

DELEGATED APPLICATION REPORT

Address: 55 Vastern Road, Reading, RG1 8BU

Application No: PL/26/0719

Proposal: Non-material amendments to permission PL/23/1673 (granted on 27/03/2024) to amend the wording of condition 14 (compliance condition in relation to the drainage strategy) by altering the approved drainage strategy.

Applicant: Berkeley Homes (Oxford and Chiltern) Ltd

Date received & valid from: 01/06/2026

Target Decision date: Originally 29/06/2026, but an extension of time until 24/07/2026 was agreed with the applicant.

Case officer: Jonathan Markwell

1. Site Description and Surrounding Area

- i. The application site measures 0.76 ha and is part of an allocated site in the Reading Borough Local Plan 2019 (Site CR11g – Riverside) for residential redevelopment and leisure uses.
- ii. The application site, as existing, is under construction for redevelopment. It was previously mainly hard-surfaced open car-parking serving a part-two, part-three storey office building, now demolished but previously occupied by Southern & Scottish Electricity Networks (SSE). The buildings formerly fronted onto Vastern Road, with vehicular access from Lynmouth Road. As per the approved redevelopment, the site will provide 209 residential units across buildings ranging in height from 1 to 11 storeys, together with a riverside retail unit.
- iii. The site is unusual in shape and is most easily described as akin to a dumbbell.
- iv. Immediately to the north of the site is the southern bank of the River Thames, which is a public right of way. Christchurch Bridge provides a pedestrian and cyclist link to the north side of the river and Christchurch Meadows at this point. To the east of the application site is the remaining Southern & Scottish Electricity transfer station, which serves Reading. Beyond this are the 4-storey Thames Court (Norman Place) residential flats, which front onto the river, and the predominantly 3-storey (and roofspace) Sovereign House building, which fronts onto Vastern Road.
- v. To the south of the site is Vastern Road, which forms the northern element of the town's Inner Distribution Road (IDR). Beyond this is Vastern Court Retail Park and associated buildings leading to Reading Station. To the west of the site are the 2-storey terraced properties of Lynmouth Road, with the 3-storey Lynmouth Court properties closest to the river. No's 1-6 Lynmouth Court front onto the river, with No's 7-12 a continuation of the Lynmouth Road terrace and parking spaces between the two blocks.
- vi. As already mentioned, the site is part of Policy CR11g sub-area allocation. Accordingly, the site is also within the designated wider CR11 Station/River Major Opportunity Area. This overarching element of this policy specifies a vision and a set of principles which apply to all sites within the major opportunity area, stating as follows:

Station/River Major Opportunity Area

VISION: The station/river area will be a flagship scheme, extending the centre and providing a mixed use destination in itself and centred on the new station and public transport interchange. It will integrate the transport links and areas northwards towards the River Thames and into the heart of the centre.

CR11: STATION/RIVER MAJOR OPPORTUNITY AREA

Development in the Station/River Major Opportunity Area will:

- i) *Contribute towards providing a high-density mix of uses to create a destination in itself 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;*
- ii) *Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station, including across the IDR, are of particular importance;*
- iii) *Provide developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces;*
- iv) *Safeguard land which is needed for mass rapid transit routes and stops;*
- v) *Provide additional areas of open space where possible, with green infrastructure, including a direct landscaped link between the station and the River Thames;*
- vi) *Give careful consideration to the areas of transition to low and medium density residential and conserve and, where possible, enhance listed buildings, conservation areas and historic gardens and their settings;*
- vii) *Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment which should inform the development;*
- viii) *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; and*
- ix) *Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

- vii. More specifically in relation to the application site, this forms the western part of the Riverside sub-area, with the sub-area policy stating in full:

CR11g, RIVERSIDE:

Development should maintain and enhance public access along and to the Thames, and should be set back at least ten metres from the top of the bank of the river. Development should continue the high quality route including a green link from the north of the station to the Christchurch Bridge, with potential for an area of open space at the riverside. The main use of the site should be residential, although some small-scale leisure and complementary offices will also be acceptable. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 1.24 ha

Indicative potential: 250-370 dwellings, 1,000-2,000 sq m of leisure, no significant net gain in offices.

- viii. These characteristics and requirements are all reflected within the Station/River Major Opportunity Area Strategy, as specified at figure 5.3 of the Local Plan.

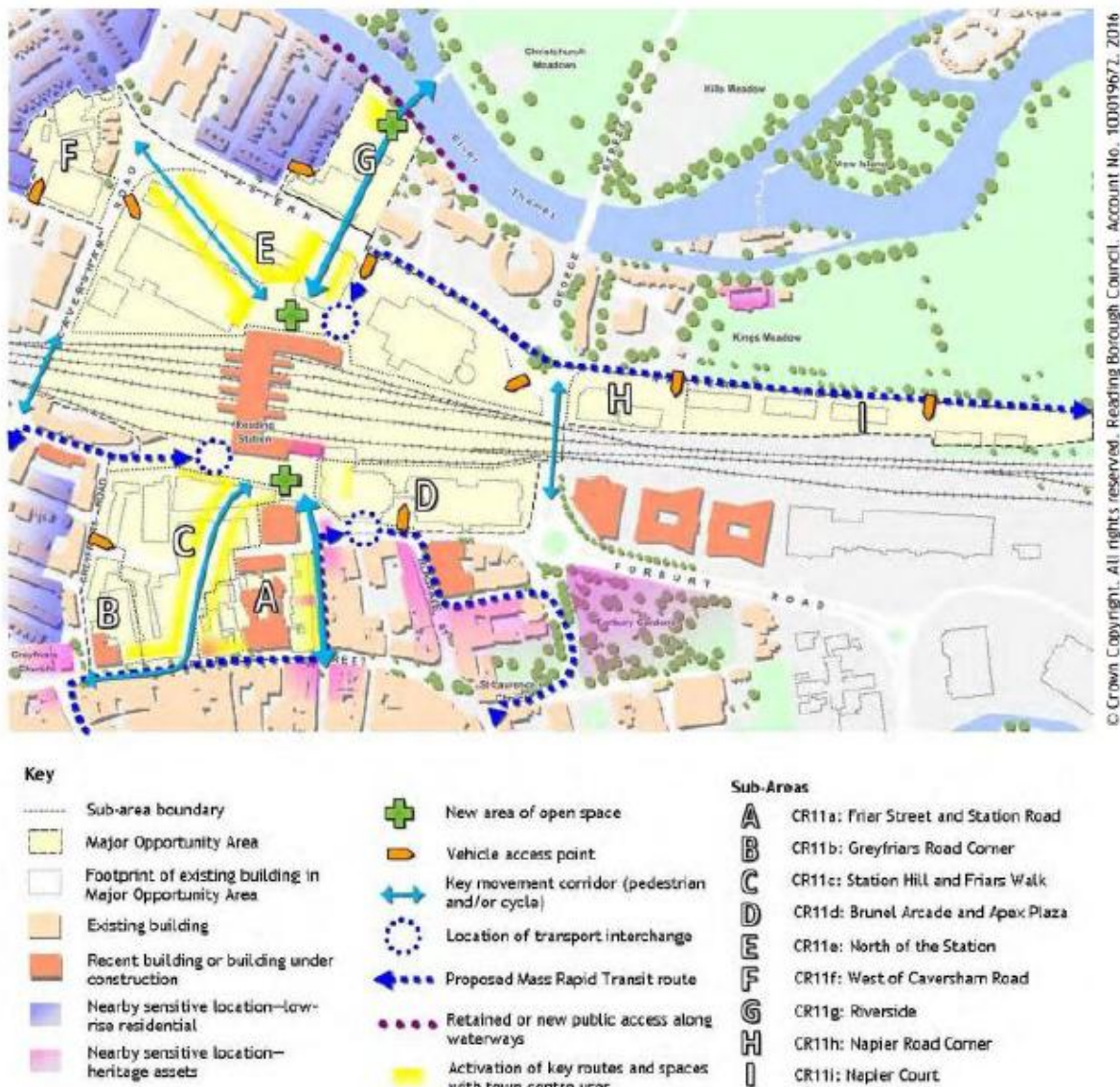


Figure 5.3: Station/River Major Opportunity Area Strategy

ix. In addition to the site allocation and local listing described above, there are also a number of other site constraints / designations / nearby designations:

- Within the Office Core
- Within the Central Core
- Within Flood Zone 2 & 3
- Within an air quality management area
- Within a smoke control zone
- Includes contaminated land
- Adjacent to a public right of way along the river
- The River Thames, Christchurch Meadows, Kings Meadows and Hills Meadow are major landscape features
- Christchurch Meadows, Kings Meadows and Hills Meadow are important areas of open space
- From an ecological perspective the site backs on to the River Thames which constitutes a Priority Habitat 'Rivers' (as per the NPPF)
- The River Thames is an existing green link
- There are mature Plane trees on the Vastern Road frontage
- Neighbouring Lynmouth Road is a nearby sensitive location – low-rise residential
- Within the North of the Station cluster identified in the Sustainable Design and Construction SPD as being potentially suitable for heat network schemes.

x. As per the emerging submission draft of the partial update to the local plan, as submitted to the Secretary of State on 9th May 2025, the site allocation is similar to the adopted position:

5.4 Central Reading Site-Specific Policies

Station/River Major Opportunity Area

VISION: *The station/river area will be a flagship scheme, extending the centre and providing a mixed use destination in itself and centred on the new station and public transport interchange. It will integrate the transport links and areas northwards towards the River Thames and into the heart of the centre.*

CR11: STATION/RIVER MAJOR OPPORTUNITY AREA (Strategic policy)

Development in the Station/River Major Opportunity Area will:

- i) Contribute towards providing a high-density mix of uses to create a destination in itself and capitalise on its role as one of the most accessible locations in the south east. Development for education and healthcare will be an acceptable part of the mix;*
- ii) Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. Direct north-south links through the area centred on the new station, including across the IDR, are of particular importance;*
- iii) Provide developments that front onto and provide visual interest to*

¹²⁹ www.bre.co.uk

existing and future pedestrian routes and open spaces;

- iv) Safeguard land which is needed for bus rapid transit routes and stops, and, where relevant, contribute to enhanced bus priority on Vastern Road exiting the northern station interchange;*
- v) Provide additional areas of open space where possible, with green infrastructure, including a direct landscaped link between the station and the River Thames that provides visual links for as much of the route as possible;*
- vi) Give careful consideration to the areas of transition to low and medium density residential and conserve and, where possible, enhance listed buildings, conservation areas and historic gardens and their settings;*
- vii) Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment which should inform the development;*
- viii) 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; and*
- ix) Give early consideration to the potential impact on water and wastewater infrastructure and electricity infrastructure in conjunction with relevant infrastructure providers, and make provision for upgrades where required.*

Development of a number of parts of the area have already been completed or are underway. Development in remaining areas will be in line with the following provisions for each sub-area:

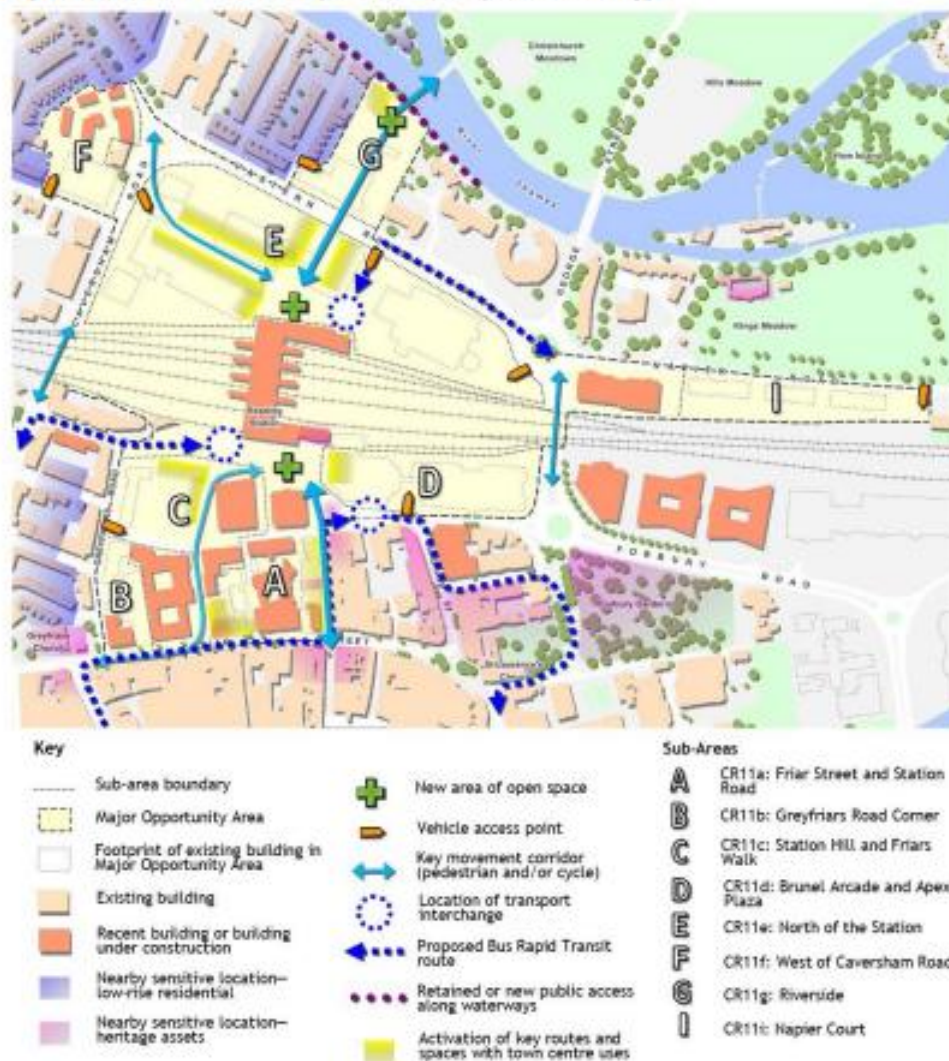
CR11g, RIVERSIDE:

Development should maintain and enhance public access along and to the Thames, and should be set back at least ten metres from the top of the bank of the river. Development should continue the high quality direct route including a green link from the north of the station to the Christchurch Bridge, with an area of open space at the riverside. The main use of the site should be residential, although some small-scale leisure and complementary offices will also be acceptable. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 1.24 ha

Indicative potential: 250-380 dwellings, leisure (no significant net gain assumed), no significant net gain in offices.

Figure 5.3: Station/River Major Opportunity Area Strategy



Reading Borough Local Plan (Partial Update) | Submission, May 2025

179

2. The Proposals

- Non-material amendments are sought to permission 231673 (granted on 27/03/2024), which was a section 73 variation of condition permission to alter original permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. More specifically, the proposed

amendments comprise altering the wording of condition 14 (compliance condition in relation to the drainage strategy) by altering the approved drainage strategy.

ii. The current wording of the condition is as follows:

14. Prior to the first occupation of any residential unit within the relevant building ((a) Block A - The Railway Warehouse; (b) Block B - The Goods Warehouse; (c) Block C - The Goods Office; (d) Block D - The Generator / The Turbine Hall; (e) Block E - Christchurch Wharf; f) Block F - The Coal Drop Building; (g) Block G) of the development hereby permitted, the sustainable drainage scheme for the site shall be completed in accordance with the submitted and approved details within the Proposed Drainage Strategy (by Peter Brett Associates/Stantec Doc Ref R0001 Rev A dated 22/01/2020, as received 04/02/2020). The sustainable drainage scheme shall be

Date: 27 March 2024


Assistant Director of Planning, Transport and
Public Protection Services gw



managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To reduce the risk of flooding onsite or elsewhere in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

iii. The proposed wording, as agreed in correspondence with the agent for the applicant on 15/07/2026, is as follows (amendments / additions highlighted in green):

Prior to the first occupation of any residential unit within the relevant building ((a) Block A - The Railway Warehouse; (b) Block B - The Goods Warehouse; (c) Block C - The Goods Office; (d) Block D - The Generator / The Turbine Hall; (e) Block E - Christchurch Wharf; f) Block F - The Coal Drop Building; (g) Block G) of the development hereby permitted, the sustainable drainage scheme for the site shall be completed in accordance with the submitted and approved details within the **Drainage Strategy Addendum by Stuart Michael Associates Limited Ref: 0453-STU05-XX-XX-RP-C-655-002 Issue 03, dated 09/02/2026, as received 01/06/2026**. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed **Drainage Maintenance and Management Plan by Stuart Michael Associates Limited Ref O453-STU05-XX-XX-RP-C-655-003 Issue 02 dated and received 14/07/2026**.

Reason: To reduce the risk of flooding onsite or elsewhere in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

iv. In seeking to explain and justify the proposals the supporting letter by the applicant states:

The proposed changes to the drainage strategy have been introduced as part of the detailed design process and liaison with infrastructure providers. Where water previously connected into the culvert on Vastern Road, it has been identified through detailed design that this connection was not favourable. As a result, the drainage now all flows towards the other outfall adjacent to the river. The updated proposed strategy has also been coordinated with other services and utilities, and the approved landscape proposals, submitted and approved under a separate application ref. PL/24/1443 (from 18 July 2025).

We have entered the Pre-application enquiry following withdrawal of PL/25/1844 and ahead of an envisaged future re-submission for non-material amendments to permission PL/23/1673 (granted on 27/03/2024), to present the proposed changes to the drainage. The Lead Local Flood Authority has been engaged to review the further information provided as part of this pre-application, whilst also taking into account the previous context. The received response PL/26/0191 from the LLFA officer (as received on 23 April 2026) deemed the proposals acceptable, except the below points:

1. *The exceedance drawing now also identifies that any flood water will be directed out onto the Public Highway onto Vastern Road, Lynmouth Road, onto Christchurch Bridge and the Thames Path. This is not acceptable and any flooding must be contained and managed within the application site.*
2. *Lastly, the applicant has not provided a maintenance and management plan along with a timetable for implementation which would be necessary to allow approval for any revised scheme.*

We have further engaged with our drainage consultant (Stuart Michael Associates) and thoroughly considered the raised objection to which they specifically prepared a Technical Note to address and clarify the concerns raised by the LLFA in relation to exceedance flow routing.

In particular, to answer the first point, the note explains the rationale behind the proposed exceedance strategy, confirms the design performance of the approved drainage system up to the 1 in 100 year plus 40% climate change event, and demonstrates how the proposed exceedance routes follow established national SuDS standards and CIRIA guidance for managing extreme rainfall events beyond the design capacity of the system.

The prepared note is enclosed within this submission as part of the proposed drainage strategy report. We trust that the enclosed explanation satisfactorily addresses the objection raised in relation to flood exceedance routing and assists in clarifying the technical basis of the proposed approach.

To address the second point, Stuart Michael Associates have also prepared the Drainage Maintenance and management plan that supports the proposed drainage strategy as reviewed in the pre-app submission.

Public Consultation

v. Neighbour Consultation

No statutory requirement for any for this type of application. No responses received.

3. Internal / External Consultations

Lead Local Flood Authority:

Initial comments: It is noted that the scheme now includes the provision of three attenuation storage tanks instead of two with the vast majority of surface water now being discharged into the River Thames. It is noted that the scheme does however include a reduction in discharge rate from the development site when compared to the approved scheme and this is deemed acceptable.

Notwithstanding the above it is noted that the outflows for each of the assessed events in the drainage calculations is greater than has been stated at Table 1. However, these outflows are still a significant reduction over what has been approved previously and therefore is accepted.

Lastly, the applicant has provided a maintenance and management plan but as stipulated as part of the pre-application advice this should be provided alongside a timetable for implementation which has not been provided. Given that this is stipulated within the condition the LLFA are currently unable to recommend approval of the application.

Further comments on the basis of information provided by the applicant on 10/07/2026 (the Drainage Maintenance Schedule Review): The applicant has misinterpreted the initial comments

and has therefore provided a timetable for the implementation of the maintenance and management plan. However, the planning condition requires details regarding the implementation of the sustainable drainage on the site. This will need to specify whether this is to be completed as a whole system or whether this will be phased as the development progresses.

Until this is provided the LLFA will not be in a position to approve the NMA.

Final comments on the basis of information provided by the applicant on 14/07/2026: The LLFA is happy that the document submitted is acceptable and therefore the LLFA has no objections to the application.

4. Plans and other information considered.

- i. The applicant has submitted the following for consideration:
- Application form PP-14977310, dated 01/06/2026.
 - Drainage Maintenance and Management Plan by Stuart Michael Associates Limited Ref O453-STU05-XX-XX-RP-C-655-003 Issue 01 dated 19/02/2026, as received 01/06/2026 (superseded 14/07/2026)
 - Drainage Strategy Addendum by Stuart Michael Associates Limited Ref: 0453-STU05-XX-XX-RP-C-655-002 Issue 03, dated 09/02/2026, as received 01/06/2026
 - Letter by Berkeley Homes Ref L.448.034.EE dated 28/05/2026, as received 01/06/2026
 - Pre-application enquiry response PL/26/0191 by RBC, dated 23 April 2026, as received 01/06/2026.
 - Vastern Road, Reading - Drainage Maintenance Schedule Review, as received 10/07/2026
 - Drainage Maintenance and Management Plan by Stuart Michael Associates Limited Ref O453-STU05-XX-XX-RP-C-655-003 Issue 02 dated and received 14/07/2026.

5. Relevant Planning History

- 5.1 200188 - Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road. Refused 09/04/2021. Allowed at appeal (Ref APP/E0345/W/21/3276463) on 17/03/2022.
- 5.2 221104/APPCON - Discharge of condition 10a (land gas site investigation) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 14/09/2022.
- 5.3 221105/APPCON - Partial discharge of condition 11 (archaeological evaluation) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 08/12/2022.
- 5.4 221126/APPCON - Discharge of conditions 22 (recording of lodge building), 31 (Arboricultural Method Statement and Tree Protection Plan) & 46 (CEMP: Biodiversity) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 26/09/2022.
- 5.5 221135/APPCON - Discharge of condition 4 (Demolition and Construction Method Statement) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 08/03/2023.

- 5.6 221858/APPCON - Discharge of condition 10b (land gas remediation scheme) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 20/02/2023.
- 5.7 230032/APPCON - Discharge of condition 42 (DDA compliant pedestrian route to and from the accessible parking bays details) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 20/04/2023.
- 5.8 230150/NMA - Non-material amendments to planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022, to alter the wording of condition 42 (DDA compliant pedestrian route to and from the accessible parking bays details) to enable a phased approach to the timing and delivery of the disabled parking spaces and the pedestrian routes accessing them. Agreed 02/03/2023.
- 5.9 230556/APPCON - Discharge of conditions 5 (contamination assessment) and 6 (remediation scheme) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Discharged 20/06/2023.
- 5.10 231467/APPCON - Discharge of condition 9 (de-watering and foundation details) of planning permission 200188, as allowed on appeal (Ref: APP/E0345/W/21/3276463) on 17/03/2022. Current application under consideration – a response is awaited from the Environment Agency on revised details submitted by the applicant.
- 5.11 240248/DOV - Deed of Variation to the Legal Agreement secured as part of Planning Permission 200188 (as allowed on appeal APP/E0345/W/21/3276463 on 17/03/2022) to alter the affordable housing requirements and insert a phasing plan, as per section 106A of the Town and Country Planning Act 1990. Deed of variation agreed and finalised 15/08/2024.
- 5.12 231673/VARIAT - Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary conditions 2 (approved drawings), 24 (unit mix), 33 (roof terrace enclosures), 35 (parking provision) and 47 (Block B glazing and ventilation) of permission 200188 (allowed on appeal under APP/E0345/W/21/3276463 on 17/03/2022 for Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road), including an increase from 4 to 5 storeys of the western wing of Block B, amendments to the top two floors of Blocks D & E, changes to the unit mix and various other associated alterations (amended description). Conditions varied 27/03/2024.
- 5.13 240444/APPCON - Discharge of condition 23 (Details of a contract for the carrying out of the works of redevelopment of the site, prior to any demolition works commencing) of permission 231673, as granted on 27/03/2024. Discharged 31/05/2024.
- 5.14 PL/24/0679 - Discharge of condition 3 (Materials) of permission 231673, as granted on 27/03/2024. Discharged 30/08/2024.
- 5.15 PL/24/0805 - Display of non-illuminated hoarding signs on the north-east (River Thames), south-west (Vastern Road) and north-west (Lynmouth Road) site boundaries for a temporary period until 01/07/2028. Granted 29/08/2024.
- 5.16 PL/24/1028 - Discharge of condition 39 (Street Naming and Numbering) of planning permission 231673, as granted on 27/03/2024. Discharged 29/08/2024.
- 5.17 PL/24/0872 - Non-material amendments to permission 231673 (granted on 27/03/2024) to alter the wording of Conditions 2 (approved plans) and 35 (vehicle parking spaces) to provide reconfigured cycle, refuse and plant store rooms, changes to windows/doors and associated alterations, all within Blocks B-F (amended description). Agreed 06/09/2024.
- 5.18 PL/24/1443 - Discharge of conditions 28 (landscaping), 30 (landscape management plan), 43 (biodiversity enhancement scheme) & 44 (biodiversity impact assessment calculation) of planning permission 231673, as granted on 27/03/2024. Current application under consideration.

- 5.19 PL/24/1565 - Discharge of conditions 32 (external lighting) and 45 (impact on wildlife of lighting scheme) of planning permission 231673, as granted on 27/03/2024. Discharged 21/03/2025.
- 5.20 PL/25/0144 - Display of non-illuminated hoarding signs on the north-east (River Thames) and north-west (Lynmouth Road) site boundaries, and display of non-illuminated and internally-illuminated hoarding signs on the south-west (Vastern Road) site boundary, with all signage sought for a temporary period until 01/07/2028 (part-retrospective). Discharged 03/03/2025.
- 5.21 PL/25/0383 - Discharge of conditions 12 (security strategy), 26 (photovoltaic panels), 27 (wheelchair accessible units) and 41 (electric vehicle charging points) of planning permission 231673, as granted on 27/03/2024. Discharged 17/12/2025.
- 5.22 PL/25/0594 - Discharge of the remaining part of condition 11 (Archaeology) of planning permission 231673, as granted on 27/03/2024. Discharged 09/05/2025.
- 5.23 PL/25/0838 – Non-material amendments to permission 231673 (granted on 27/03/2024) to alter the wording of condition 47 (glazing and ventilation for north and west elevation units within Block B) to alter the ventilation termination point from roof level to the north, east and west facades of Block B, change the thickness of the secondary glazing and associated works to the mechanical ventilation heat recovery system. Withdrawn 04/07/2025.
- 5.24 PL/25/1162 - Partial discharge of condition 7 (contaminated land validation report) of planning permission 231673, as granted on 27/03/2024. Partially discharged 16/09/2025.
- 5.25 PL/25/1844 – Non-material amendments to permission PL/23/1673 (granted on 27/03/2024) to amend the wording of condition 14 (compliance condition in relation to the drainage strategy) by altering the approved drainage strategy. Withdrawn 20/01/2026.
- 5.26 PL/26/0213 – Discharge of condition 16 (noise assessment of the proposed mechanical plant) of planning permission PL/23/1673, as granted on 27/03/2024. Discharged 18/03/2026.
- 5.27 PL/26/0298 – Non-material amendments to permission PL/23/1673 (granted on 27/03/2024) to alter the wording of condition 47 (glazing and ventilation for north and west elevation units within Block B) to alter the ventilation termination point from roof level to the north, east and west facades of Block B, change the thickness of the secondary glazing and associated works to the mechanical ventilation heat recovery system. Current application under consideration.
- 5.28 PL/26/0739 - Discharge of condition 49 (Car Parking Management Plan) of planning permission PL/23/1673, as granted on 27/03/2024. Discharged 13/07/2026.

6. Equality Act 2010:

- i. In determining this application, the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

7. Relevant Planning Guidance

- i. Whilst there is no statutory definition of what constitutes a ‘non-material’ amendment, Section 96A, part 2 of the Town and Country Planning Act 1990 (as amended) states that, *"In deciding whether a change is material, a local planning authority must have regard to the effect of the change, together with any previous changes made under this section, on the planning permission as originally granted."*

8. Relevant Policies

- i. The proposed amendments are assessed for materiality – not on the basis of their planning merits. Planning policies therefore do not apply.

9. Appraisal

- i. The proposed changes are detailed at section 2 above and are agreeable to the Lead Local Flood Authority (following clarifications during the course of the application), as detailed at section 3 above. It is noted that this application has followed a previously withdrawn application (PL/25/1844) and subsequent pre-application discussions between the applicant and LPA (see sections 2 and 5). Officers consider that these changes can be made through the non-material amendment procedure. Owing to the context of the overall approved scheme and the nature of the surrounding context, the proposed changes are considered (both individually and cumulatively) to be of an inherently minor scale and nature in this overall wider context. The LLFA has assessed the impacts and raises no issues with the proposals. Neither is it considered that the changes would have any material adverse impact on the overall design idiom, neighbour amenities, or any other intentions of the scheme.
 - ii. The exact re-wording of the condition, to now reference both main documents submitted as part of this application, has been agreed with the agent for the applicant in correspondence on 15/07/2026.
 - Drainage Strategy Addendum by Stuart Michael Associates Limited Ref: 0453-STU05-XX-XX-RP-C-655-002 Issue 03, dated 09/02/2026, as received 01/06/2026.
 - Drainage Maintenance and Management Plan by Stuart Michael Associates Limited Ref O453-STU05-XX-XX-RP-C-655-003 Issue 02 dated and received 14/07/2026.
 - iii. Officers are also mindful that the Planning Practice Guidance outlines that cumulative impacts should be taken into account in s96a applications and, therefore, there would be a future tipping point in such regards. This is the third NMA in relation to this development, with the first relating to altering the wording of condition 42 (DDA compliant pedestrian route to and from the accessible parking bays details) to enable a phased approach to the timing and delivery of the disabled parking spaces and the pedestrian routes accessing them. The second NMA at the site was to alter the wording of Conditions 2 (approved plans) and 35 (vehicle parking spaces) to provide reconfigured cycle, refuse and plant store rooms, changes to windows/doors and associated alterations, all within Blocks B-F. These are all separate from the considerations as part of this application, meaning the cumulative impacts have been taken into account in this instance, but no harmful cumulative impacts are identified. It is noted that there is presently a fourth NMA application under consideration by the LPA (PL/26/0298 – see section 5 above), but this is not yet determined and hence cannot be taken into account.
 - iv. An informative is recommended which states that this permission relates only to the changes specified in the wording of the condition, as submitted. Furthermore, each case shall only be read in the context of the section 73 permission and the original substantive full permission and is bound by all the conditions and obligations attached to those permissions. A further informative is recommended which states: In reaching this decision, the local planning authority is satisfied that the changes proposed by this application do not constitute material changes to the section 73 permission or the originally approved, allowed on appeal, planning permission.
- ## **10. Conclusion**
- i. The local planning authority is satisfied that the changes proposed do not constitute material changes to the approved planning permission.

Recommendations

Grant non-material amendment to the wording of condition 14.

REPLACEMENT CONDITION 14

Prior to the first occupation of any residential unit within the relevant building ((a) Block A - The Railway Warehouse; (b) Block B - The Goods Warehouse; (c) Block C - The Goods Office; (d) Block D – The Generator / The Turbine Hall; (e) Block E – Christchurch Wharf; f) Block F - The Coal Drop Building; (g) Block G) of the development hereby permitted, the sustainable drainage scheme for the site shall be completed in accordance with the submitted and approved details within the **Drainage Strategy Addendum by Stuart Michael Associates Limited Ref: 0453-STU05-XX-XX-RP-C-655-002 Issue 03, dated 09/02/2026, as received 01/06/2026**. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed **Drainage Maintenance and Management Plan by Stuart Michael Associates Limited Ref O453-STU05-XX-XX-RP-C-655-003 Issue 02 dated and received 14/07/2026**.

Reason: To reduce the risk of flooding onsite or elsewhere in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

Informatives:

1. This permission relates only to the non-material amendments sought and described above. Furthermore, it shall only be read in the context of the section 73 permission granted on 27/03/2024 under reference number PL/23/1673 and the substantive planning permission, as allowed on appeal on 17/03/2022 under reference number PL/20/0188 / APP/E0345/W/21/3276463, and is bound by all the conditions and obligations attached to that allowed on appeal permission. That permission still stands and this notice (and any other notices issued under section 96a for this development – e.g. PL/23/0150 as agreed on 02/03/2023 and PL/24/0872 as agreed on 06/09/2024) 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 section 73 permission and the substantive allowed on appeal planning permission.
3. The Local Planning Authority has worked positively and proactively with the applicant to determine under the non-material amendment procedure within the agreed extended timeframes.