
Planning Statement

Applications pertaining to Phase 6 of

Green Park Village

Longwater Avenue Reading

June 2017

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1. Introduction

- 1.1. This Planning Statement has been prepared by Savills on behalf of St Edward Homes ('the Applicant') in support of the following planning applications:
 - Full planning application for 281 residential units in three blocks of accommodation ('Phase 6A'); and
 - Reserved Matters application for 178 residential units in four blocks of accommodation ('Phase 6B'), made pursuant to the grant of outline permission ref. 10/01461/OUT (102172).
- 1.2. The applications form Phases 6A and 6B of Green Park Village, outline permission for which was granted in May 2011. The applications are made separately but are interlinked, for example in terms of parking and landscaping provision; and all of the affordable housing for both phases will be delivered as part of Phase 6A. As such this Planning Statement supports both applications and it is expected that they will be considered and determined contemporaneously by Reading Borough Council. In due course it is expected that the two Phases will be developed on a comprehensive basis.
- 1.3. An application for a Non-Material Amendment to the outline application (ref. 10/101461/OUT (102172), to amend the approved phasing plan to reflect the provisions of the Phase 6A and 6B applications has been made to Reading Borough Council (ref. 170493) and was approved on 10th May 2017.
- 1.4. The proposed development has been subject to pre-application discussions with RBC, including Screening under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended). By letter dated 24th February 2017 Reading Borough Council confirmed that the development proposed is not likely to have significant effects on the environment by virtue of factors such as its size, nature or location and accordingly an Environmental Statement would not be required to accompany the applications. Pre-application consultation has also taken place in the form of two Design Review Panels which have informed the detailed design and layout of the scheme proposals.
- 1.5. This Statement describes the Sites and their surroundings (Section 2), briefly outlines the planning history of the Green Park Village development (Section 3) and summarises the scheme proposals (Section 4). It goes on to assess the scheme proposals against the prevailing policy context (Section 5) and all relevant material considerations (Section 6) before concluding the case for granting planning permission (Section 7).

2. The Sites

The Sites and their surroundings

- 2.1. The Sites form part of the Green Park Village (GPV) development, a 25ha mixed use development located to the west of the urban area of Reading, on former gravel pits. Phase 6A is bordered to the west by the Great Western Railway line, and to the south by the proposed railway station and transport interchange permitted under reference 141944. Phase 6B lies to the east of Phase 6A, also bordering the proposed transport interchange. To the east of Phase 6B is a lake, beyond which lies the remainder of the Green Park Village development.
- 2.2. Phase 6A is 1.44 ha in area and Phase 6B is 1.2 ha in area, as shown on drawings 30934-13-PL-P6A-002 and 30934-13-PL-P6B-002, respectively. The Sites comprise vacant, degraded land which is currently being used as a work and storage area for the construction of the preceding phases of Green Park Village.
- 2.3. The Sites are to be accessed via Flagstaff Road, which serves the proposed railway station and transport interchange. This road links to Longwater Avenue, a spine road that also serves the Green Park Business Park. The wider area is therefore a mix of residential and commercial development.
- 2.4. The Sites are highly accessible, with the permitted railway station immediately adjacent (expected to open in 2019) and Green Park as a whole benefitting from regular and frequent bus services to central Reading.
- 2.5. The following services and facilities are within the immediate vicinity (2km, recognised walking distance) of the Sites:
 - Green Park Village Primary School
 - Green Park Village Market Square
 - Green Park Village Extra Care Home
 - Green Park Business Park
 - Madejski Stadium Hotel and Conference Centre
 - Nuffield Health, Fitness and Wellbeing Gym
 - Green Park day Nursery and Pre-School
 - Reading Gate Retail Park
 - Circle Reading Hospital
 - Kennet Island residential development (and associated facilities)
 - Tri20 Swim Centre
 - Island Sailing Club
 - Fobney Island Nature Reserve

Planning Policy designations

- 2.6. The Sites are located within the Settlement Boundary of Reading, as shown on the Reading Borough Council Proposals Map adopted in October 2012. It is shown on the Proposals Map and on Environment Agency mapping as lying within Flood Zone 2, but is otherwise not subject to any other specific environmental designations.

3. Planning background

Principles in relation to the Sites

- 3.1. The Sites benefit from the grant of outline planning permission, given under reference 10/01461/OUT (102172) on 16th May 2011. This provided for a full application for Phase 1 of the development, plus:

"...Subsequent phases (submitted in outline with all matters reserved except for details of the main access proposals) for the construction of housing (Class C3), extra care housing with ancillary community uses (Class C2), offices (Class B1), local retail (Use Classes A1, A2, A3, A4, A5), one-form entry primary school (Class D1), health surgery (Class D1), Nursery (Class D1), sports pitches, children's play facilities, engineering and infrastructure works including reconfiguration of the lake and vehicular access, lakeside access, car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works".

- 3.2. The Reserved Matters application hereby submitted (pertaining to Phase 6B) will also serve to discharge conditions 3 of the outline consent which requires that: *"before any part of each phase of the development of the site is commenced, plans and particulars in respect of all reserved matters relating to that phase, not particularised in this outline application, shall be submitted to and approved in writing by the Local Planning Authority. Each phase of the development or any part thereof shall not be carried out otherwise than in accordance with the approved details..."*

- 3.3. Condition 5 of the permission requires that Reserved Matters applications shall be in accordance with the 'Development Guidelines' in the Design and Access Statement (DAS), which are set out in pages 36 to 41 of that document. For Phase 6 of the development, as approved on the Site Plan ref. A_02_002 Rev P13, this comprises four commercial and four residential buildings arranged in the north west corner of the site. The residential blocks lie immediately adjacent to the lake, with the commercial blocks adjacent to the railway line. The parameters for the blocks approved in 2011 are as follows:

Residential:

- *Four blocks providing 1, 2 and 3 bed apartments;*
- *Blocks of up to 6 storey's in height*

Commercial:

- *Four blocks providing 160,000sqm of floor space*
- *Two southern blocks up to 7 storey's in height*
- *Middle block up to 6 storey's in height and*
- *Northern block 5 storey's in height.*

Other Phases of the Green Park Village development

3.4. Work has commenced on site in respect of the following:

- Phase 1 (97 houses, 11 apartments);
- Phase 1C (road);
- Phase 2A (129 Extra Care and 8 private apartments);
- Phase 2C (30 lakeside apartments);
- Phase 3A (68 houses, 6 apartments); and
- Phase 5 (54 houses, 29 apartments).

3.5. Applications for Reserved Matters have been made in respect of Phases 3B (refs. 170095 and 170096) which are currently under consideration by the Council. Phase 3C (ref 170087) was granted planning permission in May 20107.

Pre-Application Advice

3.6. Meetings have been held with Officers of Reading Borough Council prior to submission of the applications, and the draft Phase 6 proposals have been presented to the Reading Design Review Panel on two occasions (January 2017 and March 2017). Matters agreed and discussed with Officers include the types of application to be submitted, details of layout and design, approach towards affordable housing, CIL requirements, transport principles and EIA Screening.

Relationship with the outline consent

3.7. Phase 6 of the outline consent consisted of four residential apartment blocks (A-D) and four commercial office blocks (E-H) which also contained a small amount of retail space. The Applicant wishes to change the office element of the scheme to residential, therefore Phase 6 has been split into 2 sub-phases. This has been reconciled with the outline consent via a Non-Material Amendment Application to change the phasing plan. Therefore Phase 6A is proposed as a new, full planning application for residential development and Phase 6B is proposed as a Reserved Matters Application pursuant to the outline consent for the residential blocks A-D.

3.8. With regard to the residential development now proposed as Phase 6A, the outline consent originally proposed four blocks for commercial use. However, by reducing the number of blocks in this Phase to three, there would be greater separation between the blocks (thereby benefitting residential privacy), an improvement to sunlight for the apartments, and an increase in amenity space.

3.9. The height of Blocks A-C remain unchanged from that proposed in the outline consent, at 6 storeys, and Block D is a maximum of 7 storeys. However their orientation has been adapted from that shown in the outline consent in order that they respond more positively to each other.

- 3.10. The orientation of the blocks in Phase 6A remains radial as the outline consent for the commercial buildings, as does the mass which increases towards the station providing a positive edge to the transport interchange. The reduction in block numbers and the increase in height follows two consultations with the Reading Design Review Panel. Reducing the number of blocks affords better quality spaces between while the marginal increase in heights reflects the urban character of the development and its location alongside the transport interchange.

Relationship between the two applications

- 3.11. The full application and reserved matters application provide, together, for Phase 6 of Green Park Village. Four residential blocks are proposed within Phase 6B, reflecting that which was consented by the outline planning permission. The parking and landscaping for Block D fall within the area of Phase 6A; and the affordable housing requirement generated by Phase 6B will be provided for within Phase 6A. As such, it is proposed that the two applications would be considered contemporaneously by Reading Borough Council and their delivery linked by condition. In any event, it is proposed that Phases 6A and 6B will be delivered simultaneously.
- 3.12. Fuller details of the proposed development and the design issues that have been taken into consideration in the evolution of the scheme, are set out within the accompanying Design and Access Statement (DAS).

4. The Proposed Development

Uses

- 4.1. The proposed development would provide a total of 459 dwellings (281 in Phase 6A and 178 in Phase 6B), in a mixture of 1, 2 and 3 bedrooms. The proposed housing mix is set out below and has been prepared in response to a number of factors including pre-application discussions, housing need, prevailing market demand and location:

Private Apartments:

- 125. no 1 bedroom
- 233. no 2 bedroom
- 3. no 3 bedroom

Total – 361

Affordable Apartments:

- 25. no 1 bedroom
- 73 .no 2 bedroom

Total – 98

- 4.2. The dwellings are arranged in a total of seven blocks. Phase 6B comprises Blocks A-D, with Blocks F, G and H provided as Phase 6A. All of the affordable dwellings would be provided within Blocks G and H, i.e. as part of Phase 6A. The 2 bedroom affordable units include a mix of 3 person and 4 person bedspaces, which is the basis of need upon which the mix has been calculated in discussion with Reading Borough Council.
- 4.3. As well as residential development, the Phase 6A application includes ancillary retail uses (Classes A1-A5) at the ground floor of Block H, closest to the station interchange. This provides active frontage to this key public space. The amount of retail proposed corresponds to that which has already been permitted by the outline consent and accordingly no assessment of retail impact is required.

Site Layout

- 4.4. The radial layout of Blocks D-H responds to the shape of the site and allows Block D to positively address the lake edge and Block H to positively address the station square. Blocks F and G are spaced evenly between the outer Blocks allowing for a series of landscaped gardens between. The radiating nature of the Blocks also opens up views of the countryside to the north and west.

- 4.5. The pavilion Blocks (A-C) are arranged informally compared to the geometric arrangement of the radial Blocks, and this contrast is supported by the informal landscape design within which they sit. The location and orientation of the pavilion Blocks ensures residents' privacy, maintains views to and from the lakeside and locates entrances to the pavilion Blocks facing the Crescent access road.
- 4.6. Vehicular and pedestrian access within the development is provided via the Crescent Road, which serves the pavilion Blocks A-C to the south east and the radial Blocks D-H to the north west. Undercroft parking, secure cycle parking and the bin stores are accessed directly off the Crescent access road; however Block H has a second, pedestrian entrance facing onto the transport interchange.

Internal layout

- 4.7. All Blocks are arranged around a single primary core which is accessed from the ground floor and contains lifts, stairs and building services risers. In Blocks D-H these cores are located towards the southern end of the blocks, next to the main entrances; although there is also a secondary escape core at the northern end of the block. In Blocks A-C, given the smaller and more nodal shape of the buildings, the core is located centrally within the buildings.
- 4.8. The apartments are arranged off a central corridor. The larger 2 bed units are located at the ends of the blocks and benefit from dual aspect. All habitable rooms are located on external walls and have opening windows. All apartment are provided with private amenity space which is accessed from the living rooms: homes at ground or podium level have access to private terraces; homes at first floor level have private balconies; and top floor homes on Blocks D-G have access to private roof terraces.

Access and parking

- 4.9. As noted above, the principal vehicular access to the Sites is from the A33 via Longwater Avenue and Flagstaff Road (from which the station and transport interchange is also accessed). From Flagstaff Road, the Crescent road provides access to the residential Blocks including undercroft parking beneath the podium and the surface car park at Block A. A total of 428 parking spaces are proposed within the development. Parking is provided at 1 space per private residential apartment and 1 space per two affordable apartments. Provision is made for a number of spaces to be converted to disabled spaces if required and a single electric car charging space is also provided.
- 4.10. Secure covered cycle parking is provided at a ratio of 1 space per apartment to encourage sustainable transport and less reliance on the private car. Cycle parking is centrally located within the undercroft car park and within an external pavilion outside Block A.
- 4.11. The Crescent access road has been tracked for RBC refuse vehicles and a turning head is provided at the eastern end. Bin stores are provided beneath the podium for Blocks D-H and are provided externally for Blocks A-C. Bin stores are sized on the basis of fortnightly collections and are located within the maximum travel distances allowed by Reading Borough Council for refuse operatives and residents.

5. The Development Plan

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2. In this instance, the Development Plan for the Site comprises:
- Reading Borough Core Strategy (Adopted 2008 and Altered January 2015);
 - Reading Borough Sites and Detailed Policies Document (Adopted 2012 and Altered January 2015).
- 5.3. Policies of the Development Plan are considered in detail in this Section. Material considerations are considered in Section 6.

Reading Borough Core Strategy (Adopted 2008 and Altered January 2015)

- 5.4. The spatial strategy set out within the Core Strategy recognises Green Park as a sustainable location to deliver residential development. Indeed, Policy CS14 – in setting out the Council's targets for housing completions in the Borough – acknowledges that housing provision in the period to 2026 will be made up of a number of sources of supply, including *“Other sites to be identified in the Site Allocations Document including the proposed greenfield development at Green Park 3”*.
- 5.5. Policy CS1 ‘Sustainable Construction and Design’ states that for developments of more than 10 dwellings, 50% of the provision should meet the most up to date Eco-Homes and BREEAM ‘Excellent’ standards as a minimum. Furthermore, all developments should maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation to reduce overall energy demand. The policy continues, stating that proposals comprising more than 10 dwellings should incorporate on-site generation of energy from renewable sources and energy efficient design measures (incorporating the use of CHP where appropriate) to offset at least 20% of predicted carbon dioxide emissions from the estimated energy usage of the completed and occupied development. Proposals should reduce mains water use and demonstrate that water conservation measures as well as sustainable urban drainage facilities and techniques are incorporated.
- 5.6. Policy CS2 ‘Waste Minimisation’ seeks the minimisation of waste generated in construction, use and lifespan of buildings, whilst promoting more sustainable approaches to waste management.
- 5.7. Policy CS3 ‘Social Inclusion and Diversity’ states that new major developments should ensure that there are a range of accessible facilities with access to good quality health, education and other social facilities. It also encourages public involvement in planning, through consultation events.
- 5.8. Policy CS4 ‘Accessibility and the Intensity of Development’ states that the scale and density of development should be related to its level of accessibility by walking, cycling and public transport modes to a range of services and facilities.

- 5.9. Policy CS5 'Inclusive Access' aims to ensure that all buildings are located, sited and designed to provide suitable access for all potential users, including disabled people.
- 5.10. Policy CS6 'Settlement Boundary' supports development that falls within the limits of the defined Settlement Boundaries.
- 5.11. Policy CS7 'Design and the Public Realm' states that development must be of a high design quality, maintain and enhance the local character as well as having regard to a number of urban design principles and objectives. The policy continues that all major developments should be accompanied by a Design and Access Statement.
- 5.12. Policy CS9 provides for the use of Planning Obligations to ensure that the impact of new development on infrastructure, services and facilities is mitigated appropriately. The policy refers to a Supplementary Planning Document to provide guidance on the scale and form of obligations; however the Council has since adopted a Community Infrastructure Levy (CIL) Charging Schedule which is considered in more detail in Section 6 of this document.
- 5.13. Policy CS11 aims to sustain the overall level of employment land. In areas other than the Core Employment Areas, the policy sets out six criteria that will be used when assessing proposals which would result in a loss of employment land:

“(i) Is access by a choice of means of transport, including access to the strategic road network, poor, and likely to remain poor?”

“(ii) Is the continued use of the site for employment, including the potential for redevelopment for employment uses viable?”

“(iii) Is there a surplus of a similar size and type of accommodation in Reading?”

“(iv) Would continued employment use of the site detrimentally affect the amenity and character of a residential area?”

“(v) Is the need for alternative uses stronger than the retention of employment land?”

“(vi) Would the proposal result in a piecemeal loss of employment land where this potential for a more comprehensive scheme?”

- 5.14. The supporting text states that the above criteria should be used to inform a balanced decision and should not be seen as a checklist where every criterion is fulfilled. Proposals should demonstrate how these factors justify the release of employment land.
- 5.15. Policy CS15 'Location, Accessibility, Density and Housing Mix' states that the appropriate density and mix of residential development within the Borough will be informed by the mix of uses in the area, the site's current and future levels of accessibility, the need to achieve high quality design and the need to minimise environmental impacts. The policy continues that developments should provide an appropriate mix of housing types, sizes and tenures, in accordance with the findings of a housing market assessment.

- 5.16. Policy CS16 'Affordable Housing' states that *"all developments of 15 dwellings and above will provide 30% of the total number of dwellings in the form of affordable housing to meet the needs of the area, as defined in a housing needs assessment"*. The policy goes on to add that the Council will seek an appropriate tenure mix of affordable housing to include social rented, affordable rent, intermediate rent and shared ownership affordable units. Furthermore, the affordable units provided should be integrated into the development.
- 5.17. Policy CS22 'Transport Assessments' states that applications should be accompanied by a Transport Assessment, to demonstrate an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling.
- 5.18. Policy CS24 'Car / Cycle Parking' states that applications should be consistent with the standards set out within the Revised Car Parking Standards and Design Supplementary Planning Document.
- 5.19. Policy CS29 'Provision of Open Space' seeks to ensure all new developments should *"make provision for the open space needs of the development through appropriate on or off-site provision, or through contributions towards the provision or improvement of leisure or recreational facilities, including open space. New provision will be sought on residential sites of 50 or more units."*
- 5.20. Policy CS34 'Pollution and Water Resources' seeks to permit development only where *"it would not be damaging to the environment through air, land, noise or light pollution; where it would preserve or ideally enhance ground and surface water quality; and where existing water resources, sewerage and wastewater treatment infrastructure are adequate to support the proposed development."*
- 5.21. Policy CS35 'Flooding' explains that *"planning permission will not be permitted for development in an area identified as being at high risk of flooding, where development would reduce the capacity of the floodplain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from floodwater"*.
- 5.22. Policy CS36 'Biodiversity and Geology' serves to ensure development retains, protects and incorporates any features of biodiversity or geological interest found within the application site.
- 5.23. Policy CS38 'Trees, Hedges and Woodlands' states that individual trees, groups of trees and woodlands should be protected from damage and removal.

Sites and Detailed Policies Document (Adopted 2012 and Altered January 2015)

- 5.24. By the time of adopting the SDPD (2012), outline planning permission has already been granted for the Green Park Village development. As such, there is no policy within the document that specifically allocates the land at Green Park, although within the 'South Reading Framework' it is acknowledged as contributing towards the regeneration of the area and enhancing its appearance.
- 5.25. Policy SD1 'Presumption in Favour of Sustainable Development' confirms that a *"positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area"*.

- 5.26. Policy DM1 'Adaptation to Climate Change' requires proposals to maximise the opportunities for both natural heating, ventilation and reducing exposure to wind and other elements. Proposals shall demonstrate how they have been designed to maximise resistance and resilience to climate change, use trees and other planting to provide shading and minimise the impact of surface water runoff in the design of the drainage system.
- 5.27. Policy DM2 'Decentralised Energy' states that any development of more than 20 dwellings should consider the inclusion of a CHP plant, or biomass-fuelled heating scheme, or other form of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable or feasible for this form of energy provision. Where there is an existing decentralised energy provision within the vicinity of an application site, the development would be expected to link into the existing decentralised energy network or demonstrate why this is not feasible.
- 5.28. Policy DM3 reflects the provisions of Core Strategy Policy CS9, in terms of securing infrastructure provision through planning obligations and/or the Community Infrastructure Levy.
- 5.29. Policy DM4 'Safeguarding Amenity' seeks to prevent developments from causing significant detrimental impacts to the living environment and amenity of existing or new residential properties. This includes impact in terms of privacy and overlooking, access to sunlight and daylight, visual dominance, noise and disturbance.
- 5.30. Policy DM5 'Housing Mix' states that for sites located outside of the defined Reading Central Area, 50% of dwellings are required to be 3 bed or greater.
- 5.31. Policy DM10 'Private and Communal Outdoor Space' states that outdoor space for flats may be provided by communal outdoor space, balconies and/or roof gardens. The policy continues that as a guide, for flats outside of Central Reading, the Council will seek 25 sqm of private open space for each 1-2 bedroom flat and 40 sqm for 3 or more bedroom flats. With regard to on-site open space, Policy CS29 of the Core Strategy (see above) sets out where on-site open space needs to be provided with new development. Where this threshold is triggered, Policy DM16 of the Sites and Detailed Policies document explains the types of open space that will be required. The policy recognises that the type of open space provided should have regard to the needs of the particular area, and should be useable, safe, easily accessible and include informal landscaping for aesthetic, wildlife and recreational purposes.
- 5.32. Policy DM12 'Access, Traffic and Highway-Related Matters' considers the impact of new or altered accesses, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network. The policy requires that development will only be permitted where it would not have a detrimental impact on the functioning of the transport network and where it would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists.
- 5.33. Policy DM18 'Tree Planting' requires new development to make provision for tree planting within the application site, or off-site in appropriate situations.
- 5.34. Policy DM19 'Air Quality' requires development to have regard to the need to improve air quality. Where a development would introduce residential development within an Air Quality Management Area, any detrimental effects on that use should be mitigated.

6. Material Considerations

6.1. This Section identifies material considerations of relevance to this planning application, these being:

- National Planning Policy Framework ('NPPF') published in March 2012 and national Planning Policy Guidance ('PPG');
- Reading Borough Community Infrastructure Levy (CIL) Charging Schedule (January 2015) and the accompanying 'Community Infrastructure Levy, Guidance for Applicants and Developers' (February 2015);
- A number of Supplementary Planning Documents (SPDs), namely the Revised Car Parking Standards and Design SPD, Sustainable Design and Construction SPD, and Affordable Housing SPD;
- Berkshire (including South Bucks) Strategic Housing Market Assessment ('SHMA') Final Report (February 2016); and
- Permitted Development Rights for Office to Residential.

National Planning Policy Framework (2012) and Planning Practice Guidance

- 6.2. The Government's objective to boost significantly housing growth has come forward within the NPPF published on 27th March 2012. The Ministerial Foreword to the Framework acknowledges that *"development means growth"* and that the purpose of planning is to help deliver sustainable development. Importantly, the Framework recognises that to achieve sustainable development, *"...economic, social and environmental gains should be sought jointly and simultaneously through the planning system"* (paragraph 8, the Framework).
- 6.3. The PPG is a web-based resource which provides a consolidated and accessible version of up to date guidance which adds further context to the Framework. It is intended that the two documents should be read together.
- 6.4. The NPPF introduces the 'presumption in favour of sustainable development', which should be seen as a *'golden thread'* running through both plan making and decision taking. This means that development which accords with an up to date Development Plan should be approved without delay unless material considerations indicate otherwise.
- 6.5. The Framework gives a clear and concise statement of Government policy on the matter of housing supply at paragraph 47 which seeks to *"boost significantly the supply of housing"*. Paragraph 50 of the Framework confirms that LPAs should aim to *"deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities"*.
- 6.6. The Framework acknowledges at paragraph 51 that LPAs should "normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate".

- 6.7. With regard to transport, paragraph 34 of the Framework requires development to be sited in locations where the need to travel is minimised and the use of sustainable transport modes is maximised.
- 6.8. The Framework, at paragraph 56, recognises that good design is a key aspect of sustainable development, being indivisible from good planning, while paragraph 57 requires all development to plan positively to achieve high quality and inclusive design, with further design guidance set out at paragraphs 58 to 66.

Community Infrastructure Levy (CIL) Charging Schedule (January 2015)

- 6.9. The CIL Charging Schedule was approved in January 2015 and took effect from 1st April 2015. This introduced a Borough wide charge of £120 per square metre for residential development. The accompanying document '*Community Infrastructure Levy, Guidance for Applicants and Developers*' (February 2015) reflects the CIL Regulations and confirms that development will not be liable for CIL where outline planning permission was granted before 1 April 2015, but where Reserved Matters approval is given after 1 April 2015.

Revised Car Parking Standards and Design SPD (Adopted October 2011)

- 6.10. The SPD recognises that within 'Zone 3 – Secondary Core Area' some local centre will exist to meet day-to-day needs and that typically areas within this zone will be within 400m of a 'premier' high quality bus route. As such, the SPD requires 1.5 space to be provided per 1 & 2 bedroom flat and 2 spaces for 3 bedroom flats. The standards also state that 1 visitor space should be provided per 4 flats.
- 6.11. Cycling parking provision standards are 0.5 spaces for 1 & 2 bedroom flats and 1 space for 3 bed flats. The standards are not prescriptive about the mix of short and long stay cycle spaces and states that this should be determined on a case by case basis and may need to be supported by justification.
- 6.12. The standards state that, subject to the size of a development, some level of parking should be provided to meet the needs of disabled motorists, and that this need is to be determined through discussions with the Council.
- 6.13. The SPD states that, if fewer spaces are required then set out in the standards, this may be acceptable subject to it being demonstrated that there would be no detriment to highway safety as a result.

Revised Sustainable Design and Construction SPD (Adopted July 2011)

- 6.14. This SPD provides further guidance to the Core Strategy policies CS1 and CS2. The Sustainable Design and Construction SPD confirms that new development is expected to incorporate sustainable design and construction techniques in order to mitigate and minimise their impact upon the environment and reduce their negative contribution to climate change.

Affordable Housing SPD (Adopted July 2013)

- 6.15. This document provides more details as to what the Council seek in terms of affordable housing via Policy CS16 of the Core Strategy.

- 6.16. The SPD, at paragraph 4.16, requires new development to include a range and mix of types and sizes of affordable housing (as appropriate depending on site size). Furthermore, the range and mix should *“provide for identified local needs, meet the requirements of Policy DM5 in the Adopted Sites and Detailed Policies Document and reflect the range and mix of house types in the scheme as a whole (i.e. the mix of dwelling sizes in the provision of affordable housing should reflect the mix proposed for the private housing)”*.

Berkshire (including South Bucks) SHMA Final Report (February 2016)

- 6.17. The Berkshire SHMA prepared by GL Hearn establishes the objectively assessed housing need for Reading Borough Council in the period up to 2036.
- 6.18. The SHMA states that in order to meet identified housing needs, support committed economic growth and improve housing affordability, 2,855 new homes per annum must be delivered in the Western Berkshire HMA (including Reading), over the 2013-36 period.
- 6.19. In terms of Reading, the objectively assessed need is for 16,077 new homes up to 2036. This equates to a housing need per year of 699 dwellings. As such, there is a 14% increase in housing need compared to the 572 homes a year the Council has been planning for in the current Core Strategy.

7. Planning Assessment

- 7.1. This Section of the Planning Statement identifies the key planning considerations pertaining to the proposed development, and assesses the compliance of the scheme with the policies and guidance as set out in the section above.
- 7.2. Planning law requires that any planning application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The principle of residential development

- 7.3. The outline planning consent (ref. 10/01461/OUT (102172)) establishes the principle of development on the Sites. Further, both Sites lie within the settlement boundary where Policy CS6 of the Core Strategy is supportive of development.
- 7.4. In respect of Phase 6B, this application is a reserved matters application which is generally in accordance with the parameters and principles set out by the approved scheme. The principle of development is therefore not at issue.
- 7.5. Phase 6A proposes residential development in the vicinity of the site that was shown for employment uses under the outline application. It is therefore prudent to assess the proposed change of use under Policy CS11, as if it were a 'loss' of employment land. Policy CS11 is a permissive policy confirming that the redevelopment of employment land outside of the Core Employment Areas will be acceptable subject to a number of criteria. The policy notes that these should not be viewed as a 'checklist' but rather used to inform a balanced decision.
- 7.6. With regard to the suitability of the proposed residential use, the Site is well served by public transport, including regular and frequent bus services and the new Green Park railway station, and connects to a number of routes for pedestrians and cyclists. These provide access to the town centre, including the range of services and facilities provided therewith, and larger centres in the wider area beyond (such as London, Bristol, Birmingham, etc). The Site also has good connections to the strategic road network (such as the M4) via the A33. Further, the Site lies within the settlement boundary and is being developed in the context of the wider Green Park Village development (which is primarily residential with a mix of ancillary uses). Given its sustainable location, it is therefore considered to be an appropriate location for new housing to meet the identified need. and is therefore suitable for the new use proposed.
- 7.7. With regard to the proposed 'loss' of employment use, the Site is well contained and is not part of a wider parcel of employment land. Further, an abundance of employment opportunities exist at the adjoining Green Park Business Park, where employment uses are protected via its designation as a Core Employment Area. As such, it is considered that the development would not result in a piecemeal loss of employment land.

- 7.8. Further, it has been recognised by Reading Borough Council (in considering the change of use of King's Point, 120 King's Road, planning ref. 15/0019/FUL) that the levels of vacant office space – in particular, in central Reading – do not warrant resisting the loss of employment floorspace in other areas of the Borough. Indeed, the need for housing in the Borough (evidenced by the Berkshire SHMA) is significantly higher than planned for by the Core Strategy and which was therefore known at the time of granting the outline consent for Green Park Village, when employment floorspace was proposed in this location. The Council have accepted, in respect of the King's Point proposals, that the need for residential in the Borough is stronger than the need for offices.
- 7.9. In summary, when considering the proposed "loss" of employment land against the provision of housing in this location, it is clear that the proposals accord with the criteria set out within Policy CS11. This, plus the general support for residential proposals within the settlement boundary (afforded by Policy CS6 of the Core Strategy and Policy SA11 of the Sites and Detailed Policies Document) mean that the proposals accord with the Development Plan in this respect.
- 7.10. In addition, material considerations 'weigh' further in favour of residential development. The Berkshire SHMA (February 2016) identifies that there is a need to deliver around 699 dwellings per year in Reading – a significant increase on that currently planned for by the Council in the Core Strategy. Paragraph 51 of the NPPF confirms that local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. Further, should full planning permission be sought for commercial use in this location, the use could change thereafter to residential under permitted development rights without the need to acquire planning permission.

Affordable Housing

- 7.11. The proposals will provide a total of 98 affordable apartments, in the following mix:
- 25 no. 1 bedrooms apartments; and
 - 73 no. 2 bedroom apartments.
- 7.12. The tenure would be split between 51 properties affordable rent and 47 properties shared ownership. All the affordable housing apartments are proposed to be provided within Phase 6A (part of Block G and all of Block H) for ease of management.
- 7.13. The provision of 98 affordable apartments, in the tenure split proposed, has followed discussions with the Council's Housing Strategy Team. 72 units of affordable housing are proposed as part of the 281 apartments in Phase 6A (51 properties affordable rent and 21 properties shared ownership). In addition, St Edward propose to deliver a further 26 shared ownership apartments which are slightly less than 30% of the increase in apartment numbers in Phase 6B (but equal in bedspaces as per the preferred approach of the Council's Housing Strategy Team), which are provided within Phase 6A.

- 7.14. The proposals will provide a mix of different size apartments (and bed spaces) that will help to address local need. As such, the proposals are considered to accord with the objectives of Policy CS16 of the Core Strategy and with the Affordable Housing SPD.

Housing Mix

- 7.15. Policy CS15 of the Core Strategy states that the appropriate density and mix of residential development within the Borough will be informed by the mix of uses in the area, the site's current and future levels of accessibility, the need to achieve high quality design and the need to minimise environmental impacts. Policy DM5 (Housing Mix) of the SDPD is more prescriptive, and requires that for new developments for 10 or more dwellings outside the central area of Reading and defined district centres, planning decisions will ensure that over 50% of dwellings will be of 3 bedrooms or more, and the majority of dwellings will be in the form of houses rather than flats, having regard to all other material considerations.
- 7.16. In this instance, it is considered that there are material considerations that justify a departure from Policy DM5. Within the Green Park Village development as a whole a mix of dwellings are provided, primarily consisting of housing on the eastern side of the lake. The outline consent provides for flatted residential development (and offices) on the western side of the lake, to ensure a mix of dwelling types are provided across the site as a whole. Given that the nature of the development is flatted, the delivery of 3 bedroom homes will be more difficult to achieve. Further, the Sites' location close to the station and transport interchange means that a higher density scheme of 1 and 2 bedroom apartments is more appropriate. Indeed, although the Sites lie within the 'remainder' of the District in terms of Policy DM5, the wider Green Park Village development is proposed to deliver a sustainable community (including primary school, local retail and community facilities, etc) and this, coupled with the Sites' location adjoining the transport interchange, means that the location is actually more comparable to that of the Reading central area or district centres (where only 5% of the homes would be required as 3 beds).
- 7.17. Accordingly, the scheme proposals provide for 150 no. 1 bed flats, 306 no. 2 bed flats and 3. no 3 bed flats. This is considered to more appropriately meet the objectives of Policy CS15, which allows for higher densities and a mix of homes which takes account of a sites' location, accessibility, design and surrounding land uses.
- 7.18. With regard to Policy DM5, there are material considerations which justify the higher proportion of smaller units within the development, such that if the Council considered there to be any minor degree of conflict with Policy DM5 then the benefits of the proposed development clearly outweigh any limited harm that may be caused, especially when the development would otherwise accord with the Development Plan taken as a whole.

Design Approach

- 7.19. Policy CS7 seeks to promote new development to demonstrate high quality design and maintain and enhance the local character of the area. The NPPF also requires new development to provide high quality design, including that development should function well and add to the overall quality of the area; establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character; create safe and accessible environments; and aim to ensure that developments are visually attractive as a result of good architecture and appropriate landscaping (paragraph 58).

- 7.20. The Design and Access Statement which accompanies the applications provides a full analysis of the site, its surroundings and how the design proposals have developed through pre-application discussions with Reading Borough Council including two Design Review Panels. For the reasons set out in the Design and Access Statement the proposals are considered to deliver good design, and accord with the objectives of Policies CS5 and CS7 of the Core Strategy and Policy DM4 of the Sites and Detailed Policies Document.

Daylight / Sunlight Assessment & Amenity

- 7.21. A Daylight/Sunlight Assessment has been undertaken, which accompanies the planning application, to assess the development in accordance with BRE Standards and to consider whether the proposals provide sufficient amenity to the proposed dwellings, in terms of access to daylight and sunlight, to satisfy Policy DM4 of the Sites and Detailed Policies document.
- 7.22. A number of steps were taken at the design stage to seek to improve amenity for the proposed residents. This included reducing the number of Blocks in Phase 6A from 4 to 3; thereby increasing the space between the Blocks to maintain amenity despite the increase in the heights of the Blocks. The assessment of the scheme proposals considered 395 rooms within the development, in a variety of buildings and floors, and found that 85% met the BRE target of 2% ADF. Of the rooms falling below the target, these relate to living / kitchen / dining rooms although 91% of these receive a value of 1.5% ADF or more which shows that good daylight will still be received. For sunlight, 82% of all south facing windows met or exceeded the annual sunlight target and 78% met or exceeded the winter sunlight target.
- 7.23. As such, the report considers that overall the properties would have good access to daylight and sunlight. Furthermore, when applying its policies the Council has previously recognised that in high density areas a flexible approach is needed towards assessing daylight and sunlight. It has already been discussed that the Sites' location warrants higher density development (for example, given the proximity of the station / transport interchange and wider services and facilities at Green Park Village). In light of the view that the properties would receive adequate levels of daylight and sunlight, the proposals are considered to accord with Policy DM4.

Green Infrastructure

- 7.24. Policies CS38 and DM18 seek to protect trees and hedges from the impact of new development and to provide for tree planting as part of new development where possible; while Policies CS29 and DM10 contain requirements for open space provision for new residents. In terms of informal recreation and landscaping, details are provided to accompany both the Phase 6A and Phase 6B applications including a Landscape Masterplan. A survey of the existing trees on site also accompanies the applications.
- 7.25. The tree survey notes that there are very few trees on the site at present, none of which have any particular merit save for the crack willow on the northern boundary which form a linear feature and provide some landscape screening. The existing trees along the western boundary would be lost as part of the development proposals but the proposed landscaping would offer an excess of compensation for this.

- 7.26. In terms of the landscape proposals, a key focus is the Station Square which has been designed to provide a sense of arrival to Green Park Village. This then flows into a corridor directing movement towards the attractive lakeside parkland area and providing visual links into the Sites and their wider context. The tree planting and other landscaping will provide a vista and boundary to the residential entrances. The lakeside parkland extends around the pavilions and meets the lakeside edge path. This space is designed to be naturalistic, accessible and visually permeable to the surrounding Sites. Further, the lakeside parkland accommodates aspects of ecological mitigation and seating areas which provide informal recreation space.
- 7.27. The podium courtyards radiate from the central point, and provide private amenity space for the new residents and a space for informal recreation. These, coupled with the opportunity to include “living” roofs (which would also serve to boost the ecological diversity in the area), provide generous amounts of informal open space and recreation areas for the proposed residents. More formal recreation opportunities are provided within the Green Park Village development. As such, the proposals when considered as a whole would meet with the objectives of Policies CS29, CS38, DM10 and DM18.

Ecology

- 7.28. An Ecological Impact Assessment has been prepared by CSA Environmental and accompanies the planning application for Phase 6A. This included a desk-based assessment and Field Survey, which were undertaken in March 2017. With regard to Phase 6B, ecological effects and mitigation measures have already been considered through the grant of the outline consent, the application for which was accompanied by an Environmental Statement.
- 7.29. The Ecological Impact Assessment finds that there are a number of habitats at the site that support flora and fauna of importance at the local level. Open water habitat will be lost and invertebrates and an uncommon plant, musk stork's-bill, may be impacted with the loss of colonising ground. The site supports foraging and commuting bats, nesting bird habitats and a transient grass snake population, for which precautionary working methods will need to be employed. Although the loss of open water and colonising ground habitats may affect certain species, compensatory habitats and features within the development are proposed to provide opportunities for wildlife. These include:
- Provision of extensive areas of brown roof to provide compensatory habitat for plants, birds and invertebrates;
 - New tree and shrub planting, including extensive podium garden areas; and
 - Trailing green walls/screens incorporating bird nesting boxes.

- 7.30. In the absence of mitigation measures, the development would have, at most, resulted in adverse effects significant at the local level. However, with the implementation of precautionary measures (as proposed within the Assessment), together with the compensatory habitat measures set out above, there will be not net loss of biodiversity and new habitats, particularly the brown roof areas, will be permanently established for wildlife. The Assessment concludes that based on successful implementation of avoidance, mitigation and enhancement measures set out within the report, the proposals would comply with the objectives of protecting, conserving and enhancing biodiversity asset out in Policy CS36 of the Local Plan.

Highways and Access

- 7.31. As required by paragraph 32 of the NPPF, and Policy CS22 of the Core Strategy, the application is supported by a Transport Statement prepared by Glanville; this considers the local highways infrastructure around the site, and assesses the travel demands of the proposed development having regard to that which has already been approved under the outline application.
- 7.32. The Transport Statement demonstrates that the Sites are within a highly sustainable location, well served by footpaths and cycleways and with excellent links to existing public transport networks. In addition, new public transport routes are expected to serve the Sites in future, for example once the Green Park station is open. Further, the Sites have good access to the local highway network (via the yet-to-be constructed Flagstaff Road and thence Longwater Avenue).
- 7.33. Access to the Sites is proposed via Flagstaff Road, from which a priority-junction (located opposite the proposed station car park) will lead into the development. Roads within the development would have a speed limit of 20mph, in line with the rest of the Green Park Village development.
- 7.34. A total of 428 parking spaces are proposed within the development, of which 417 are proposed to be allocated to residences and 11 will be available to visitors. Whilst the total number of spaces available to visitors falls below that set out within the SPD, it is expected that visitors to the development would be able to use the multi-storey car park adjacent to the station on Flagstaff Road. It is likely that the majority of visitors would be accessing the development in the evenings and at weekends and consequently there would be space within the car park at these times.
- 7.35. With regard to parking for the residences, 361 spaces would be allocated to the private dwellings (representing one space per dwelling). This is a shortfall when assessed against the requirements of the Parking Standards SPD (Zone 3); however as set out in the Transport Statement, the character and sustainability of the Sites is more closely aligned to Zone 2 where the standard for a 1-2 bedroom flat is 1 space per dwelling. As such the proposed provision is considered to be appropriate. For the affordable units, a total of 56 spaces are proposed which equates to just over 0.5 spaces per dwelling. Cycle parking will be provided at a rate of one space per apartment, which exceeds the standards required by the Council and is expected to further promote cycling in this highly accessible location.

- 7.36. The submitted Transport Statement assesses the potential trip generation of the development in terms of the impact of the increase in residential development over that (both residential and commercial) which was consented under the outline application. It is expected that the development would generate a total of 1,244 to-way trips per day, of which 80% would access the A33 via the northern junction (with Longwater Avenue) and 20% would access the A33 via the southern junction (with South Oak Way).
- 7.37. It is identified that there would be a net decrease in residential vehicle trips when compared to the consented commercial use (of approximately 4,062 two way daily flows). Further, there would be a reversal in the peak direction of trips which would assist in reducing the impact as the residential flows would be travelling in an opposite direction to the existing Green Park flows. In addition, there would be a net decrease in two-way trips at the Green Park junctions which would have a beneficial impact on the operation of the junctions.
- 7.38. Having regard to the above, the proposed development is not anticipated to have any negative traffic impact on the local highway network and will provide a range of sustainable transport opportunities for the new residents. The proposed development would therefore accord with the principles of national and local planning policies, including Policy CS22 (which requires the submission of a Transport Statement), Policy CS24 and the Parking Standards SPD (which provide standards for provision of car and cycle parking spaces), and Policy DM12 (which requires that development proposals do not adversely impact on the local highway network).

Flood Risk and Drainage Strategy

- 7.39. In respect of the Reserved Matters application for Phase 6B, a schematic drainage layout has been prepared to discharge Condition 26 which requires the submission of details of surface water drainage prior to commencement of each Phase of development. The drainage proposal is to use infiltration to dispose of the surface waters within this Phase, in accordance with the approach agreed for the outline planning permission.
- 7.40. In respect of Phase 6A, a full application is submitted and is accompanied by a Flood Risk Assessment. The drainage strategy for this Site reflects the principles agreed for the wider Green Park Village development, indicating discharge to the lake (as the ground in this area shows contamination which will not allow infiltration in this area). Storage tanks will be lined, and the final discharge rate limited to that which was agreed for the rest of the site. The discharge to the lake is in the same area as proposed for the commercial development at the outline stage, and would be at a similar invert level. The proposals therefore reflect the principles which have already been agreed – although a 40% climate change factor has been applied (as opposed to the 30% factor applied previously) in accordance with the latest guidance.
- 7.41. The submitted Flood Risk Assessment demonstrates that the proposal would accord with the terms and requirements of the NPPF and Policy CS35, in respect of flooding and drainage matters.

Air Quality

- 7.42. An Air Quality Assessment has been prepared in support of the applications, which outlines the current ('baseline') air quality situation, assesses the impact of the proposed development on local air quality objectives in terms of both its construction and operational phases, and considers the impact of future air quality on the proposed residents of the development. The Assessment notes that the Sites are not located within an Air Quality Management Area (AQMA), but lie within 1km of AQMAs designated by both Reading Borough Council (along the A33 corridor) and the adjoining Wokingham Borough Council (along the M4).
- 7.43. Construction phase impacts of the proposed development may arise due to fugitive dust emissions. Having evaluated the risk of dust impacts, the Assessment proposes that a dust management plan be agreed with Reading Borough Council prior to commencement of development in order that no significant residual effects would arise.
- 7.44. In terms of the operational phase of the development, a dispersion modelling assessment has been undertaken to assess the impact of the development on key air pollutants (nitrogen dioxide (NO₂) and fine particulates (PM₁₀ and PM_{2.5})) at the year of opening (anticipated to be 2022) and taking account of other consents/developments. As a result of the development, a negligible air quality impact is predicted with respect to annual mean NO₂, PM₁₀ and PM_{2.5} at all the modelled existing sensitive receptors. Therefore, the impact of the development on local air quality would not be significant.
- 7.45. In terms of the impact of future air quality on the proposed residents, none of the modelled residential receptors are predicted to experience pollutant concentrations above the annual mean NO₂, PM₁₀ or PM_{2.5} objectives. As such, increased exposure to poor air quality at the proposed development is unlikely and the potential impact would not be significant. It can therefore be seen that the development would accord with Policy CS34 of the Core Strategy and Policy DSM19 of the Sites and Detailed Policies Document.

Noise and Vibration

- 7.46. A Noise and Vibration Assessment has been undertaken for the Sites and is submitted alongside the applications.
- 7.47. With regard to noise, the Assessment reports the noise environment at the Sites to determine the suitability of the Sites for residential development, identifies sources of noise that may impact on future residents, and specifies where noise mitigation may be required. Noise monitoring was undertaken at a number of locations within the Sites to inform the Assessment, and identified that the principal noise sources at the Sites are: the railway (to the west); traffic noise from the M4 and the surrounding residential and commercial developments; and a sewer pipe and substation to the north west of the Sites.
- 7.48. The Assessment found that the highest level of noise impact is expected at the western façade of Block H, i.e. closest to the railway line. However, standard thermal glazing and trickle ventilation would sufficiently mitigate this impact to achieve ambient internal noise levels in accordance with BS8233. Elsewhere on the Sites, internal ambient noise levels are low enough that open window ventilation would be appropriate and no further mitigation is required.

- 7.49. A vibration survey has also been undertaken in order to measure the impact of vibration from the nearest operational rail line on residential receptors. The Assessment shows that the anticipated vibration generated by train movements along the railway line are within the lowest impact category. Whilst the levels measured would still be perceptible to some extent by future occupiers, the impact category is based on a combination of magnitude, duration and number of vibration events. Therefore along some of the trains would generate noticeable vibration events (in terms of magnitude), the frequency and duration of these is not high enough to significantly affect the vibration rating, hence the overall low impact assessed.
- 7.50. Overall, the assessment has shown that the potential future residents would not be adversely affected by noise or vibration impacts, in accordance with national standards and local policies, including Policy CS23 of the Core Strategy and Policy DM4 of the Sites and Detailed Policies Document.

Heritage and Archaeology

- 7.51. Matters pertaining to the impact of the proposals on heritage assets, including potential archaeological deposits, were considered at the outline planning application stage, and site excavation works have taken place at Green Park Village in line with a scope of works agreed by Reading Borough Council. As such the heritage impacts of the Phase 6B application have already been considered. There would be no impact on heritage assets resulting from the change of use of Phase 6A from employment to residential, and in fact the reduction in the number of Blocks is likely to mean that any impact of development is reduced.
- 7.52. An Archaeological Mitigation Report has been submitted to accompany the applications. This describes the archaeological mitigation works that have been carried out at the Sites and notes that the mitigation trenching uncovered no archaeological features, but did find evidence of truncation of the natural gravel in areas, and the subsequent raising of the site through deposition of layers of made ground. This indicated that any potential archaeological features that may have been present within the site have been removed by gravel quarrying.

Contamination

- 7.53. As with matters of heritage and archaeology, consideration of the previous use of the Sites and potential for contamination were considered at the outline planning application stage, and have not changed as a result of the detailed application and new application. As such, all risks of contamination on the Sites have already been considered and are not at issue for the current applications.

Energy

- 7.54. The Council's policies on energy efficiency require a 20% reduction in regulated CO₂ emissions from energy efficient measures and onsite low / zero carbon energy generation. The Sustainability and Energy Statement which accompanies the applications describes how energy efficient measures would be incorporated into the buildings – including using low energy lighting, use of low 'U' value doors, windows etc and minimisation of thermal bridging. These would achieve a 11.1% reduction in regulated CO₂ emissions beyond maximum values permitted under Building Regulations. In terms of low / zero carbon energy technologies, the use of solar photovoltaic (PV) panels is proposed which would achieve a further 8.9% reduction in regulated CO₂ emissions. Together these measures deliver the 20% CO₂ saving required by the Council.
- 7.55. The Submitted Sustainability and Energy Statement also provides an assessment of the proposals against the Sustainable Design Checklist set out within RBC's Sustainable Design and Construction SPD. This explains, inter alia, how the development has been designed to maximise natural lighting and ventilation; incorporate the use of water saving devices and rainwater recycling measures; mitigate flood risk and surface water run off; and minimise waste / maximise re used and recycled materials during construction.
- 7.56. Overall, therefore, the submitted Sustainability and Energy Statement demonstrates how the proposals would meet the requirements of Policies CS1 and CS2 of the Core Strategy, Policies DM1 and DM2 of the Sites and Detailed Policies Document, and the Sustainable Design and Construction SPD.

Community Infrastructure Levy (CIL) and Section 106 Contributions

- 7.57. The Phase 6B proposals are being progressed under a Reserved Matters application pursuant to the 2010 outline consent. The Council's document '*Community Infrastructure Levy, Guidance for Applicants and Developers*' (February 2015) reflects the CIL Regulations and confirms that development will not be liable for CIL where outline planning permission was granted before 1st April 2015, but where Reserved Matters approval is given after 1st April 2015. On this basis the Phase 6B development will not be liable to CIL.
- 7.58. Phase 6A, however, is a full application and will therefore be liable to CIL in its entirety. This will be made at the rate set out within the Council's Charging Schedule, i.e. £120 per square metre.
- 7.59. Draft Heads of Terms for a S106 Agreement to accompany the Phase 6A and 6B applications have been submitted with the applications.

8. Conclusion

- 8.1. This planning application is submitted on behalf of St Edward Homes in support of the following planning applications:
- Full planning application for 281 residential units in three blocks of accommodation ('Phase 6A'); and
 - Reserved Matters application for 178 residential units in four blocks of accommodation ('Phase 6B'), made pursuant to the grant of outline permission ref. 10/01461/OUT (102172).
- 8.2. The applications together form Phase 6 of the wider Green Park Village development, outline planning permission for which was granted in 2011.
- 8.3. The principle of development has been established by virtue of the outline planning consent and this Statement has demonstrated that the proposed change of use of Phase 6A, from offices to residential, would accord with the objectives of local planning policy and deliver much needed additional housing. The scheme proposals have been designed having regard to the parameters established by the outline consent and in consultation with Reading Borough's Design Review Panel. Further, pre-application discussions have taken place with Planning Officers and the Council's Housing Strategy Team to agree the mix and tenure of dwellings provided.
- 8.4. The proposed development has been carefully designed to provide a high quality proposal that will provide a number of planning benefits including:
- bringing forward land for housing in a highly sustainable location to support the creation of a strong, vibrant and healthy community;
 - the delivery of market housing which will help to address the shortage of homes locally and contribute towards the Council's housing requirement as identified in the Berkshire SHMA;
 - the delivery of new affordable homes (both for affordable rent and shared ownership) which will meet the prevailing local housing need mix;
 - encouraging the use of sustainable transport links by virtue of the Sites' sustainable location, adjoining the proposed Green Park Station and transport interchange, thereby reducing reliance on the private car and facilitating trips made on foot, cycle, bus or train;
 - creating jobs during the construction phase of the development;
 - supporting the local economy and growth in employment, by ensuring there is adequate housing supply and adding economically active residents within Reading;
 - providing CIL payments (in the case of Phase 6A) and other S106 monies (in the case of Phases 6A and 6B), together with increases in annual Council Tax payments and New Homes Bonus payments for Reading Borough Council;

- potential beneficial effects for ecology at the site, taking into account the mitigation and compensatory habitat measures detailed in the accompanying Ecological Impact Assessment and having regard to the landscaping proposals provided with the applications; and
- no adverse impacts on the environment in terms of air quality, noise, flood risk, contamination and heritage.

- 8.5. It can be seen from the above that there are clear social, economic and environmental benefits associated with the redevelopment of the Sites for new homes. These benefits weigh in favour of the applications and, in the absence of any adverse impacts, the presumption in favour of granting planning permission applies under paragraph 14 of the NPPF.
- 8.6. Further, it has been demonstrated that the principle of the proposals and the detailed aspects of the development would comply with the objectives of national planning policies and the adopted Development Plan, as comprised of the Reading Borough Core Strategy and Sites and Detailed Policies Document. As such, in accordance with S38(6) of the Planning and Compulsory Purchase Act 2004, we request that planning permission be granted at the Council's earliest opportunity.

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