on the basis of the information provided below, two meetings and a Design Council CABE review of the draft scheme, which took place on 5 June 2018.

You have submitted the following information:

Pre-application revision B, received 5 July. This document was a revised version following the CABE review. The pre-application agreement was that a response was to be provided on the basis of the original document, so only passing discussion will be made of any revised details.

The site

The site is very constrained urban site and sits on the south-west corner of the junction of Station Road with Garrard Street, in central Reading and the site is diagonally opposite the old Reading Station (Brunel Arcade). The site currently consists of a six storey office and retail building which appears to date from the 1950s, known as Norwich Union House, which has been vacant for several years. The application site occupies the entire frontage to Station Road, where there is currently an undercroft which abuts the adjacent building, a six storey 1990s office building, Brunel House.

The present building presents a blank side elevation to Garrard Street and to the west of this there is a private service yard. This services the rear of the application site, the Ibis/Novotel Hotel (which fronts Friar Street) and gives access to the rear of Garrard House and Icon House, a part social rented/part shared ownership residential block sited to the rear and built as part of the hotel. To the north of the site is the refurbished and extended Thames Tower office building. Further to the west of the site is the Garrard Street NCP car park, which is

currently intended to be refurbished and extended as part of the Station Hill (version 3) redevelopment.

The Proposal

The proposal is for the demolition of the existing building and the erection of a 29 storey tower consisting of retail on the lower floors, some levels of B1 offices and then hotel rooms above.

Planning History

Planning history on this site is extensive and as following is the history since 2001 only:

01/00132/FUL	Demolition of existing buildings and redevelopment to provide new office building with retail or A3 restaurant use at ground floor level plus service area and car parking at basement/lower ground floor level.	PERMISSION with legal agreement 17 January 2002
04/01395/FUL	Demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two ground floor Class A1 retail and/or Class A3	PERMISSION with legal agreement 19 August 2005.
06/00366/VARIAT	Variation of Condition 1 (The development must be started not later than the expiration of five years) of Planning Permission 01/00132/FUL which relates to the 'Demolition of existing buildings and redevelopment to provide new office building with retail or A3 restaurant use at ground floor level plus service area and car parking at basement/lower ground floor level' for a further three years.	27 June 2006
07/01323/SCR	Request for a Screening Opinion for re-development of land for a 29 storey hotel with ancillary facilities	Opinion supplied was that this was EIA Development, 31 October 2007.
07/01551/SCO	Request for a scoping opinion relating to the redevelopment of the site for a 29-storey hotel incorporating conference facilities, bar and restaurant.	Opinion supplied 8 January 2008
08/00150/FUL	Redevelopment to provide a 29 storey hotel with ancillary facilities, including a restaurant, bar, meeting rooms and conferencing facilities	WITHDRAWN. This application was to be refused for 9 reasons and was withdrawn at your committee meeting.
09/00122/PREAPP	Erection of 23 storey (116.9M AOD), hotel with associated facilities, including restaurant, bars, meeting rooms and conferencing facilities.	Observations sent 23 April 2009.
09/01044/FUL	In-fill existing open redundant space to create new retail unit for A1 use	PERMISSION.
10/00902/EXT	Application for an extension of the time limit for	PERMISSION with

	implementation of permission 04/01395/FUL for the demolition of existing building and the erection of a 22 storey building comprising 103 residential units, two on ground floor Class A1 retail and/or Class A3 restaurant units, with a basement level providing car/cycle parking spaces and refuse storage	S.106 agreement 5/1/11, lapsed 5/1/14.
141235/PREAPP	Pre-application advice for proposed conversion of offices to residential use and new build.	OBSERVATIONS SENT 21/8/14
141275/OPA	Prior approval for the change of use to C3 residential from B1(a) office use at 29-35 Station Road, Reading.	PRIOR APPROVAL GIVEN 28/10/14.
141752/PREAPP	Approval of 110 units; now wanting to demolish 29-35 Station Road and erect a new build tower. Re-dress Garrard House and add additional floors	OBSERVATIONS SENT 9/12/14
151962/FUL	Demolition of existing building and erection of mixed use residential-led building providing retail on ground and first floor with 110 residential apartments above in a 23 storey building.	WITHDRAWN 3/3/16
161063/PREAPP	Pre-Application for Proposed Development	WITHDRAWN (as application below was submitted 11/5/17)
161819/FUL	Demolition of existing building and erection of mixed use residential-led building providing retail on ground and first floor with 107 residential apartments above in a 23 storey building.	WITHDRAWN 23/3/17

Relevant Planning Policy

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

The following national planning policy and guidance is relevant to this application:

National Planning Policy Framework (NPPF) (March 2012):

The following chapters are relevant:

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport
- 7. Requiring good design
- 8. Promoting healthy communities
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment

National Planning Practice Guidance (NPPG) also applies.

Reading Borough Local Development Framework: Core Strategy (January 2008) (altered 2015):

CS1 (Sustainable Construction and Design)
CS2 (Waste Minimisation)
CS3 (Social Inclusion and Diversity)
CS4 (Accessibility and the Intensity of Development)
CS5 (Inclusive Access)
CS7 (Design and the Public Realm)
CS8 (Waterspaces)
CS9 (Infrastructure, Services, Resources and Amenities)
CS11 (Use of Employment Land for Alternative Uses)
CS13 (Impact of Employment Development)
CS20 (Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011))
CS21 (Major Transport Projects)
CS22 (Transport Assessments)
CS23 (Sustainable Travel and Travel Plans)
CS24 (Car/Cycle Parking)
CS25 (Scale and Location of Retail, Leisure and Culture Development)
CS26 (Network and Hierarchy of Centres)
CS33 (Protection and Enhancement of the Historic Environment)
CS34 (Pollution and Water Resources)
CS36 (Biodiversity and Geology)
CS38 (trees, Hedges and Woodlands)

Reading Borough Local Development Framework: Reading Central Area Action Plan (RCAAP) (2009):

RC1 (Development in the Station/River Major Opportunity Area). RC1a
RC5 (Design in the Centre)
RC6 (Definition of the Centre)
RC7 (Leisure, Culture and Tourism in the Centre)
RC9 (Living in the Centre)
RC10 (Active Frontages)
RC13 (Tall Buildings)
RC14 (Public Realm)

Reading Borough Local Development Framework: Sites and Detailed Policies Document (2012) (altered 2015):

SD1 (Presumption in Favour of Sustainable Development)
DM1 (Adaptation to Climate Change)
DM2 (Decentralised Energy)
DM3 (Infrastructure Planning)
DM4 (Safeguarding Amenity)
DM12 (Access, Traffic and Highway-Related Matters)
DM19 (Air Quality)

New local plan link is here: <http://www.reading.gov.uk/newlocalplan>
Policies given no weight for development control purposes at this time.

Supplementary Planning Documents:

Station Hill South Planning and Urban Design Brief (March 2007)
Reading Station Area Framework (December 2010)
Sustainable Design and Construction (July 2011)

Parking Standards and Design (October 2011)
Employment, Skills and Training (April 2013)
Planning Obligations under S.106 (2015)

Market Place/London Street Conservation Area Appraisal (2004).

Other relevant documents:

Historic England: Advice Note 4: Tall Buildings (2015)
Historic England : Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2nd Edition) (2017)

Consultations

Limited, as agreed for this pre-application process. However, references are made below to consultee concerns from previous similar applications/proposals. However, the Highway Authority has confirmed that at the time of writing, there is no agreed timescale for the closure of the taxi rank on Garrard Street.

Appraisal/response

This response will deal with the principle of the uses and then focus essentially on compatibility with our adopted tall buildings policy.

(i) Principle/use

This is a very dense urban location, with the site located less than a minute's walk from Reading Station. It is within the RC1 Major Opportunity Area, where intensive development and a mix of uses are encouraged. Intensification of development, including residential use at this site is consistent with this policy. The site is covered by the 2007 Planning Brief (and is within the area of potential for tall buildings) and the Reading Station Area Framework (RSAF) and forms one of the contributory sites to form the 'massing dome' of tall buildings which are proposed to mark the cluster of tall buildings, centred on the station.

The proposal involves the loss and then re-provision of some B1 office floorspace. It is not clear what level would be (re-)provided or the implications of this, however, this is an acceptable land use, as is retail and hotel use. Therefore the uses proposed and a tall building in principle, is supported. Re-provision of an animated, retail-led ground floor level is supported. However, your proposals appear to have attempted to take the CABE's appreciation of Thames Tower's colonnades as a signal that something similar is suitable for this site in now designing a very open ground floor. This is not considered to be a cohesive design response to what is a very challenging immediate townscape.

(ii) Assessment against policy requirements for tall buildings

Overview of relevant policy

The RBC Tall Buildings Strategy (a 2007 background paper to the RCAAP) identified a cluster of development around the Station where the tallest buildings are intended to command the dominant position in the cluster and the Reading skyline as a whole. It also identified the need for eastern and western tall building zones to identify point makers, such as The Blade (and Kings Point) in the east and Fountain House and Chatham Place in the west. In this way, the skyline of the town would be 'balanced' and the appropriate scale or build-up of scale is

attributed to the locations of the greatest importance and sustainability. This is related to the increased densities for the central area, as set out in the RCAAP.

The RCAAP was adopted at a time when the 2005 planning permission on this site was still extant and the various designations (RC1 the Planning Brief and the RSAF) accept that the principle of a tall building is acceptable on this site. The application site is currently vacant and boarded up and it had been the previous owner's intention to demolish, but this has not occurred. The previous residential permission and the RC13 designation suggest that there is an opportunity at this site for a 'tall building' and intensification of development on the site. However, this intensification needs to be carefully assimilated into the existing area and respect Heritage Assets and the amenity of surrounding properties.

Justification for the design, height and massing in the Pre-application proposal

Neither the original nor the revised documents provide a rationale for either the design or the height/massing of the development. Some views are set out, many are not. There is no reference to planning policy nor an assessment of impacts on historic assets. The proposal lacks a clear rationale for the massing and height of the development being put forward. Rather than providing a design or context-led justification for the overall height and bulk of the building, the documents have attempted to explain the heights/massing in relation to a limited set of views and certain surrounding buildings and the internal function of the building. Interestingly, the CABE letter does not feel able to support a tall building on the basis of the information submitted to them. CABE's points 1-4 in their letter are a pretty good summary of the concerns officers have.

The sections below examines the pre-application scheme with a specific focus on the key policy for tall buildings.

Policy RC13 (Tall Buildings)

Policy RC13 is the Council's tall buildings policy, contained within the adopted RCAAP. The wording of Policy RC13 is as follows:

"In Reading, tall buildings are defined as 10 storeys of commercial floorspace or 12 storeys of residential (equating to 36 metres tall) or above. Tall buildings will meet all the requirements below.

- i) Within Reading Borough, tall buildings will only be appropriate within the 'areas of potential for tall buildings' as defined on the Proposals Map. These areas are as follows:*

RC13a Station Area Cluster

RC13b Western Grouping

RC13c Eastern Grouping

Figure 8.2 gives an 'at a glance' diagrammatic indication of the principles for each area set out in the following sections.....

- ii) RC13a, Station Area Cluster:*

A new cluster of tall buildings with the station at its heart will signify the status of the station area as a major mixed-use destination and the main gateway to, and most accessible part of, Reading. Tall buildings in this area should:

- Be located at the centre of the cluster, close to the station, and step down in height from that point towards the lower buildings at the fringes;*
- Contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high quality of public realm;*
- Ensure that adequate space is provided between the buildings to avoid the creation of an overly dense townscape and to allow buildings to be viewed as individual forms;*
- Be designed to fit within a wider planning framework or master plan for the area, which allows separate parcels of land to come forward at different times in a co-ordinated manner.”*

Firstly, officers identify a conflict with the height of the building, as it would appear almost twice as tall as the adjacent building, Thames Tower, whereas heights should gently rise to the centre of the Cluster, as set out in the RCAAP and RSAF.

Section v) of Policy RC13 sets out a number of criteria for all tall building proposals. This application will now be discussed in terms of these requirements in turn below, firstly, considering the specific requirements for the Station Area Cluster and then the general requirements for tall buildings.

Tall buildings should be located at the centre of the cluster, close to the station, and step down in height from that point towards the lower buildings at the fringes;

The overall height of the proposed building is arguably the most significant and obvious attribute of this proposal in terms of the ‘strategic height’ of buildings within the Cluster, so it would be useful to set out the heights involved and compare them to other recent tall building proposals in central Reading.

Regarding the Station Hill redevelopment, there two extant outline planning permissions exist. Station Hill 2 (permission 090622) is an extant outline permission, but is very unlikely to be built, primarily because large sections of its design were predicated on a different station entrance proposal being delivered. Therefore significant alterations to the scheme would be required, possibly to the extent that a fresh planning application would be required in any event. The permission also requires that Reserved Matters and other details be submitted before October 2018 and there is no indication at July 2018 that this will occur. For these reasons, officers now attach little weight to this outline permission.

Station Hill 3 (original outline permission 130436) was granted outline planning permission in January 2015. This is a much more modest and importantly, lower proposal in terms of its overall height demolition has taken place and the first (reserved matters) planning application was approved in 2016. Officers therefore advise that there is far greater certainty that the SH3 scheme will be implemented. However, in reality, even this permission is unlikely to be realised in its current form as the site has been sold and officers are expecting a redesign to be submitted.

Notwithstanding, the upper and lower height parameters for the tallest building in the permitted SH3 scheme, Plot C, are approximately 22-28 commercial storeys. If built, Plot C (on the basis of current planning permission) is likely to be the tallest building in Reading. The table below offers a brief comparison of this and other relevant schemes:

Plot C, Station Hill 3	109-128m AOD	(the height is a range due to the parameters set by the outline planning permission)
Thames Tower	103.3m AOD	(with roof extension) 14 commercial storeys
The Blade		14 commercial storeys
Chatham Place		19 residential storeys
Kings Point	94.1m AOD	17 residential storeys
Thames Quarter	112m AOD	23 Residential storeys (maximum)
THIS PROPOSAL	144m AOD	29 COMMERCIAL STOREYS

It can be seen from the table above that the height of the proposed building at 29 commercial storeys/144m AOD would appear as a very tall building on a small site and considerably taller than Thames Tower; in fact, it may even appear from many angles to be double the height of Thames Tower. Officers consider that if Plot C at Station Hill (or similar) is delivered - say, a height of approximately 25 commercial storeys -plus other tall buildings which may come forward on the Royal Mail and perhaps on the Brunel Arcade (station) site; this site will need to assume a 'supporting' role to the realisation of the central area massing dome as set out in the RSAF; and importantly not the tallest building in the Cluster. At 144m AOD (approximately 100m above pavement level, it would be a dominant and out of scale and would sit incorrectly in the adopted hierarchy for tall buildings.

To achieve officer support, the proposal needs to be a considerably lower than proposed and unless suitable demonstration otherwise is provided, it is officers' position that this site should accommodate a building which has a very close relationship with Thames Tower in a number of respects and in particular, in terms of overall height. More detailed discussion below.

Contribute to the creation of a coherent, attractive and sustainable cluster of buildings with a high quality of public realm;

As discussed above, the height of a suitable building, when combined with a suitable design, could contribute towards the Cluster, but this would be a function of suitable height and design. A meaningful public realm cannot be provided within the application site itself given the limited area, so it is therefore important that the development contributes positively to its surrounding public realm, ie. it maintains or enhances the street-level environment. This issue is discussed further, particularly in relation to wind and microclimate, below. The external environment around the building is also very constrained.

Ensure that adequate space is provided between the buildings to avoid the creation of an overly dense townscape and to allow buildings to be viewed as individual forms;

This is going to be difficult to achieve in some instances and a CGI view from Town Hall Square, for instance (not currently indicated and a serious omission), would show how tall buildings may sometimes coalesce from various angles into a single building mass. However, this is sometimes inevitable and there is therefore importance to be placed on reading the architecture of each building individually. The proximity to the tall buildings which will inevitably arise from Station Hill and moreover, the proximity to Thames Tower, are of potential concern in this respect.

Be designed to fit within a wider planning framework or master plan for the area, which allows separate parcels of land to come forward at different times in a co-ordinated manner.

Whilst this proposal is separately deliverable of itself, in accordance with the RSAF, all such major developments in the RSAF area should contribute towards environmental and public realm improvements in the central area. There is no clear indication as to how this would be achieved in this proposal.

The following headings discuss the proposal in terms of the general requirements for tall buildings in Policy RC13.

Tall building proposals should enhance Reading's skyline, through a distinctive profile and careful design of the upper and middle sections of the building.

One of the challenges of producing tall buildings is to ensure that at higher levels, the building appears slim and elegant. The developer is often dealing with the economic and constructional issues which are presented and this can lead to buildings which are excessively bulky at height and this causes concerns in townscape, overbearing and in wider views. This is particularly of note in this development, as the restricted site footprint and single core means that with only slight variation, the floorplates are regimented in the tower. Whilst this makes for a clean, smart elevation in this case, these economic factors appear to have created concerns externally.

In terms of providing an attractive profile and a suitable top to the building, a basic design rationale is provided and images shown have indicated some kind of change towards the top floors of the building. Whilst whatever techniques are to be employed may produce a contemporary building which contributes to the streetscape, the profile and contribution to the skyline will not be of a particularly distinctive building and the overall effect, for the design of a tall building, could be described as slightly conservative in its architecture. Having said that, it will appear as a very tall building, given its tight urban context and bookending the corner of a prominent city block and towering above Thames Tower. As proposed, then, this is giving no cogent reasoning as to why, as proposing to be the tallest building in the Borough, it should serve such a purpose, because the design is a long way from being especially memorable.

Tall building proposals should contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape.

An upper storey set-back is unlikely to be appropriate to this type development, where the restricted site would appear to call for a tower which is unapologetic in its verticality and that sense of purpose would be significantly lessened, officers feel, were a set-back to be introduced. This provides further credence to officers' view that the building should be a 'tall building' and a relatively simple one. But a 'tall building' in terms of Reading's adopted policies is anything over 11 commercial storeys only. Notwithstanding this, the development should provide a human-scale environment and successfully relate to the townscape experienced at lower levels.

Following the CABE Design Council review, the design appears to be extremely keen to try and offer an open retailing area on the ground (and mezzanine) floor in an attempt to provide an enlivened street level. However, as advised in pre-application meetings, this approach seems

to have not been prepared in cognisance of the challenging street-level environment of both street frontages, namely the lack of width on both frontages, high footfalls on Station Road and the changing levels on Garrard Street. It would also not seem to provide a feeling of solidity and 'grounding' necessary to a very tall building. A simple activation of frontages along both streetscenes would be preferable, with the opportunity for views through the corner of the building, providing an experience of opening up the corner (although the building actually runs right up to the site edge at its north-eastern corner).

Tall buildings tend to be successful when there is a base, middle and top. There is a basic coverage of this in the documents, but it is not particularly clear what cues are given for the design and why/how the building responds to its context. For instance, the relationship of the scale of the lower levels to the Great Western Hotel (Grade II) opposite appears overpowering, even at these lower levels, let alone the effect of the overly-tall tower.

Tall building proposals should contribute to high-quality views from distance, views from middle-distance and local views

The pre-application is accompanied by various views, but these appear incomplete and focus on various areas and completely ignore others. A comprehensive views study in accordance with accredited guidelines should be produced.

Key views missing are as follows:

- Town Hall Square (townscape impact, impact on Conservation Area and Grade I, II and II* Listed Buildings)
- Forbury Gardens (Registered Park and The Mound and Abbey Ruins Scheduled Ancient Monument)
- Townscape view: middle of Friar Street
- Westerly townscape view: junction of Garrard Street and Greyfriars Road
- Westerly middle-distance view: Great Knollys Street.

The list above is not comprehensive/exhaustive, but it gives an indication of just how significant a 29-storey tower in this location could be. In this case, picking out many of the affected views is made easier by the presence of the now-extended Thames Tower.

In terms of longer-range views, the building may have a significant adverse effect, given its height which is proposed to be significantly taller than its surroundings. For the same reason, a large number of middle-distance views will also need to be tested. It is worrying that at this stage, key sensitive views and receptors have not been considered. A number of more local views of the proposal may be more positive, with the redevelopment providing an improvement over the existing building, however, this positive effect may quickly be outweighed by the over-extended nature of the height, where the entire building form is experienced, e.g. from the Brunel Arcade (old 1980s Station entrance).

Tall building proposals should take account of the context within which they sit, including the existing urban grain, streetscape and built form and local architectural style.

Examination of this in the pre-application submission is brief. Station Road features a mix of Victorian and more modern commercial buildings. With regard to the various criteria for design in Policy CS7, the proposal would be a clear shift in scale. The building would be most closely associated with four buildings. To the west is Garrard House, which has itself recently been extended. The bridge element (presenting a party wall to Garrard House) has been a

constant concern with previous proposals and has been generally agreed to be a rather cumbersome and convoluted design solution. CABE finds that this is a poor element as well, they suggest it being higher, but this would then lead us back to previous design concerns and an overly-bulky design element. I would suggest that this element is removed completely.

With Brunel House to the south, the design will need to take a view as to the level at which it is permissible to gain an outlook to the south, over the lower building. No thought has been given to this junction. There is little design communication with the Great Western Hotel (now the Malmaison) opposite and the building is at odds with the Listed Building's scale and detrimental to its setting.

Tall building proposals should avoid bulky, over-dominant massing

This consideration has been covered in discussions in the sections above.

Tall building proposals should preserve and, where appropriate, enhance the setting of conservation areas and listed buildings

The NPPF Chapter 12 and adopted Core Strategy Policy CS33 relate to quantifying impacts on the historic environment and in summary require the following:

- There should be a presumption in favour of the conservation of designated Heritage Assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be;
- The settings of Listed Buildings will be preserved or enhanced by appropriate control over the design of new developments within their vicinity;
- The architectural quality of conservation areas should be respected or enhanced by development and developments need to preserve the particular architectural character or appearance and ensure that no likelihood of harm being caused. The level of detail should be proportionate to the importance of the asset and the harm possible. Where important views are likely to be affected by a development proposal, the applicant will need to demonstrate the impact on those views, using a defined methodology.

No information has been submitted and this is a serious omission, because the impacts on settings and sensitive views is not quantified. A full heritage assessment would be required with any application submission.

The Malmaison opposite was originally constructed as the Great Western Hotel in the popular Italianate style and is Grade II listed. It has been extended, but retains much of its original character externally and is in its original design use (hotel). The proposal will clearly be of a dramatically different scale to the Listed Building and will have a considerable effect on its setting and indeed, the way it is perceived in the local townscape. That said, the appearance of the site would improve, Station Road is a busy road and relatively wide and the Listed Building also has a frontage onto Blagrove Street. Reflections of the building would also be seen and therefore, shown off, in the double-height retail level of the development. Overall, the effect of height on the setting is considered to have a significant adverse effect on the building's setting. There are two listed statues in the area: Edward VIII (on the roundabout by Thames Tower) and Queen Victoria in Town Hall Square. Both would have their settings affected by the presence of the building, but this is typical in an urban situation and their settings would not be noticeably adversely affected.

The other principal heritage asset which would be affected would be towards the northern end of the Market Place/London Street Conservation Area and this includes the Town Hall and

Museum (Grade II*) and St. Lawrence's Church (Grade I). Their settings and views as seen from within the Town Hall Square area are highly likely to be significantly affected by the presence of Thames Tower (as now extended), Station Hill and this proposal. These impacts are at a medium distance and will form a backdrop to the Conservation Area, altering its character and experience. However, a key driver of this change is going to be the Station Hill redevelopment and this proposal will be seen slightly ahead of the Station Hill buildings. However, earlier views about the 'coalescence' of tall buildings are going to be particularly relevant to this sensitive view. My suspicion is that views out of the Conservation Area (at least) will be significantly adversely affected as a direct result of your proposal. Views from heritage assets further east (Forbury Gardens, Abbey Ruins, Reading Prison) will need to be carefully assessed and presented. At this time, officer advice is that this aspect of CS13 and Policy CS33 will not be capable of being complied with.

Tall building proposals should use high quality materials and finishes

A generic materials palette and some high-level images are presented. The overall design concept is not objectionable, but not particularly innovative. It will be the design details which would confirm this. One important aspect of this is the HE Tall Buildings guidance maxim of the building being comprehensively designed so that there is no 'rear elevation'. Materials and architecture for tall buildings must be exemplary in all their facets and there is no indication that this is the case at this point.

Tall building proposals should create safe, pleasant and attractive spaces around them, and avoid detrimental impacts on the existing public realm

The site itself currently has no soft landscaped areas to relieve the mass of the building and as such, the building is presented to the street in a poor-quality, hard-surface environment. This is an area of the Borough where tree canopy coverage is below 10% of the urban area (source: Reading Tree Strategy), therefore as a point of principle, there should be an overall increase in canopy cover in the application. Additionally, the proposal involves a 100% plot coverage and a very high plot ratio for this urban redevelopment. It is therefore important that the landscaped areas contribute to the 'greening' of the area as far as possible to successfully frame the scheme and provide an overall enhancement of landscaping, in order to secure compliance with this part of Policy RC13 as well as policies CS7 (Design and the Public Realm), CS38 (Trees, Hedges and Woodlands); DM19 (Tree Planting) and RC5 (Public Realm).

The area outside the north and east of the site is Public Highway and is a highly-trafficked area with cars, cycles, pedestrians and a taxi rank in Garrard Street. Opportunities for greening this area and providing an enhanced urban environment are going to be extremely limited.

In contrast to previous proposals, the site includes the parking/delivery area to the rear. CABI expresses a desire to improve this area, but this is going to be extremely challenging and in reality, this is likely to continue to be a functional, noisy, dark space, which unfortunately accommodates servicing, parking, refuse and multiple residential outlooks. It is a poor space and as a point of principle, any redevelopment of the pre-application site should not degrade it further. Particular attention will be given to maintaining residential amenity in terms of overlooking, light levels and noise/vibration.

Landscaping opportunities at ground level will be extremely limited in this harsh and hard-surfaced urban environment and may not survive town centre anti-social behaviour in any event. Ecological mitigation opportunities are probably limited to rooftops.

Tall building proposals should locate any car parking or vehicular servicing within or below the development

A very low parking requirement (one or two disabled accessible spaces) would be appropriate. Servicing arrangements must be suitable. Please see our Parking Standards and Design SPD. No detailed analysis of these matters have been undertaken at this time.

Tall building proposals should maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings

Tall buildings need to be exemplary in terms of energy use and are often energy-hungry by nature, due to overheating issues and the reliance on lifts. This proposal would also be expected to maximise opportunities for careful energy use, based on the mix of uses proposed and be designed to be able to plug into any future town centre energy networks. Otherwise, this is a Major development and the Council's Policy CS1 and the SPD levels must be complied with.

Tall building proposals should mitigate any wind speed or turbulence or overshadowing effects through design and siting

Wind

I note the letter from the BRE which sets out some general points to be observed in taking wind tunnel options testing forward.

As you are aware from our meetings, wind/microclimate issues have been a perennial concern and with the last owner, an issue which they did not feel they could resolve to the LPA's satisfaction. Wind tunnel testing will be necessary and the Council will use independent input to assess any studies produced. Key issues will be downdraughts from the tall tower (which may be controlled via the building envelope); wind speeds along Station Road and Garrard Street and the difficulties in providing any mitigating landscaping or other structures in the vicinity. There is no clear indication for the submission that these issues can be addressed in terms of this aspect of Policy RC13.

By way of background, there are known drawbacks with the range of obvious wind mitigation options:

- Art/sculpture: the applicant's preferred option is to introduce some kind of structures into the street in order to ameliorate the wind conditions. However, the main issues with these are the lack of space available for such structures (which may cause obstruction as the worst affected area appears to be in the centre of Garrard Street), the lack of clarity on location or appearance and also concern for safety and security, where such structures could provide opportunities for concealment, contrary to Principle 9 of the planning brief (Designing for Safety and Security) and the design policy (Policy CS7)
- Trees: trees have previously been suggested as an alternative mitigation option, but specialist advice (from the BRE) was that trees, whatever their shape and size, are not going to really help lateral wind situations and any trees which are bushy at lower

levels are also to be generally avoided in the urban environment as again, there are concerns for safety and security.

- Mitigation via engineering on the building itself: this option would usually involve canopies or other design alterations to the development and these would normally be to address downdraught issues. Such additions may, however, have other knock-on implications on the design of the building and this also calls into question a design having been suitably considered 'in the round'. These kinds of concerns resulted in the withdrawal of the Union Tower scheme.

From experience in dealing with various tall building options on this site, it may be that the overall height of the proposed tower would cause a significant worsening over the existing baseline wind conditions. Options in the street may be difficult if not impossible to deliver (again, from experience of previous schemes).

In terms of the junction of the present Garrard Street with Station Road, this is currently a shared surface and at the time of writing, used for temporary taxi queueing. At this time, there is no indication that this situation will change, with the attendant issues of noise, vibration, fumes and land-take that this causes. In the longer-term, were the taxis to be re-sited, some kind of restriction (probably a lockable bollard or similar) may then prevent motor vehicle access through the junction and Garrard Street would be accessed by pedestrians and cyclists only, ie. only users who are most sensitive to the wind environment. In discussions with the Council's Transport Manager, 'facelift' surfacing improvements will be carried out once the taxis are moved, but the general arrangement may not noticeably change, with the primary aim being to continue the shared surfacing along Station Road, which has a very high footfall, particularly at peak times.

Therefore, this is an important node/junction in the central area and identified as a 'strong entrance point' and a 'gateway' in the still-current planning brief. Movement through such improved spaces needs to be permeable, attractive, safe and above all, pleasant. Obstructions in this area will not be suitable.

Overshadowing

See sections below. The main issue is overshadowing of Icon House, but the effect is of daylight penetration, rather than sunlight.

Tall building proposals should ensure adequate levels of daylighting and sunlight are able to reach buildings and spaces within the development

Light levels to the uses proposed are not a key planning policy/material consideration. The light levels to be achieved to the rooftop amenity space over the bridge element are also not a key consideration.

Tall building proposals should avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting

Outlook and privacy

Policy DM4 (Safeguarding Amenity) provides a general back to back distance between dwellings of 20 metres, although this accepts that there may be individual circumstances where separation distances can be less without detriment to privacy. One of these circumstances is considered to be central urban locations where a denser arrangement of development and therefore reduced overlooking distances are to be expected. This distance ought to also be observed residential to hotel rooms. There would appear to be issues of overlooking from the western-facing bedrooms of the hotel rooms and the east-facing rooms of the flats in Icon House and distances could be down to 15 metres. Unless mitigated somehow, this is unlikely to comply with policies RC9 and DM4.

Daylight and sunlight

The development is unlikely to have an adverse sunlight effect on the flats behind (54 flats, some rented and most shared ownership in Icon House, part of the Novotel/Ibis Hotel development), as the development site is to the north-east of these units. However, the development is likely to substantially adversely affect a number of these flats in terms of the daylighting they will receive. At the time of the consideration of the original 2005 proposal (04/01395/FUL), the Icon House flats (along with the further flats at Projection East and Projection West, Merchants Place) were under construction. In any event, the 2005 permission has now lapsed, although planning policy in the RCAAP, the RSAF and the planning brief still encourages a tall building on site.

RCAAP Policy RC13 (Tall Buildings) bullet-point 12 states that “[all building proposals should] Ensure adequate levels of daylighting and sunlighting are able to reach buildings and spaces within the development”.

RCAAP Policy DM4 (Safeguarding Amenity) states:

“Development will not cause a significant detrimental impact to the living environment of existing or new residential properties, in terms of.....

Privacy and overlooking

Access to sunlight and daylight

Visual dominance and overbearing effects of a development.....”

[emphasis added]

The question is then, will the development cause *a significant detrimental impact*?

As advised at our meetings, an inability to demonstrate suitable light levels to Icon House (less so for other properties in the area) for proposals of around 21 storeys has resulted in these proposal not going forward, so a proposal of 29 storeys is highly unlikely to be acceptable. You should bear in mind that 1. There is no extant planning permission for a tall building on this site and therefore no weight is given to any previous permission; and 2. Our assessments have indicated that the technical assessments for the 2005 approval were not assessed by an independent third party and were unlikely to stand up to scrutiny in any event. The purpose of the lower (barrel-roof) element on Station Road in the 2005 scheme partly appears to have been in order to maintain light levels to Icon House, this is not shown in your proposal. There may also be concerns for light levels on Garrard House, which is now in full residential use. Full sunlight/daylight reports to BRE standards would be necessary, but for the reasons above, compliance with policies DM4, RC9 and RC13 is not expected.

Noise to flats

This is a busy, central location where hotel accommodation is suitable; however, surrounding residential amenities must be maintained. My principal concerns are for plant

noise associated with the hotel (and associated ventilation/odour control) and the additional reverberation from the bridge link.

Light glare and night-time lighting

Lighting impacts will need to consider both impacts on residential amenity (glare) as well as impact on heritage assets. Given the sensitivities of settings and views and the fact that this is not a key central tall building in the Cluster and the residential in close proximity, external lighting of the building would not be supported/appropriate.

Tall building proposals should provide managed public access to an upper floor observatory and to ground floors where appropriate, and ensure that arrangements for access within the building are incorporated in the design stage

The proposal does not indicate public access to an upper floor observatory and in this instance, officers advise that it should not be required. This should not be one of the very tallest buildings in the town, it should be a supporting tall building in the tall building Cluster. Officers therefore suggest that this aspect of the policy should not be applied.

Tall building proposals should incorporate appropriate maintenance arrangements at the design stage.

The main options are BMU, cradle access or rope/wire access. This aspect should be clearly designed into your proposal.

s106

No discussion of the s106 requirements in relation to this scheme have taken place and your planning/Heads of Terms Statement should cover the following requirements:

- Occupancy controls for the hotel
- Employment-related affordable housing related contributions
- A construction-phase Employment and Skills Plan (ESP)
- Environmental enhancements in the vicinity of the site

Other matters in brief

- Construction impacts: Given the restricted town centre site, the prior submission of a Construction and Environmental Demolition/Construction Plan is highly advisable.
- Disabled parking and disabled rooms should be provided
- Security and terrorism: this is a very urban location which sees a transient population and Garrard Street and the rear of the site in an unregulated service yard is a potential security concern, largely due to its secluded nature. Laminated glass at lower levels will be needed.
- Secured by Design principles will need to be adhered to.

Conclusions/advice

This seems to be very function- and client-driven, rather than design-driven. This is not going to work on a key town centre development site in such a difficult environment. A comprehensive design solution must be presented. My personal opinion - as made at our

meetings - was that a development proposal of some 15 storeys is more likely to be approvable on this site. Such would still be a tall building, it would 'bookend' the streets and it would have a somewhat negative, but perhaps not significantly adverse impact on Icon House. Wind conditions for 15 storeys are unlikely to be as severe and therefore may not require drastic engineering solutions. Were a planning application to be submitted for the development in this pre-application, it may be refused for broadly similar reasons as the 29 storey Sky Hotel proposal 08/00150/FUL was (this report was forwarded to you earlier in this process).

Next steps

You have advised that your client will be submitting an EIA Screening Opinion and I await this. Were your client to submit a planning application against the negative officer advice supplied in this letter, our local validation requirements

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

- Air quality assessment
- Archaeological assessment
- Contaminated land report
- Daylight/sunlight assessment (to neighbouring land-uses)
- Ecological survey and reports
- Energy statement/BREEAM pre-assessment report
- Heads of Terms statement
- Heritage statement
- Materials details
- Noise and vibration impact assessment
- Planning Statement
- Transport assessment
- Travel plan
- Vehicle (including cycle) parking and waste collection/servicing details
- Ventilation statement
- Views study
- Wind/microclimate assessment

This letter/report concludes this pre-application process. As you are aware from our agreement to engage with you on this matter, only a high-level response is being provided and not all pertinent policies and issues have been fully considered. This advice is given without prejudice and is an officer opinion only. This proposal has had no consultee input nor member input, given that this is a proposal which does not have the support of officers. This would be a Major planning application reported to the Council's Planning Applications Committee. Please contact me if you have any queries with this response.

Yours sincerely,



Richard Eatough
Principal Planning Officer (North/Central)

Appendix 12: Notification to CAA

4 October 2018

Delivered by email

Off Route Airspace 5
Directorate of Airspace Policy
Civil Aviation Authority
CAA House
45-59 Kingsway
London
WC2B 6TE

e-mail ora@caa.co.uk

To whom it may concern

29-35 STATION ROAD, READING, BERKSHIRE - PROPOSED DEVELOPMENT

We are writing on behalf of our Client, Station Road Development Company Limited, in relation to its proposal for a new development at 29-35 Station Road, Reading which is shown on attached Site Location Plan. The existing site extends to 0.05ha and is rectangular in shape. The site falls within an area identified by Reading Borough Council as appropriate for tall buildings and within a Major Opportunity Area which promotes major mixed use development and tall buildings to provide a distinctive skyline to the town centre.

The proposed development seeks to redevelop the existing 6 storey building to deliver a new 22 storey tower at 121m AOD on the site. In line with the CAA guidelines, we wish to notify you of the intention for a planning application to be submitted in November 2018 given the proposed development is over 90m height.

We would welcome confirmation of receipt of this letter and any further information you may require at this time.

Yours sincerely

Hannah Bowler
Senior Planner

hannah.bowler@turley.co.uk

The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830 turley.co.uk

Turley Office
The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830

Turley