

## DELEGATED APPLICATION REPORT

Ward: Abbey

App Ref:

1. PL/25/1842 - Non-Material Amendment and
2. PL/25/1843 - Non-Material Amendment

Address:

1. Plot F Station Hill North, Reading, RG1 1NB 2
2. Plot E Station Hill North, Station Hill North, Reading, RG1 1NB

Proposals:

1. Application for a Non-Material Amendment Following a Grant of Planning Permission PL/20/1536  
- Amendment to condition 72 to allow access to the public realm
2. Application for a Non-Material Amendment Following a Grant of Planning Permission PL/20/1532  
Amendment to condition 66 to allow access to the public realm

Applicant: SH Reading Master LLP

Received date: 5 January 2026

Target Decision date: 2 February 2026

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### 1. SITE DESCRIPTION

Large scale 3 phase regeneration scheme to south of station. Phases 1 and 2 now substantially complete/occupied.

### 2. PROPOSAL AND SUPPORTING INFORMATION

The conditions restricting vehicular access are currently worded as follows:

*“Notwithstanding the plans hereby approved no vehicle access shall be permitted into the site from Friar Street at any time (except emergency vehicles). Reason: to avoid conflict between vehicles and pedestrians and in the interests of highway safety. Policies: TR1, TR3.”*

It is proposed to amend these to allow for limited vehicle access to allow for servicing of a Traffic Management Plan to support the operation of the Station Hill Public Event Space, detailing the proposed arrangements for vehicle access, servicing, pedestrian movement, stewarding and safety.

Submitted documents:

### Covering Letter

**Station Hill Public Event Space Traffic Management Plan 44470 Revision P03 dated 15 December 2025, received 23 December 2025**

### 3. CONSULTATIONS

Applications under S96A are not applications for planning permission, so are not covered by the publicity requirements as set out in the DMPO, nevertheless the following were consulted:

## RBC Transport Development Control

If the proposal is to access via Friar Street which included marshalling as per the event methodology last year then the Highway Authority would be unable to object given that the Council had approved this previously. As previously explained any continual use by vehicles is likely to damage to the footway surface especially the tactile paving which would be the responsibility of the Highway Authority to continually repair.

### 4. APPRAISAL

Condition 6 of permission 201532 includes the following:

*“ii) The public realm may additionally include small retail kiosks (Use Class E (a),(b) and (c); Drinking establishments (sui generis) and Hot food takeaways (sui generis)), which in total shall not exceed 10% of the approved retail floorspace.”*

The S106 agreement includes 10 days use of the public realm by the Council for public performance and it is reasonable to expect the developer to also put on privately run events and this is considered to be a key benefit of the enhanced public realm which is designed to accommodate this sort of activity and to realise the activation and vitality it brings as part of the wider regeneration of the area.

The existing conditions prevent all vehicular access from Friar Street except for emergency vehicles.

Non-material Amendments were agreed under refs 25/0617/NMA and 25/0618/NMA to change to the restrictive condition to allow a one-off launch event over a number of days in 2025 to mark the completion of Phases 1 and 2 of the regeneration scheme at Station Hill.

At that time it was considered that there is a substantial difference between use of the access for a one-off event and more regular use. The unsuitability of the access point for regular, mid-term or long-term access is noted. It is also noted that the submitted traffic management plan would provide a managed, controlled access with marshalls controlling the entry points and supervising vehicles moving through the site and this was accepted for short term use.

It was also noted at that time that it is not uncommon for vehicles to intrude upon areas normally reserved for pedestrians within the Borough. Areas of highway land are often used for street markets, street trading and other events. Areas of parkland are often occupied temporarily by fairs, circus events etc. These are by-and-large managed events which can be carried out provided suitable care is taken. It is considered that any residual risk arising from the behaviour of individuals, whether drivers of vehicles, or pedestrians and other road users would be beyond the scope of Planning control in terms of the more general use of land and buildings and would fall under other legal controls governing road traffic etc.

The submitted plan covers events throughout the wider Station Hill estate involving access from Station Square and Friar Street. There is no Planning restriction on access from Station Square currently and this does not form part of the consideration of this NMA application. Arrangements for access through Station Square would remain a matter for the Highways Authority and unaffected by any agreement granted under this NMA.

Access from Friar Street via Friars Walk is proposed to be limited to events within the public realm. It is proposed that two marshalls would be in attendance to operate bollards and direct traffic. One marshall would escort the vehicle to their destination.

Concerns regarding the effect on the street surface are noted. The submitted document does not describe continuous day-to-day use and the nature of use proposed is more occasional with a limit to the number of events which the public realm could reasonably be expected to accommodate. The proposals do not include regular servicing of existing buildings. Damage from extraordinary traffic remains subject to s59 of the Highways Act 1980.

Overall it is considered that allowing the use of the Friar Street access for vehicles required to provide external public realm events only and subject to the controls set out in the submitted Traffic Management Plan would be a reasonable, proportionate and non-material change in the context of the development as a whole during its lifetime and would serve to support events happening in the public realm which are generally seen as being in the interests of the social and economic development of the town centre.

## **5. RECOMMENDATION**

### **CONDITIONS**

Amended Condition 66/72: Notwithstanding the plans hereby approved no vehicle access shall be permitted into the site from Friar Street at any time except:

- i) emergency vehicles, or
- ii) for vehicle access required for events held externally within the public realm areas only, in accordance with submitted document **Station Hill Public Event Space Traffic Management Plan 44470 Revision P03 dated 15 December 2025, received 23 December 2025 only** and for the avoidance of doubt cycling shall not be prohibited.

**Reason:** to avoid conflict between vehicles and pedestrians and in the interests of highway safety. Policies: TR1, TR3.”

### **INFORMATIVES**

1. This notice relates only to the changes to condition 66/72 of planning permission 201536 / 201532. It shall only be read in the context of the substantive planning permission and is bound by all the conditions and obligations attached to that permission. That permission still stands and this notice (and any other notices issued under section 96a for this development) should be read together.

2. In reaching this decision, the local planning authority is satisfied that the changes proposed by this application do not constitute material changes to the approved planning permission.

3. This NMA relates to Conditions 66/72 only and does not extend to permit any Operational Development.

4. This NMA relates to matters under the Planning Acts only. Other licences/approvals may be required.

5. Arrangements for access through Station Square would remain a matter for the Highways Authority and unaffected by any agreement granted under this NMA.

**6. This NMA does not affect the responsibilities of the developer in respect of any damage to the public highway resulting from use of the access or the need to strengthen the highway surface to accommodate vehicular traffic. Including all matters pursuant to Section 59 of the Highways Act 1980.**

