



**Section 96a
Application for a Non-
Material Amendment
in relation to Planning
Application Reference
10/01461/OUT
(102172)**

Green Park – NMA Planning Statement

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Prepared for:
Berkeley Group

Prepared by:
Stantec

Project Number:
333103343

Registered Office: Stantec House, Kelburn Court,
Birchwood, Warrington, WA3 6UT

Office Address: The Blade, Abbey Square,
Reading, RG1 3BE

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Checked by		Jane Harrison
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1 Introduction

1.1 Introduction

1.1.1 Stantec has been instructed by Berkeley Group (the “Applicant”) in respect of development at Green Park Village, which benefits from Hybrid Planning Permission (HPP) granted on 1st July 2011.

1.1.2 The Hybrid Planning Permission (10/01461/OUT (102172)) was granted for the following description of development:

“A planning application for mixed-use development comprising:

Phase 1 (submitted in full with no matters reserved and as defined in area on Plan Ref. PL-P1-001) for the construction of housing (Class C3), local retail (Use Classes A1, A2, A3, A4, A5), management suite, village hall, engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works; and

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), one-form entry primary school Class (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 & infrastructure, landscaping and other associated works.”

1.1.3 This Planning Statement has been prepared in support of an application under Section 96A of the Town and Country Planning Act 1990 (as amended), seeking a Non-Material Amendment (NMA) to the approved scheme.

1.1.4 The proposed amendment relates to an area currently approved for landscaping, falling within Phase 1C of the outline permission. The amendment seeks to provide 10 no. parallel visitor parking spaces on the southern side of Flagstaff Road, which will be used by residents across all phases of the approved scheme. It should be noted that a Reserved Matters Application for landscaping (Ref: PL/17/1121/REM) has been submitted to the Council and remains under consideration.

1.1.5 This amendment has arisen following feedback from residents of Green Park Village, who have identified a need for increased visitor parking along Flagstaff Road. The proposal responds directly to resident feedback and demonstrates Berkeley's commitment to place keeping i.e. long term custodians of the Berkeley's estates. The proposals seek to provide additional parking

in this location while carefully considering the impact on approved landscaping, ecological features, and the wider character of the development. The proposed provision represents a balanced approach, remaining compliant with parking standards whilst responding appropriately to the parking needs identified by residents.

1.2 Pre-Application Discussions

1.2.1 The proposed approach has been informed by pre-application discussions with Reading Borough Council (RBC).

1.2.2 Pre-application discussions have been undertaken with RBC in respect of the proposed amendments. A formal written response was received from the Council on 26th April 2026 (Pre-Application Reference: PL/26/0374).

1.2.3 Two options for progressing the proposed changes were presented to the Council during pre-application discussions. These options were as follows:

- **Option 1** - The provision of 10 no. parallel visitor car parking spaces on the southern side of Flagstaff Road
- **Option 2** - The provision of 21 no. right angled visitor parking spaces on the southern side of Flagstaff Road and the provision of 2 trees as mitigation.

1.2.4 In addition to the above options, an alternative layout incorporating diagonal parking bays on the southern side of Flagstaff Road was also explored during the design process. However, this option was discounted as it was considered likely to have adverse implications for vehicle manoeuvring, highway safety and access arrangements along Flagstaff Road.

1.2.5 Following consideration of the options presented, the Applicant has decided to proceed with Option 1, which comprises the provision of 10 no. parallel visitor parking spaces on the southern side of Flagstaff Road. This option was selected as it minimises the impact on the approved landscaping scheme whilst still providing additional visitor parking provision to serve the development.

1.2.6 In RBC's pre-application response, it was advised that:

"the first stage would be a Non-Material Amendment application under Section 96A to amend any relevant approved plans under the original permission (ref. 102172), approved under Condition 5, which are likely to include amendments to the Outline Masterplan and Landscape Master Plan."

1.2.7 The Council further confirmed that:

“The principle of additional parking spaces may be acceptable, subject to satisfactorily addressing landscaping and transport matters as set out above.”

- 1.2.8 Overall, RBC’s pre-application response indicates that the proposed development is acceptable in principle, subject to appropriate supporting information being provided.
- 1.2.9 The Council also highlighted that any forthcoming application should include clear details relating to the management and control of visitor parking spaces, as well as appropriate landscaping mitigation to offset any loss of previously approved landscaped areas.
- 1.2.10 This NMA application has been prepared having regard to the pre-application advice received and seeks to address the matters raised by RBC, demonstrating that the proposals would not give rise to any material planning harm.

2 The Site and Planning History

2.1 The Site

- 2.1.1 The proposed amendment relates to an area within Phase 1C of the outline planning permission (ref: 10/01461/OUT (102172)), which is currently approved for landscaping. The site is located along Flagstaff Road, to the south of South Lake.
- 2.1.2 At present, the site comprises a partially surfaced area adjacent to Flagstaff Road, which was previously used for construction access. Under the approved Illustrative Masterplan (ref: 102172), this area is intended to form part of the final landscaped scheme.

2.2 Planning History

- 2.2.1 The planning history relevant to the Site is provided in the table 1 below:

Table 1: Planning History

Ref	Description	Decision	Decision Date
10/01461/OUT (102172)	A planning application for mixed-use development comprising: Phase 1 (submitted in full with no matters reserved and as defined in area on Plan Ref. PL-P1-001) for the construction of housing (Class C3), local retail (Use Classes A1, A2, A3, A4, A5), management suite, village hall, engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works; and 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), one-form entry primary school Class (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 & infrastructure, landscaping and other associated works	Approved	1 st July 2011
PL/17/1017/ REM	Application for approval of reserved matters for Phase 6B for 120 dwellings following outline approval (10/01461/OUT) (amended)	Approved	19 th July 2018
PL/17/1019/ FUL	A planning application for residential led mixed-use development comprising the construction of 339 residential apartments (Class C3), 556 sqm (GIA) local retail units (Use Classes A1, A2, A3, A4, A5), residents' gym and associated car parking, pedestrian and cycle routes, services and	Approved	21 st December 2018

	infrastructure, landscaping and other associated works (Phase 6A) (amended)		
PL/19/1886/ NMA	Minor amendment to planning permission 170096 for the provision of 4 no. car parking spaces within phase 3B2	Approved	16 th September 2021
PL/19/1887/ NMA	Minor amendment to planning permission 160700 to site layout with additional 2 no. parking spaces within 3A	Approved	29 th October 2021
PL/25/0794/ NMA	Non-Material Amendment following a grant of planning permission PL/17/1019 (Phase 6A) - Alterations to the Refuse Access to Block 6, protection security bollard to prevent turning, reallocation of one parking space from residential to retail use and the provision of an additional visitor space	Approved	16 th September 2025

3 The Proposed Development

- 3.1.1 The proposed development comprises the amendment of the existing planning permission to enable the provision of 10 visitor parking spaces within an area of a former construction access adjacent to Flagstaff Road (proposed layout found at appendix 1). The parking spaces will be arranged in a parallel layout and served by a 1.5m-wide footway along their southern edge, providing safe access for users entering and exiting vehicles. Dropped kerbs will be provided at the crossing points to ensure accessibility for all users, including those with mobility impairments. The proposed visitor parking spaces will be managed in accordance with the approved Green Park Village Parking Control Strategy, which is enforced by a private parking management company (UK Parking Control). To ensure the spaces remain available for visitors, the proposed spaces will be subject to the existing permit requirements and monitoring arrangements and will be clearly marked for visitor use only. Further details on the proposed parking and its management can be found at section 3 of the accompanying Transport Technical Note, prepared by Glanville (Ref: 002_4260275_DK_Transport Technical Note)
- 3.1.2 In conjunction with the parking provision, amendments to the approved soft landscaping are proposed to provide a more gradual transition from the back of pavement to the site boundary. This includes the introduction of a clover grass margin adjacent to the proposed footpath, which will help deter access towards the boundary planting whilst maintaining an attractive landscaped edge.
- 3.1.3 The proposed amendment also includes an increased area of native boundary planting, replacing areas of ornamental shrub planting. This will provide a denser landscaped buffer and enhance the ecological value of the site. In line with the approved scheme, scrub thicket planting with a grassland edge is proposed along the boundary; however, the depth and overall area of thicket planting will be increased to create a larger habitat area and strengthen ecological connectivity.
- 3.1.4 Further ecological enhancements include the provision of four log piles within the soft landscaped areas beneath the canopy of proposed trees, consistent with the approved development.
- 3.1.5 The latest proposals do not affect the approved tree strategy. An existing tree will be retained in accordance with the original consent, and the total number of proposed trees (22) remains unchanged. Proposed species include *Alnus glutinosa* (Common Alder), *Betula nigra* (River Birch), *Acer campestre* (Field Maple) and *Tilia cordata* (Small-leaved Lime).
- 3.1.6 The proposed development will utilise the existing surface water drainage infrastructure serving Flagstaff Road. Surface water runoff from the proposed visitor parking bays will drain via the existing highway gullies, which discharge to the established swale, attenuation and infiltration tank, and ultimately the adjacent lake. A drainage assessment undertaken by GTA confirms that

the existing drainage system has sufficient capacity to accommodate the additional runoff generated by the proposed parking bays, with no material impact on flood risk. Accordingly, no additional surface water attenuation measures are required. Further details are provided within the accompanying Drainage Technical Note prepared by GTA.

4 Planning Policy Context

4.1 Background

- 4.1.1 This chapter of the Planning Statement sets out an overview of relevant national and local planning policies and guidance.
- 4.1.2 This NMA has been prepared in the context of the relevant policy and guidance at the national, regional and local level. The planning policy framework for the Site comprises:

National Policy

- The National Planning Policy Framework 2024 (NPPF)
- National Planning Policy Guidance (NPPG)

Local Policy

- Adopted Reading Borough Local Plan – November 2019

- 4.1.3 The Application has also had regard to supplementary planning guidance, and supplementary planning documents

4.2 National Planning Policy

- 4.2.1 On the 16th December 2025, the Government published a consultation on proposed updates to the National Planning Policy Framework. This consultation period ran until the 10th March 2026. As the document is only at a draft consultation stage, the current adopted NPPF (December 2024) remains the materially relevant national policy document. The final updated NPPF is expected summer 2026.

4.3 National Planning Policy Framework

- 4.3.1 The NPPF was originally published on 27th March 2012, however, has since been subsequently updated with the most recent update published in December 2024. For dealing with planning appeals, the policies in the Framework are applied from the date of publication. Therefore, the policies in the December 2024 version of the NPPF are relevant to this NMA.
- 4.3.2 Chapter 2 (Achieving sustainable development) states that in order to achieve a sustainable development, three overarching objectives need to be pursued mutually in supportive ways. These are economic, social and environmental objectives. The presumption in favour of sustainable development, which is central to the NPPF, is outlined in paragraph 11. This states that for the purposes of decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

- 4.3.3 Chapter 9 (Promoting sustainable transport) relates to transport issues. It focuses understanding and addressing the potential impacts of development on transport networks, realising opportunity from existing or proposed transport infrastructure, identifying and pursuing opportunities to promote walking, cycling and public transport use, and identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure.
- 4.3.4 Paragraph 116 states that development should only be prevented or refused on highways grounds where it would result in an unacceptable impact on highway safety or significant residual cumulative impacts on the road network.
- 4.3.5 Chapter 12 (Achieving Well-Designed Places) of the NPPF emphasises that achieving well-designed places is fundamental to sustainable development, requiring proposals to deliver high-quality, visually attractive and functional environments that respond positively to local character, create a strong sense of place, and provide safe, inclusive and accessible environments.
- 4.3.1 Chapter 15 (Conserving and enhancing the natural environment) states in paragraph 187 that planning policies and decisions should contribute to and enhance the natural and local environment, by minimising impacts on and providing net gains for biodiversity. Paragraph 193 states that significant harm to biodiversity resulting from a development must be adequately mitigated, or, as a last resort, compensated for otherwise planning permission should be refused.

4.4 Local Planning Policy

- 4.4.1 The Reading Borough Local Plan was adopted on the 4th November 2019 and seeks to guide future development in Reading up to 2036.
- 4.4.2 The policies in the Reading Borough Local Plan that are relevant to the consideration of this NMA are as follows:
- 4.4.3 Policy CC1: Presumption in Favour of Sustainable Development – outlines that a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the NPPF.
- 4.4.4 Policy EN12: Biodiversity and the Green Network – in part a) states that the Green Network identified on the Proposals Map shall be maintained, protected, consolidated, extended and enhanced. Part b of the policy affirms that development should not result in a net loss of biodiversity and geodiversity and should provide a net gain for biodiversity wherever possible. Policy EN12 seeks development to protect and wherever possible enhance features of biodiversity and provide new tree planting, wildlife friendly landscaping, and ecological enhancements
- 4.4.5 Policy EN12: Biodiversity and the Green Network – in part a) states that the Green Network identified on the Proposals Map shall be maintained, protected, consolidated, extended and enhanced. Part b of the policy affirms that development should not result in a net loss of biodiversity and geodiversity and should provide a net gain for biodiversity wherever possible. Policy EN12 seeks development to protect and wherever possible enhance features of biodiversity and provide new tree planting, wildlife friendly landscaping, and ecological enhancements
- 4.4.6 Policy TR1: Achieving the Transport Strategy – details how proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans. Policy TR1 notes that all development proposals should make appropriate provision for works and contributions to ensure 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, in accordance with any agreed transport assessment submitted as part of the application.
- 4.4.7 Policy TR3 – Access, Highways and Highway-Related Matters – sets out how in determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety,

congestion and the environment. Policy TR3 also sets out five criteria regarding access, traffic, and highway-related matter

- 4.4.8 Policy TR5: Car and Cycle Parking and Electric Vehicle Charging – states that development should provide car parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

4.5 Supplementary Planning Documents

Revised Parking Standards and Design (2011)

- 4.5.1 Reading Borough Council's *Revised Parking Standards and Design (2011)* sets out the Council's approach to the provision and design of car and cycle parking. It establishes maximum parking standards to promote sustainable travel choices, while ensuring sufficient provision to meet operational needs. The document also provides detailed guidance on the layout and design of parking areas, including dimensions, accessibility, and safety considerations, and emphasises the importance of integrating parking sensitively within developments to minimise visual impact and support the quality of the public realm.

5 Justification for Non-Material Amendment

- 5.1.1 This application seeks a NMA to allow for the provision of 10 visitor parking spaces within an area currently approved for landscaping in Phase 1C of the development.
- 5.1.2 The need for the proposed amendment has arisen in response to feedback received from existing residents of Green Park Village regarding a need for additional visitor parking provision within the development. The proposed spaces are intended to address existing parking demand associated with visitors to the development and reduce pressure for informal on-street parking in the surrounding area, , whilst providing parking in a manner consistent with the objectives of Policy TR5 (Car and Cycle Parking and Electric Vehicle Charging).
- 5.1.3 A Transport Technical Note prepared by Glanville accompanies this application and demonstrates that the proposed visitor parking spaces are modest in scale and proportionate to the operational requirements of the development. The assessment concludes that the proposed parking provision would remain compliant with Reading Borough Council's maximum parking standards and would not undermine the sustainable transport of the wider Green Park Village development. The proposed provision therefore represents a balanced approach, remaining compliant with parking standards whilst responding appropriately to the parking needs identified by residents. Accordingly, the proposal accords with the objectives of Chapter 9 of the NPPF and Policies TR1 and TR3 of the Reading Borough Local Plan, which seek to ensure development promotes sustainable transport and does not adversely affect highway safety or operation.
- 5.1.4 The proposed parking spaces can be accommodated within the existing site layout without altering the approved quantum of development, the use of the site, access arrangements or the overall design principles established through the extant permission. The amendment therefore does not result in any fundamental change to the nature or character of the approved development.
- 5.1.5 To facilitate the proposed parking provision, amendments to the landscaping strategy are proposed. These amendments have been carefully designed to ensure that the quality and functionality of the landscaped areas are maintained and enhanced through an integrated design outcome. The revised proposals introduce a more gradual transition from the highway to the site boundary through the provision of a clover grass margin and increased native planting , consistent with the design objectives of Chapter 12 of the NPPF.

- 5.1.6 The revised planting proposals include an increased area of native boundary planting and scrub thicket habitat, together with the provision of four log piles, resulting in enhanced biodiversity value when compared to the approved scheme. In addition, the approved arboricultural strategy remains unchanged, with the retention of the existing tree and the provision of 22 proposed trees. The extant planning permission was granted prior to the introduction of the mandatory Biodiversity Net Gain requirements under the Environment Act 2021 and, therefore, the statutory Biodiversity Net Gain requirements do not apply to this application. Notwithstanding this, the proposed amendments have been designed to improve biodiversity within the application area through the provision of additional native planting and habitat features.
- 5.1.7 The proposed changes have also been informed by pre-application discussions with Reading Borough Council, which confirmed that the principle of additional visitor parking may be acceptable subject to appropriate consideration of transport, landscape and ecological matters. The submitted supporting information demonstrates that these matters have been satisfactorily addressed.
- 5.1.8 Overall, the proposed changes are minor in scale, respond to an identified local need, and would not give rise to any material planning harm or material changes to the extant permission. The proposals accord with the relevant provisions of the NPPF and the Reading Borough Local Plan, and are therefore considered appropriate to be dealt with as a Non-Material Amendment under Section 96A.

6 Summary and Conclusion

- 6.1.1 This Planning Statement has been prepared in support of an application under Section 96A of the Town and Country Planning Act 1990 (as amended) seeking a NMA to the hybrid planning permission for Green Park Village (Ref: 10/01461/OUT).
- 6.1.2 The proposed amendment comprises the provision of 10 visitor parking spaces within an area of existing hardstanding adjacent to Flagstaff Road, together with associated landscaping, ecological and access improvements.
- 6.1.3 The proposed visitor parking spaces respond to an identified operational need within Green Park Village and will help address existing pressure on visitor parking provision. The accompanying Transport Technical Note demonstrates that the proposal remains compliant with Reading Borough Council's parking standards, would not adversely affect highway safety, and would not undermine the sustainability of the development.
- 6.1.4 Whilst the proposals result in amendments to an area previously approved for landscaping, the revised landscape strategy incorporates enhanced native planting, increased scrub thicket habitat, ecological features including log piles, and the retention of existing and proposed trees. The proposals therefore maintain and enhance the environmental quality of the site.
- 6.1.5 The proposed changes do not alter the approved quantum of development, land use, access strategy or overall design principles established by the extant permission. The amendment is minor in scale, does not result in any material planning impacts, and would not fundamentally alter the nature or character of the approved development.
- 6.1.6 Having regard to the submitted plans and supporting technical information, it is considered that the proposed changes constitute a non-material amendment which can appropriately be considered under Section 96A of the Town and Country Planning Act 1990.