

N1, N2	Mainly residential, with small-scale offices and leisure (possibly food and drink)
N3, N4, N5, N6, N7, N8, N10	Retail and leisure (ground floor), mix of uses on higher floors including residential, offices. Retail contingent on improved links across railway.
N11	Residential, offices, active commercial use on ground floor.
N9, S3, S5	Station/transport interchange uses, potential for other mixed uses.
S1, S2, S4, S6-12, other sites on Station Road/Friar St	Retail and leisure (ground floor), mix of uses on higher floors including residential, offices.



Figure 9.2 Main development plots

Figure 9.1 Appropriate range of uses on plots

9.3 Figure 9.1 sets out the appropriate range of uses on each plot according to the RCAAP. Retail and leisure uses will bring ground floor activity to the key streets, whilst a range of uses including residential and business space will be spread across the area. Leisure uses include hotels, bars and restaurants, as well as larger format leisure uses. Community uses, although not specifically mentioned in figure 9.1, will be appropriate across the area. Leisure and community uses for which a particular need has been identified in central Reading include a swimming pool, ice rink and primary healthcare. In terms of retail, the RCAAP refers to the need for an offer complementing, rather than competing with, the rest of the centre.

9.4 The location, layout and design of new residential developments will be constrained by the need to mitigate flood impacts on sites to the north of the railway. This may require raised ground floors, or may restrict residential uses to upper storeys only in certain circumstances. There will also be a need to provide dry access. Please refer to the Sustainability chapter and the section on Flood Risk (10.10 onwards) for further guidance.

9.5 A critical mass of residential is needed on the area between Vastern Road and the railway in order to create a quality living environment. As a general indicator, at least one third of the floorspace in this area should be residential.



Active Frontages

9.6 The one area in which this Framework provides more detail in terms of land use is on the location of active frontages. It is essential that certain key areas of public realm and corridors of movement are enlivened by active, public uses at the ground floor, which bring activity and vitality. Without these uses, a successful public realm (which is the main concern of this Framework) is unlikely to be created.

9.7 The RCAAP Proposals Map (linked to policy RC10) showed the key routes where active frontages would be a requirement, including Station Road, Friar Street and four new routes emanating from the station. Figure 9.3 shows how these active frontages will be applied to individual development plots within the Station Area. The key message is that the key routes and areas of public realm must be fronted by active uses.

9.8 Active uses are defined in the RCAAP, and comprise use classes A1-5, C1, D1, D2 or related sui generis uses. For the purposes of this framework, that will also cover station entrance and passenger facilities. New developments will have a display window or glazed ground floor frontage.

Total developable area

9.9 Analysis indicates that there are around twelve hectares of land which may become available for redevelopment, either immediately or over the longer term. This sum assumes comprehensive redevelopment over time and includes parking areas.

9.10 The Framework diagrams define a series of development plots (excluding streets and spaces) amounting to some 7.5 hectares.

9.11 No development is proposed over the station concourse, tracks or platforms (air-rights development). This has been discounted by Network Rail on the grounds of both viability and practicability.

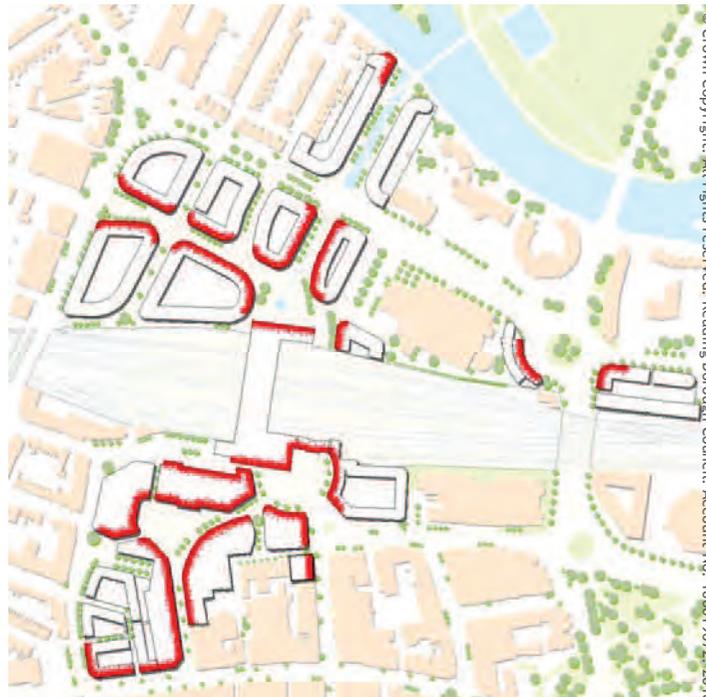
9.12 Urban design studies undertaken as part of the Framework planning process, together with the preparation of illustrative schemes have served to indicate the level of development that is achievable on the site. The Framework planning exercise indicates that the Station Area could physically accommodate up 450,000 sq m of floorspace in total (c.5 million sq ft).

Public space

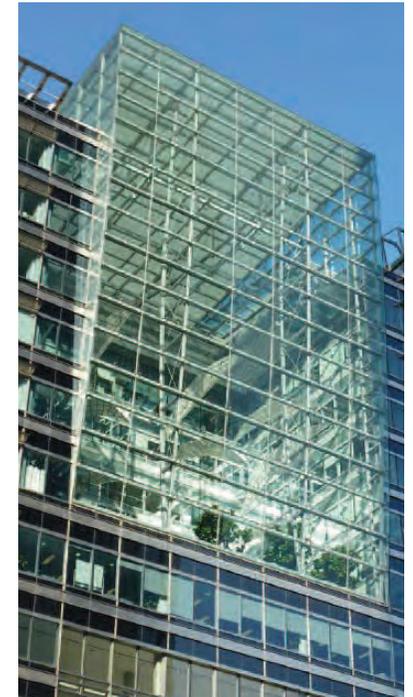
9.13 The Framework identifies approximately 4 hectares which should to be laid out as streets and squares, open space and new footpaths in order to create a setting for development; to facilitate pedestrian movement; to better connect the area together; to connect to the core of the town and to connect through to the Thames and surrounding residential districts.

9.14 The Council expects these to be taken into account in development proposals and will seek contributions from developers to assist in implementing new spaces, major improvements to existing open spaces and/or better links to them.

Figure 9.3 Active frontages



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Chapter

10

sustainability

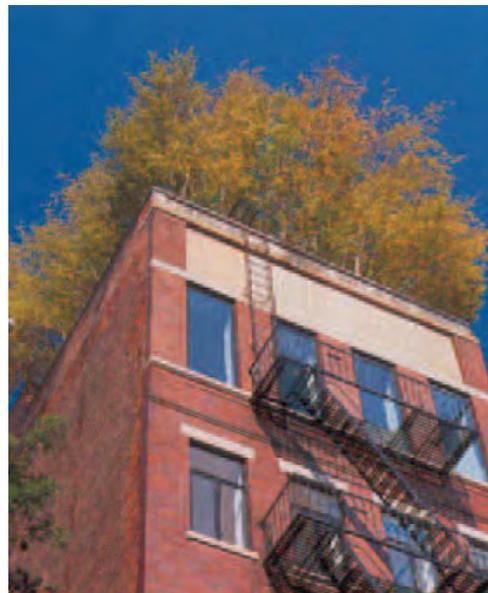


sustainability

Policy

10.1 The Station Area developments should address issues of sustainability and respond to current and emerging guidance. The Council's policies on sustainable design and construction (CS1, CS2 and the most up-to-date Sustainable Design and Construction SPD) should be the starting point for the development of any proposal.

10.2 The aim should be for developments to meet the highest standards of sustainable design and construction. The design of buildings and site layouts should use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change. Development should meet relevant BREEAM and Code for Sustainable Homes standards.



Decentralised energy

10.3 A decentralised system provides a more sustainable energy solution than the centralised system that currently dominates electricity production. A decentralised system helps to combat climate change and provides future generations with more security over energy provision than a centralised energy system.

10.4 Decentralised energy is a term that covers a variety of technologies, including various renewable technologies, and more efficient energy generation such as Combined Heat and Power (CHP). These technologies can locally serve an individual building, development or wider community and include heating and cooling energy.

10.5 Given the mixed nature plus scale and density of the development likely to come forward in the Station Area, decentralised energy should be considered for all developments in this area as part of the requirements of meeting policy CS1. Where there is an existing decentralised energy network, further developments should consider linking into these existing networks.

Green roofs

10.6 A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane.

10.7 Green roofs can serve several purposes for a building, such as absorbing rainwater, and contributing to reducing run-off, providing insulation, creating a habitat for wildlife and rare plant types, and helping to lower urban air temperatures and combat the heat island effect.

10.8 Green roofs should be considered for all developments with flat roofs in the Station Area. They may offer particular biodiversity benefits close to the river. The structural and drainage implications should be considered at an early building design stage.



Brown roofs

10.9 “Brown roofs” are designed to partly mitigate the loss of habitat from the redevelopment of brownfield sites by covering the flat roofs of new developments with a layer of locally sourced material, often a mix of brick rubble and some concrete rubble which is then seeded or sometimes left to self colonise. They can offer valuable ecosystems, supporting rare species of plants, animals and invertebrates. The roofs are colonised by spiders and insects (many of which are becoming extremely rare in the UK as such sites are developed) and provide a feeding site for insectivorous birds, particularly the nationally rare black redstart, which is known to forage in the Station Area.

10.10 Brown roofs should be considered for developments adjoining the River Thames and for sites where an ecological appraisal indicates the presence of foraging birds, particularly black redstarts. Other potentially appropriate biodiversity enhancements as part of a development include swift boxes.

Living Walls

10.11 Living walls are those covered in some form of vegetation. They offer environmental benefits by enhancing biodiversity, improving the thermal insulation and cooling properties of the building, helping to improve air quality, improving noise attenuation properties and improving visual amenity. High quality designs for ‘green walls’ incorporating vegetation over a majority of a building’s vertical surfaces should be considered, particularly where living roofs are difficult to achieve.

10.12 Opportunities for living walls in the Station Area include:

- Retaining walls to the railway embankments.
- Car parking structures and ramps.
- Ground floor walls where flood risk excludes occupation and active frontages are not required.



Figure 10.1 Image of green and brown roofs

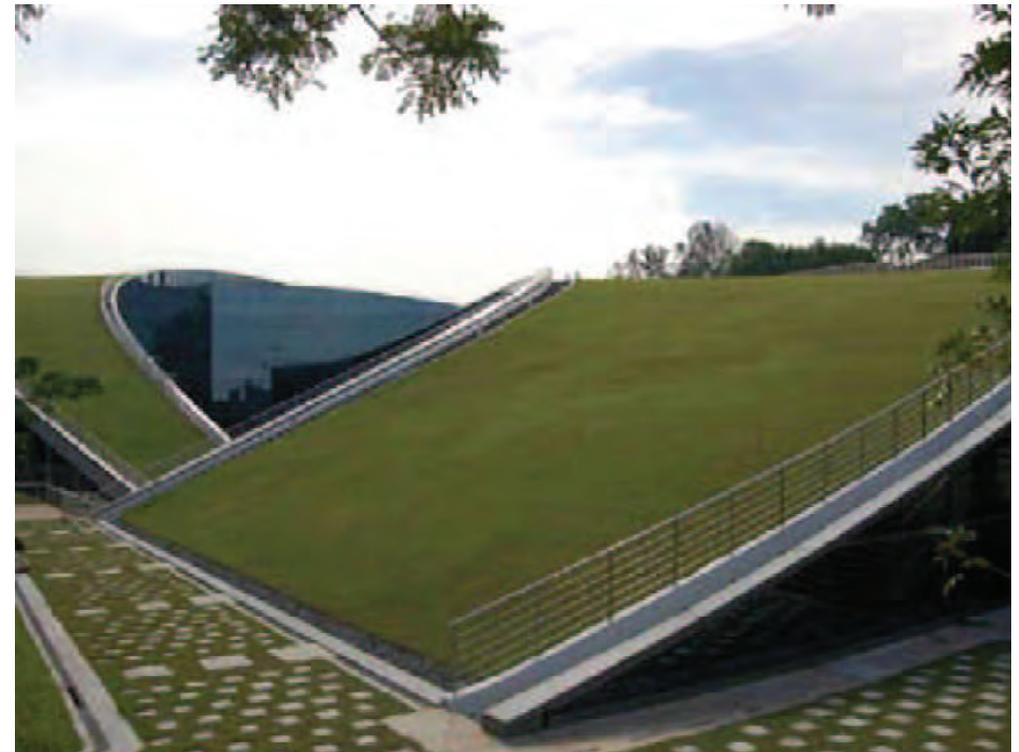
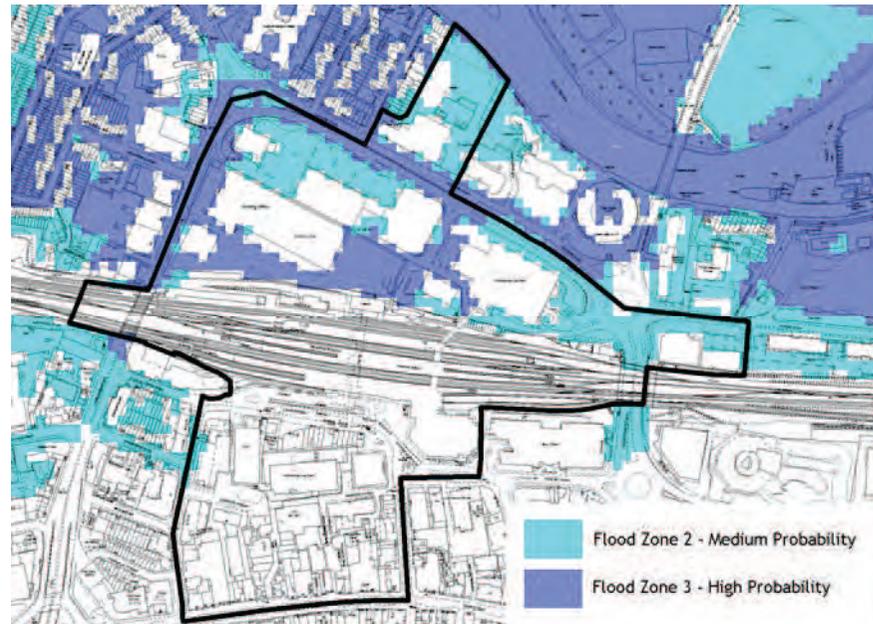




Figure 10.2 Risk of flooding from rivers
(Source: Environment Agency, November 2010 - please contact EA for information on latest flood zone maps)



Core Strategy Policy CS35: FLOODING

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 flood plain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from flooding.

Flood Risk

10.13 The degree of river and sea flood risk according to the Environment Agency flood zones, which were updated in November 2010 to take into account detailed analysis of the area, is shown in figure 10.2. Sites south of the railway are in Flood Zone 1 (low probability), whilst parts of the North Side sites fall within Flood Zones 2 (medium probability) and 3 (high probability).

10.14 The following sites are affected:

- North of Station (RC1e) - parts of sorting office and station car park in Zones 2 and 3, with much of the Station Retail Park in Zone 2;
- Riverside (RC1g) - partly in Zone 2
- Napier Road (RC1h) - partly in Zone 2.

Policy on Flood Risk

10.15 Policy CS35 states that planning permission will not be given for development in an area identified as being at high risk of flooding, where development would reduce the capacity of the flood plain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from flooding.

10.16 Policy RC1 of the RCAAP sets out further site-specific requirements. The North of the Station site (RC1e) and Napier Road (RC1h) should include an acceptable dry access scheme from across the site as part of any development (although it is now more helpful to talk in terms of 'safe access'). Paragraph 6.8 of the RCAAP also states that detailed proposals will need to consider the distribution of uses in the context of PPS25.



Assessment of Flood Risk

10.17 Level 2 Strategic Flood Risk Assessments were carried out for the three sites affected by Flood Zones 2 and 3 (prior to the recent changes to the flood maps, which mainly downgraded the flood risk). In all cases, the Assessments demonstrated that the sites can be developed safely to mitigate the potential risks posed by flooding from the River Thames. In general, the assessments showed the following:

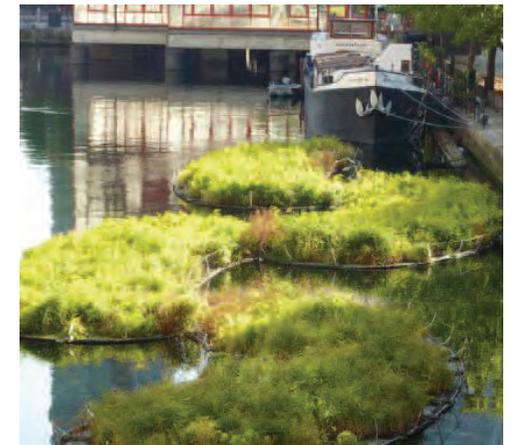
- Flood depth - the maximum depth in a 1:100 flood event would be 1,100 mm (taking account of climate change), on the Napier Road site. On the North of the Station site, the maximum depth would be 850 mm.

- Speed of flooding - on most sites, the speed of floodwaters would be slow. The exception would be the Riverside site, due to its proximity to the Thames.
- Period of inundation - this would generally be long, potentially up to one week.

10.18 The assessment provides design recommendations in relation to particular sites. It is essential that these recommendations are entrenched into the design process from the conceptual stage.

10.19 A Flood Risk Assessment will need to be prepared in support of any application for development in areas at risk of flooding, to be carried out in accordance with Section 6.6.1 of the Level 1 SFRA and the requirements of PPS25.

10.20 Where there is an opportunity to undertake more detailed up to date hydraulic modelling, this should be carried out at the outset in order to inform the baseline of any flood risk assessment to determine existing flood depths and flood flow routes. However it will not be acceptable to undertake modelling to justify no flood mitigation.



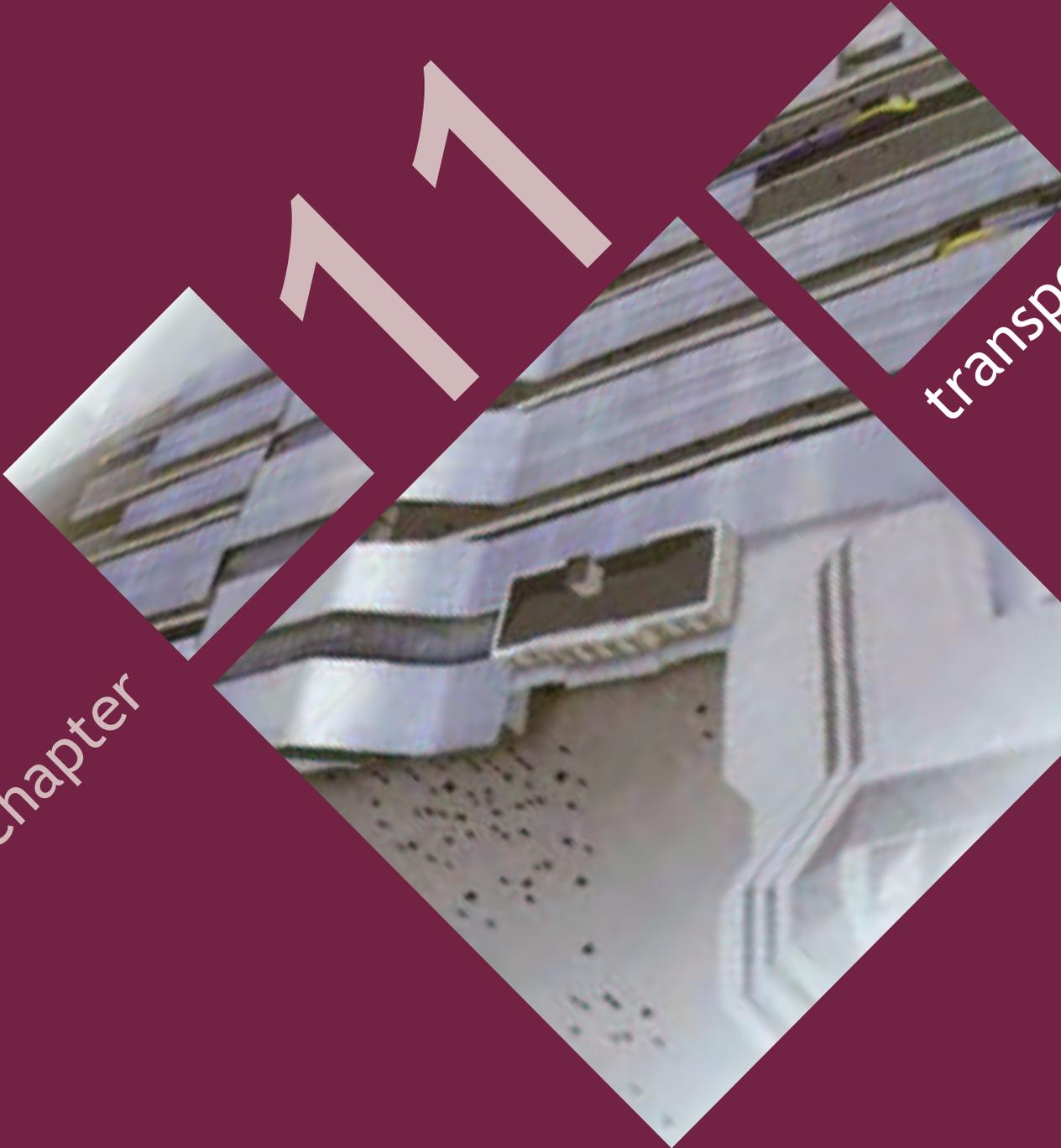
10.21 The Level 2 SFRAs generally recommended a number of design measures, which should be addressed in proposals on affected sites. The following general measures, which include those from the SFRAs, should be reflected in any proposals:

- Residential uses should not be situated at ground level within Zone 3a.
- Ground floor levels for residential developments should be set at a minimum of 300mm above the 1:100 annual probability (1%) flood level including allowance for climate change.
- All buildings within the site should adopt resilient design techniques to minimise the damage and disruption sustained by businesses and/or residents following a flooding event. Further guidance can be found in Flood Performance of New Buildings (Flood Resilient Construction), CLG (2007).
- It is essential that tenants within the site are made aware of the potential risks of flooding, and are actively encouraged to sign up to the Environment Agency's flood warning service. A safe evacuation route should be established, in accordance with guidance provided within the Level 1 SFRA and the requirements of PPS25.
- Sustainable drainage systems (SUDS) must be incorporated into the site design to ensure that runoff from the site does not exceed, and, where possible, improves on, existing runoff rates. It is important to ensure that SUDS are designed with due consideration to soil and groundwater conditions. Infiltration techniques should be sought wherever possible, however are likely to be unsuitable in areas of shallow groundwater and/or impermeable soils. Care should also be taken in areas overlying Thames Gravels within close proximity of the River Thames as groundwater flooding may ensue during high river levels. SUDS can also help to achieve other sustainability aims, e.g. biodiversity, contributing to the public realm and improving the river corridor. Any proposed drainage scheme should apply the SUDS 'Management Train' approach by using a range of sustainable techniques to ensure the maximum benefits of using these methods can be achieved.
- Where flood storage compensation is needed, opportunities should be sought at an early design stage to secure areas which could incorporate any open green spaces. Voids and stilts are not an appropriate mitigation measure to provide flood storage compensation. Any proposed compensation must be in place before development commences.
- Buildings, landscaping and infrastructure should be oriented within the site to avoid blocking overland flow routes. Where this cannot be achieved, appropriate management of these flow routes should be provided to ensure there will be no increase in flood risk to the surrounding area and aim where possible to improve flood risk.
- Any raised areas within the floodplain should provide appropriate flood storage compensation and not be located across existing flood flow routes, to ensure no increase in flood risk to the surrounding area.
- Basements must not be used for habitable purposes within Zone 3a. It is essential to ensure that all basement areas within flood affected areas of the site are watertight, and the entrance point is situated above the 1% (1 in 100) design flood level, including climate change.
- Undercroft parking should generally be avoided in areas within Zone 3a.

Chapter

11

transport



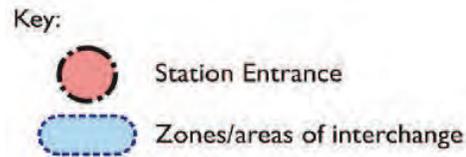
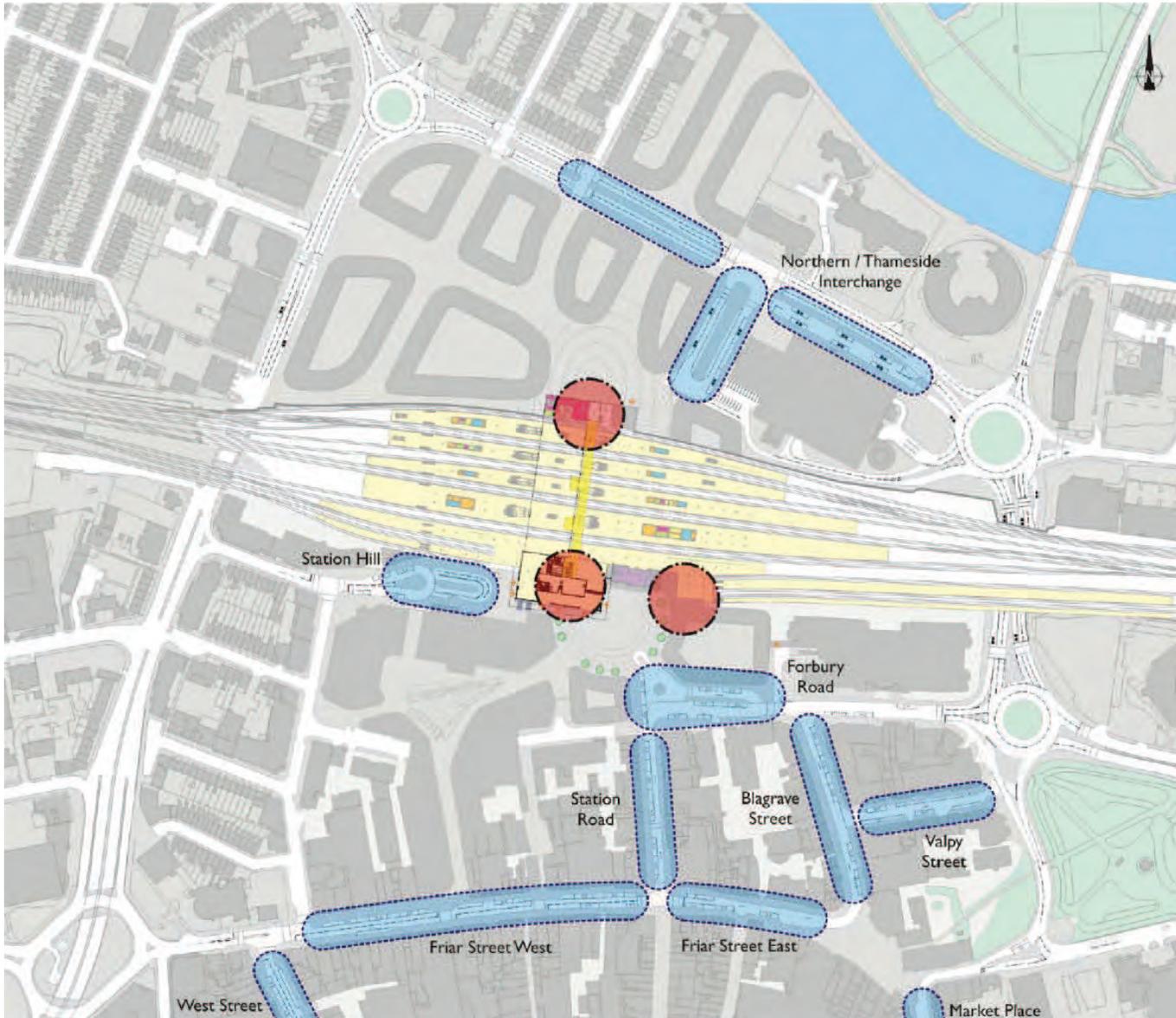


Figure 11.1 Station scheme plan



transport

Transport Development Area

11.1 The guiding concept for Reading Station is a Transport Development Area (TDA). TDAs are highly accessible interchange zones which are well served by walking, cycling and public transport where, through the integration of transport and land use planning, and the promotion of higher density and more intensive land uses, more sustainable patterns of development can be attained.

'The concept of Transport Development Areas may provide a mechanism to help integrate development and transport objectives in highly accessible locations, for instance by bringing all parties together around a shared vision'.

Planning Policy Guidance Note 13 (revised): March 2001



Transport and development

11.2 Reading Borough Council and Network Rail are in the process of delivering major transport improvements at Reading Station. These improvements include a national rail scheme and a number of local transport projects, associated with the station upgrade and for supporting growth and regeneration in central Reading.

11.3 The development sites in the Station Area should be developed in conjunction with these transport improvements. They should also be based on detailed assessments of the impact of future development upon both existing transport infrastructure and planned improvements. It is likely that development will need to be phased with, and directly related to, the implementation of transport and access improvements.

Transport components

11.4 There are five broad transport components that make up the Station Area regeneration. They are:

- The railway station redevelopment incorporating new platforms, track, signalling, concourse and station entrances;
- New and enhanced multi-modal interchanges distributed around the Station Area and central Reading;
- Improved accessibility, convenience and facilities for walking and cycling making these journeys easier, safer and more attractive (refer to Public Realm Chapter);
- Operational car parking associated with development;
- Reconfiguring existing roads and the provision of new streets associated with transport improvements and redevelopment proposals.

The Railway Station redevelopment

11.5 Network Rail, in partnership with Reading Borough Council and the Department for Transport, are undertaking significant rail improvements in the vicinity of Reading Station to remove a national rail bottleneck.

11.6 The main elements of work which are associated with Reading Station include upgrading track and signalling, the provision of new and extended platforms, a new over-bridge and new station entrances to the north and south of the railway. Track signalling and station improvements are planned to accommodate a 103% increase in passenger flows on the Great Western railway through and to Reading.

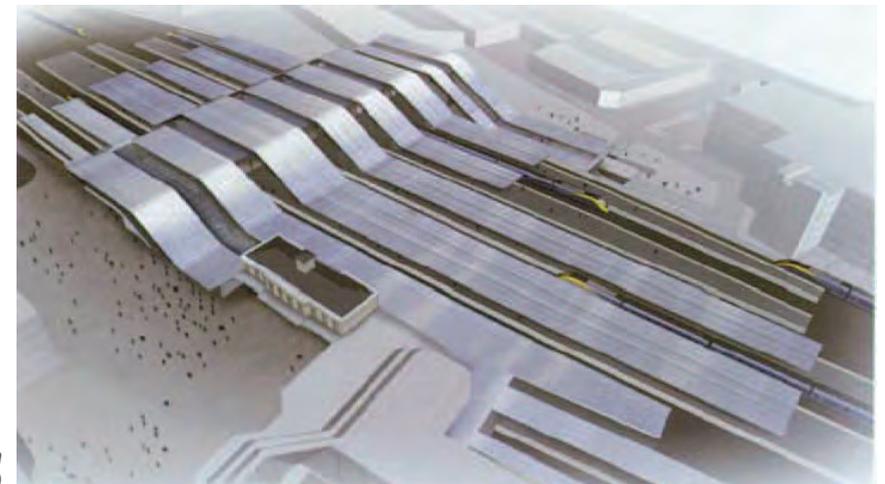


Figure 11.2 Aerial image of Proposed Station (Network Rail)

New and enhanced multi-modal interchanges

11.7 The development of the Station Area will include new and enhanced multi-modal interchanges. These transport interchanges are planned with a revised pattern of bus movements in the town centre.

11.8 The upgraded interchanges will help open up sites to the north for redevelopment to facilitate the extension of central area activities through to the River Thames.

11.9 The location of these new/reconfigured interchanges is indicated in figure 11.1. The diagram also shows the new platforms and over-bridge and the three station entrances.

11.10 High-density mixed-use development in the Station Area will maximise the potential for local walking and cycling trips. The framework will help to secure high quality pedestrian and cycle facilities to include routes that are direct, well lit, naturally surveilled and safe.

11.11 The scale of land development and the increased capacity of the new interchanges will require an extension of pedestrian priority.

11.12 All development should consider pedestrian movement in and about the Station Area and be designed to be permeable with a high degree of integration - both vertical (stairs, lifts, ramps, bridges, concourses and escalators) and horizontal integration (streets, alleys, malls, atria). Please refer to chapter 5 on public realm.

Reconfiguring Roads

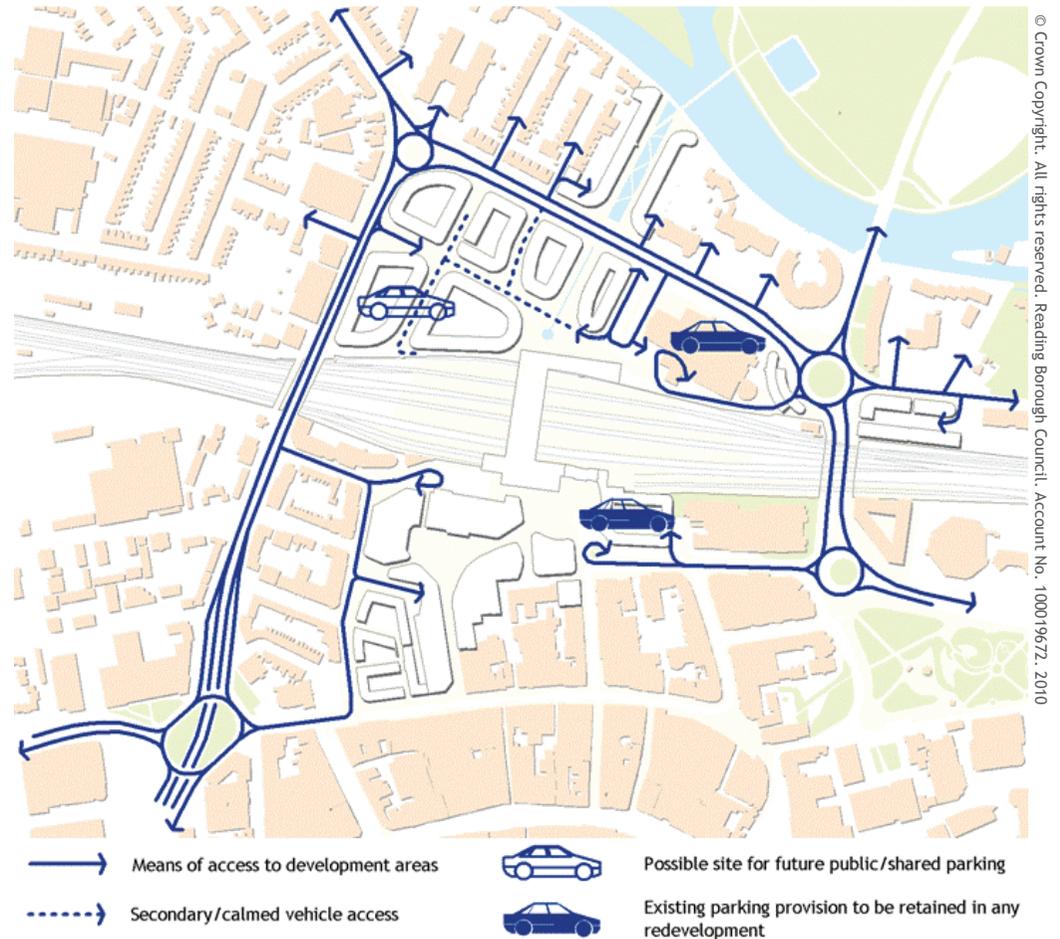
11.13 The development of the Station Area must ensure that the impact on the surrounding road network is acceptable and that improvements are made to the road network to accommodate the increases in people movement generated by the sites.

11.14 The highway works for the new and enhanced interchanges require that some roads are reconfigured. This opens up opportunities for the visual and environmental impact of traffic on Vastern Road and Caversham Roads to be reduced.

11.15 The following changes to traffic flow south of the Station are already planned or underway:

- Station Approach - road closure;
- Friar Street West - westbound contra-flow bus lane (eastbound not affected);
- Friar Street East - reverse existing one-way to westbound;
- Blagrove Street - one-way southbound;
- Valpy Street - one-way eastbound;
- Station Road - one-way northbound;
- West Street - southbound contra-flow bus lane;
- St Mary's Butts - extension of two-way from Broad Street junction.

Figure 11.3 Emerging site access strategy



11.16 Central area traffic management will also open up opportunities for part (and possibly later full) pedestrianisation of a number of streets within the Station Area, better crossing and cycle facilities and integrated public transport.

11.17 Figure 11.3 shows an emerging vehicular access strategy. This is indicative at this stage, and is not intended to be a prescriptive solution.

Car parking

11.18 Car parking provision will be considered in the context of the guiding Transport Development Area concept and government guidance, which seeks to use parking policies as one measure to promote sustainable transport choices.

11.19 The approach to development related car parking in the Station Area is outlined in Reading Borough Council's Parking Standards and Design SPD which was adopted in September 2009. This document forms a part of the RCAAP.

11.20 The SPD on parking standards and design adopts a zonal system for specifying standards, with the Station Area being designated as Zone 1, Central Core Area.



Figure 11.4 A recent Central Area car park development at Chatham Place, Reading.

Parking Design

11.21 The following pages set out broad design guidelines for the development of car parking in the Station Area.

11.22 The guidelines do not address the question of the amount of or justification for car parking provision in the Station Area, which is addressed in other Council policy and guidance documents.

11.23 There are five broad design principles:

- Fully integrate car parking into the overall fabric so that it is neither prominent nor visually dominant;
- As far as practicable, ensure car parking areas incorporate sustainable design and construction principles;
- Address the quality and safety of the external face of car parking areas, minimising the visual impact upon the external environment, public space, and neighbouring uses;
- Address the quality of the internal car parking environment such as natural lighting levels, artificial lighting, passive surveillance, materials, signage etc;
- Through good design, minimise undesirable external environmental effects such as noise, fumes, light pollution etc.



Figure 11.5 Light wells allow natural lighting and ventilation into lower level parking areas.



Figure 11.6 Bunding and landscape buffer partly masks parking area.



Figure 11.7 Landscape buffer, timber screens and tree planting.



Figure 11.8 Parking masked by a landscape buffer, timber screens and balconies.

Figure 11.9 Integrating multi-storey parking into the wider urban fabric



Figure 11.10 Integrating car parking into residential blocks



Cycling

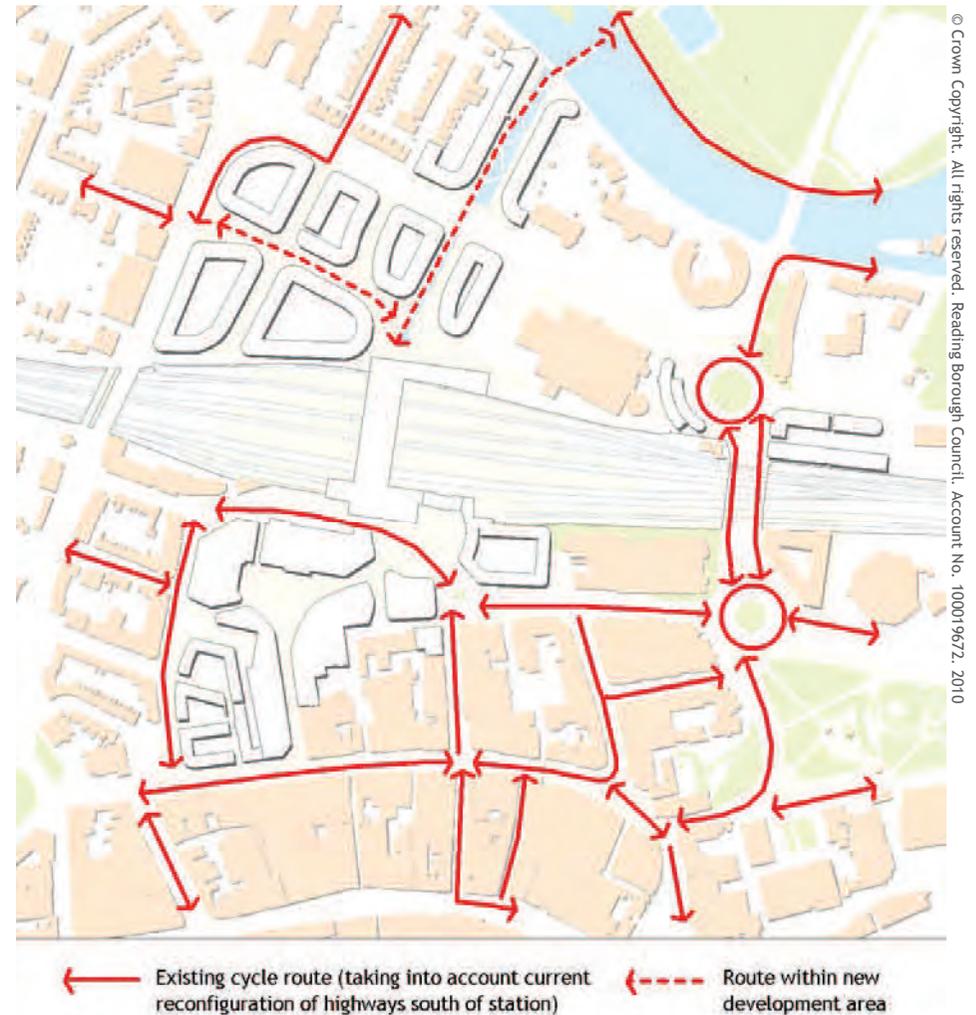
11.24 Reading Borough Council's Cycling Strategy seeks to improve cycle links to Reading Station and interchange and to improve cycle crossings of and travel on the IDR. Development in the Station Area provides an excellent opportunity to achieve these aims. In particular, the development of the Northside area can provide new cycle links approaching the northern Station entrance, potentially separated where necessary. These should link in with the route network shown on the map accompanying the Cycling Strategy, and improve north-south crossing of Vastern Road.

11.25 Figure 11.11 shows the existing cycle network, and shows where new routes can be created in the Northside area to link into the network.



11.26 Development in the Station Area will provide a significant amount of new cycle parking. The levels provided for individual developments should be in accordance with the minimum standards for each land use set out in the Parking Standards and Design SPD. In addition, there will be new cycle parking associated with the Station entrance/interchanges, both north and south of the railway tracks. Guidance on design of cycle parking is set out in the Parking Standards and Design SPD.

Figure 11.11 Cycle access



Chapter

12

heritage





Figure 12.1 Image of the Station Circa 1900-1910 (Reading Borough Libraries)

heritage

12.1 The Area's historic landmarks provide the opportunity to build a distinctive character for the area, and create attractive public spaces, framed by good architecture and high quality design.

12.2 Figure 12.1 shows the heritage assets present in and around the Station Area. Six listed buildings or structures are within the area falling under policy RC1, although these are mainly in the southeastern corner along Friar Street and Station Road, which is not proposed for comprehensive redevelopment. Further listed buildings, including Grade I and II* buildings, as well as the Market Place/London Street Conservation Area, Forbury Gardens (a historic park) and the Abbey Ruins (a scheduled ancient monument) are nearby.

12.3 The opportunities for enhancing the setting of historic assets are clearly, in the main, south of the railway. In the case of development close to the Conservation Area, the Market Place/London Street Conservation Area Appraisal identifies the principal characteristics of the Area and the characteristics the Council wants to conserve or enhance.

12.4 Policy on dealing with historic assets is contained in PPS5 and in Core Strategy policy CS33. Useful guidance on designing new development in historically sensitive contexts can be obtained from the English Heritage and CABE publication 'Building in Context'.

12.5 The Station Area is also part of an 'area of archaeological potential', where it is known that there is likely to be archaeological interest. Where an application is likely to affect an area of archaeological potential, an archaeological assessment and/or evaluation (as appropriate) should be carried out prior to submission.

Figure 12.2 Historic assets in the Station Area



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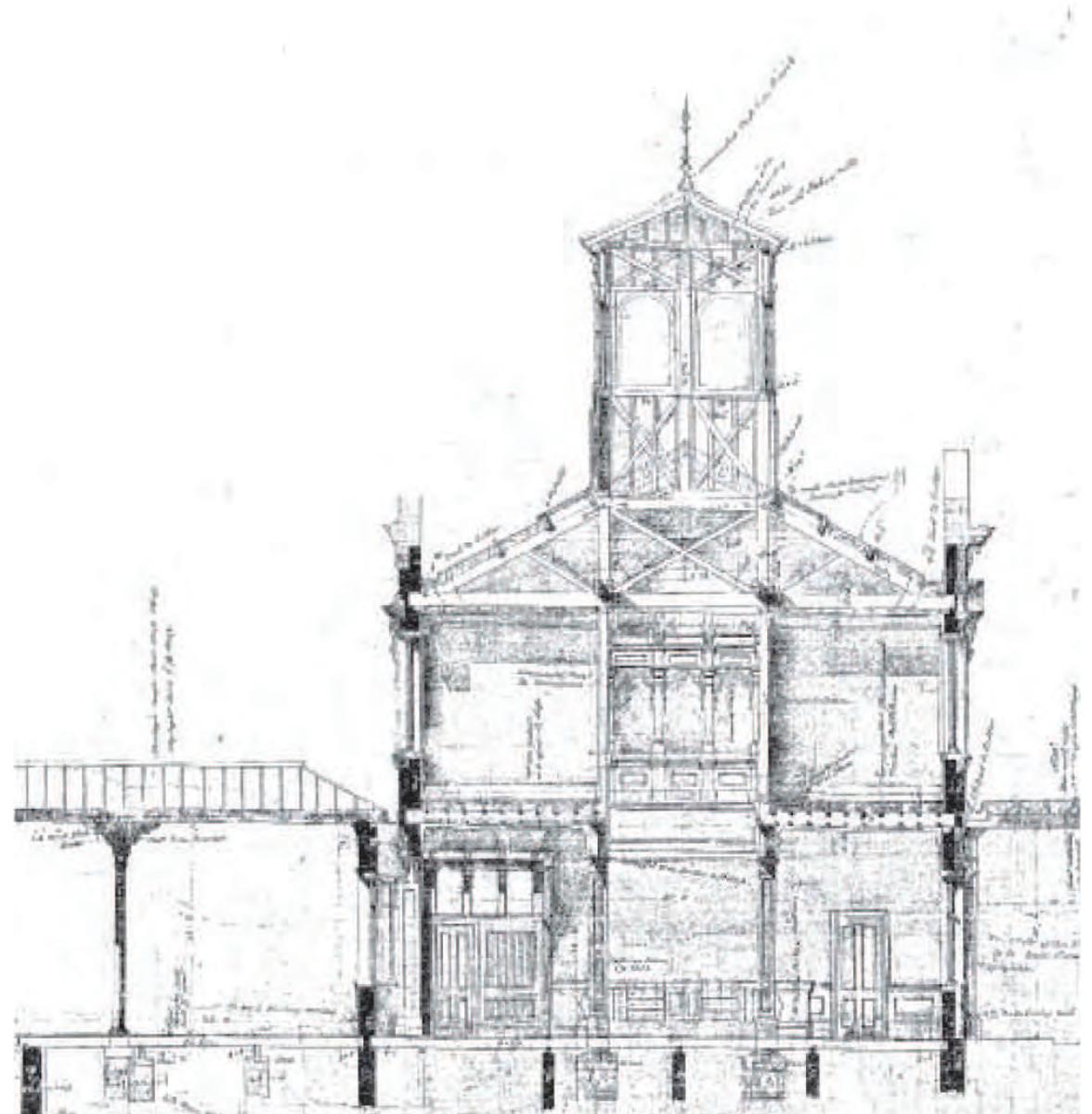


Figure 12.3 Historic Station Plans (Network Rail Archives)



Historic Station Building

12.6 The grade II listed Station building is one of Reading's most prominent historic buildings. The Station Area Framework therefore places the building at the centre of the strategy for the area.

12.7 The listing extends to the flanking walls and canopies and places controls upon development within the curtilage which will affect the setting.

12.8 The listed Station building or its setting will need to be altered to some degree in order to achieve the optimal station layout, access and circulation. Listed building consent was recently granted for alterations to deliver the new southern station entrance.

12.9 The Framework anticipates alterations to the setting of the Station, its functional relationship and physical connections with the new station and the surrounding development. The Framework does not make the case for these alterations, which must be made in the light of a specific scheme and judged upon the particular merits of that scheme.



Core Strategy Policy CS33: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT

Historic features and areas of historic importance and other elements of the historic environment, including their settings will be protected and where appropriate enhanced. This will include: -

- Listed Buildings;
- Conservation Areas;
- Other features with local or national designation, such as sites and features of archaeological importance, and historic parks and gardens.

Planning permission will only be granted where development has no adverse impact on historic assets and their settings. All proposals will be expected to protect and where appropriate enhance the character and appearance of the area in which they are located.



next >>

Chapter

13

implementation
and phasing





implementation and phasing

13.1 A piecemeal, site by site approach to implementation risks the creation of disjointed and fragmented development with no cohesion. The objective of the Council is, therefore, to secure the comprehensive regeneration of the Station Area in a phased manner in order to achieve maximum quality of development and public realm.

13.2 The Council will exercise its planning and transport powers in order to ensure that individual developments are co-ordinated and physically integrated with wider plans to upgrade local transport and infrastructure, including the rail station and new interchanges.

13.3 Subsequent briefs for individual sites (the Station Hill brief has already been published) will explain the Council's requirements in more detail where necessary.

13.4 Network Rail and the Department for Transport have a key role to play in expediting track, signalling and station upgrades which are prerequisites to realising the wider objectives for the Station Area.

Development Programme

13.5 It is clear that the Station Area development will proceed in phases. However, advice on phasing must be limited at this stage to a general description of the component parts and the likely sequence.

13.6 There are two inter-related development programmes or sequences: the implementation of transport and infrastructure; and the development of sites and public places.

13.7 The RCAAP sets out a broad approach to the phasing of development in the Central Area MOAs and takes broad time bands of short-term (up to 2011), medium term (2012 to 2017) and long-term (2018 to 2026).

Transport

13.8 The Station redevelopment will necessarily lead the development of the Station Area.

13.9 The development of new dispersed transport interchanges, which are closely related to the reconfiguration of the Station, will need to proceed alongside the station redevelopment.

13.10 The construction of the Station will affect the development programme for surrounding sites. A number of sites adjoining the tracks will be affected by railway construction and can only be released for development upon completion of the Station scheme.

	Rail	Transport	Public Realm	Site Development (start)
Short Term (up to 2011)	Stage One	SE Interchange Station Road	Station Square South Friar Street Link (SH)	Station Hill (RC1b & c) Thames Tower (RC1a)
Medium Term (2012 to 2017)	Stage Two	Nth interchange SW Interchange	Link from Station to Vastern Road Station Square North	Post Office/Aviva (RC1e)
Long Term (2018 to 2026)	Stage Three	Nth Interchange	Vastern Road Avenue Riverside link Riverside walk	Former Sainsbury's (RC1b) Riverside RC1e) 80's concourse (RC1d) Napier Road (RC1h)

Figure 13.1 Indicative programme

Site and public space sequence

13.11 Because of their location and proximity to the town centre, the first major sites to be redeveloped will most probably be Station Hill, Station Road and Friars Walk (the south west quadrant). Land to the north of the tracks is expected to follow. Whilst comparable developments on both sides of the tracks (in terms of scale, intensity, mix and quality), are vital to the long term success of the Station Area, it is accepted that some sites will be redeveloped later in the programme as confidence is built by successful schemes and once progress on transport and other infrastructures is evident. However, it is vital to ensure that the public realm and public spaces are provided at the same time as, or before, the surrounding buildings, and the Council will use its planning powers to achieve this.

13.12 Use of 'Grampian' conditions may be necessary, where these fulfil the tests in Department of the Environment Circular 11/95.

13.13 The Council will continue to work closely with other agencies and with developers in order to create and maintain the conditions for change, build confidence, and continue to maintain the right climate for investment.

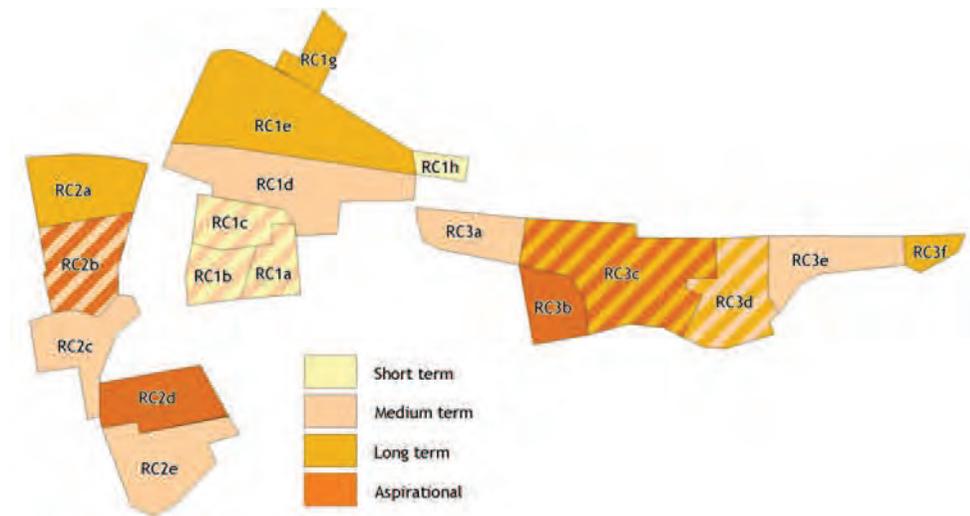


Figure 13.2 RCAAP 'Summary Of Delivery Timescales For Major Opportunity Area Sub Areas'.

Construction

13.14 The provision of a pedestrian access across the railway linking Station Road to the station car park and Vastern Road will be maintained throughout the period of construction. All other public routes should be maintained wherever it is safe and practicable to do so. All proposed developments will be expected to consider and to submit a construction method statement as part of any application because of the complexities and difficulties of access and construction in this area.

Compulsory purchase

13.15 The Station Area is in multiple ownerships. Control of certain parcels of land may be needed in order to facilitate comprehensive development. As far as possible this will be sought by negotiation. However, it may prove necessary to use compulsory purchase powers, either directly on behalf of the Council or on behalf of developers; for example, pursuant to Sections 226 and 237 of the Town and Country Planning Act 1990 and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976.

13.16 Use of the Council's powers of compulsory purchase would be subject to the developer underwriting all of the costs to be incurred, both in terms of making and promoting a compulsory purchase order, and in respect of acquiring title and vacant possession and the acquisition and extinguishment of rights.

Planning contributions

13.17 In respect of all prospective Station Area planning applications, there will be a presumption (unless the Council considers otherwise in relation to a particular development proposal), that in order to mitigate the impact of the respective proposed developments and make them acceptable in planning terms - and for the proper planning of the Area - the Council will require the carrying out of works and/or the paying of contributions towards the provision for infrastructure, facilities, services and/or amenities, on and/or off site, to be secured by an agreement or otherwise, as the Council may determine. Where such contributions are required in relation to a particular development proposal, these may be 'pooled' with contributions received in relation to other developments in the Area, in order to cover the infrastructure and other provisions necessary for the proper planning of the Area. The specific level of provision and/or contributions the Council will require in relation to the particular development proposal will be fairly and reasonably related in scale and kind to that development and accord with the other tests in the Community Infrastructure Levy Regulations and the DCLG Circular 5/05, or any subsequent relevant government legislation, regulations, or guidance relating to planning obligations or an infrastructure levy.

Pooled contributions

13.18 The comprehensive regeneration of the area will clearly increase the cumulative demand for public transport (rail and bus) infrastructure, roads and other transport infrastructure, as well as a variety of other infrastructure, facilities, services and amenities. In addition, the location of the area is conducive to the provision of particular infrastructure and facilities, such as community, cultural and leisure facilities. The Council therefore considers it appropriate to set a level of contribution for particular infrastructure and facilities to be collected from each development and that these contributions are pooled.

13.19 The creation of a consistent approach to planning contributions across the Station Area can create greater certainty for developers and the Council. This will ensure that the right balance is struck between making reasonable contributions to the likely wider public costs of development, as set out in Government guidance, and the need not to restrain development by making it unviable.

13.20 Contributions will be pooled towards priorities including those listed in figure 13.3.

13.21 Other priorities not listed in figure 13.3 may also be identified.

TRANSPORT AND PUBLIC REALM	WHOLE AREA	Improvements to transport interface between railway station and surrounding interchanges, including station entrances and the subway link
		Improvements to the north-south link, including crossing of key barriers, such as railway, IDR and pedestrian/cycle crossing of the Thames
		Improvements to public transport services, including buses
		Improvements to the pedestrian and cycling environment
		Improvements where the proposal would generate additional journeys to and from the site
		Creation, conservation and enhancement of areas of plant and wildlife habitat
		Environmental improvements to streets and spaces including signage, lighting and landscaping
		Improved access to existing open space
		Public art
	Commuted sum for maintenance of public realm	
	NORTHSIDE	Northern Station interchange
		Crossings of the IDR
		Highways improvements: including Vastern Road, Caversham Road, Reading Bridge roundabout
		Station Square North
		Riverside open space
	SOUTHSIDE	Thameside footpath
		South west Station interchange, including treatment of level changes
		South east Station interchange
Highways improvements: including Caversham Road, Forbury roundabout, Station Road, Garrard Street, Friar Street		
Station Square South		
COMMUNITY-RELATED MATTERS	Link through Station Hill to Friar Street including central piazza	
	Station Road environmental enhancements	
	Thames Valley Police Service infrastructure	
	Enhanced safety and security measures, such as CCTV	
	On-site childcare provision/nursery	
	Children's play facilities	
Community facilities, such as a primary health centre and community meeting space		
Leisure and cultural facilities such as sports or fitness facilities etc (see e.g. paragraph 9.3)		

Figure 13.3 Key priorities for pooled contributions

Non-Pooled Contributions

13.22 The following contributions and benefits would be sought in relation to individual sites rather than being part of a developers' pool, where there is a direct link between the development proposed and the contribution or benefit sought. These may be sought via S106 agreement or by a condition attached to a planning permission, if appropriate. They will not all be applicable to every site, and other site-specific priorities not mentioned below may also be identified.

- Provision of on-site affordable housing in accordance with Core Strategy policy CS16.
- Developers should incorporate a mechanism to provide employment opportunities for local residents during both the construction and implementation phases of development. These may include:
 - Provision of education, training and employment projects to equip the local labour force with skills in the resultant developments, possibly in the form of an 'Academy of Construction' to serve the Reading area.
 - Training initiatives during construction.
 - Affordable and flexible workspace suitable for small and start-up businesses.
- Provision of small retail units in accordance with RCAAP policy RC11.
- Provision of on-site open space other than that identified under 'pooled contributions', on a site-by-site basis.
- Travel plans.
- Air Quality Action Plan measures and monitoring.
- Contribution towards the provision/improvement of educational facilities and infrastructure in accordance with Core Strategy policy CS9.
- Ensuring public access through privately-owned public realm.
- Public access to upper floor observatory in tall buildings.
- Contribution towards the Council's administrative and legal costs and the costs of monitoring the provisions of the S106 agreement in accordance with policy CS9.



Utilities

13.23 It is anticipated that the scale of development in this area may require some capacity improvement or upgrade of utilities infrastructure, for instance water/wastewater and electricity. It will be for the developer to establish whether upgrades or additional capacity are required, and to liaise with the utility provider to ensure that these are carried out.

Works near the Thames

13.24 Works within 8 metres of, on or over the Thames, including the provision of a foot and cycle bridge, may require the prior written consent of the Environment Agency under the Water Resources Act 1991 and Land Drainage Act 1991. This consent has a number of requirements, and the Environment Agency should be contacted at an early stage.

Supporting Information

13.25 The submission of any planning application for the Station Area should address and contribute towards the comprehensive development of the area including, among others:

- (i) A Transport Assessment to determine the scope and need for on-site and off-site highway works as well as contributions to public transport and pedestrian/cycle facilities.
- (ii) An Environmental Impact Assessment for any phase of development where significant impacts are identified.
- (iii) A Design and Access Statement.
- (iv) A Tall Building Assessment, where tall buildings are proposed.
- (v) A Flood Risk Assessment for all developments specified by Annex E of PPS25.
- (vi) A Construction Method Statement.

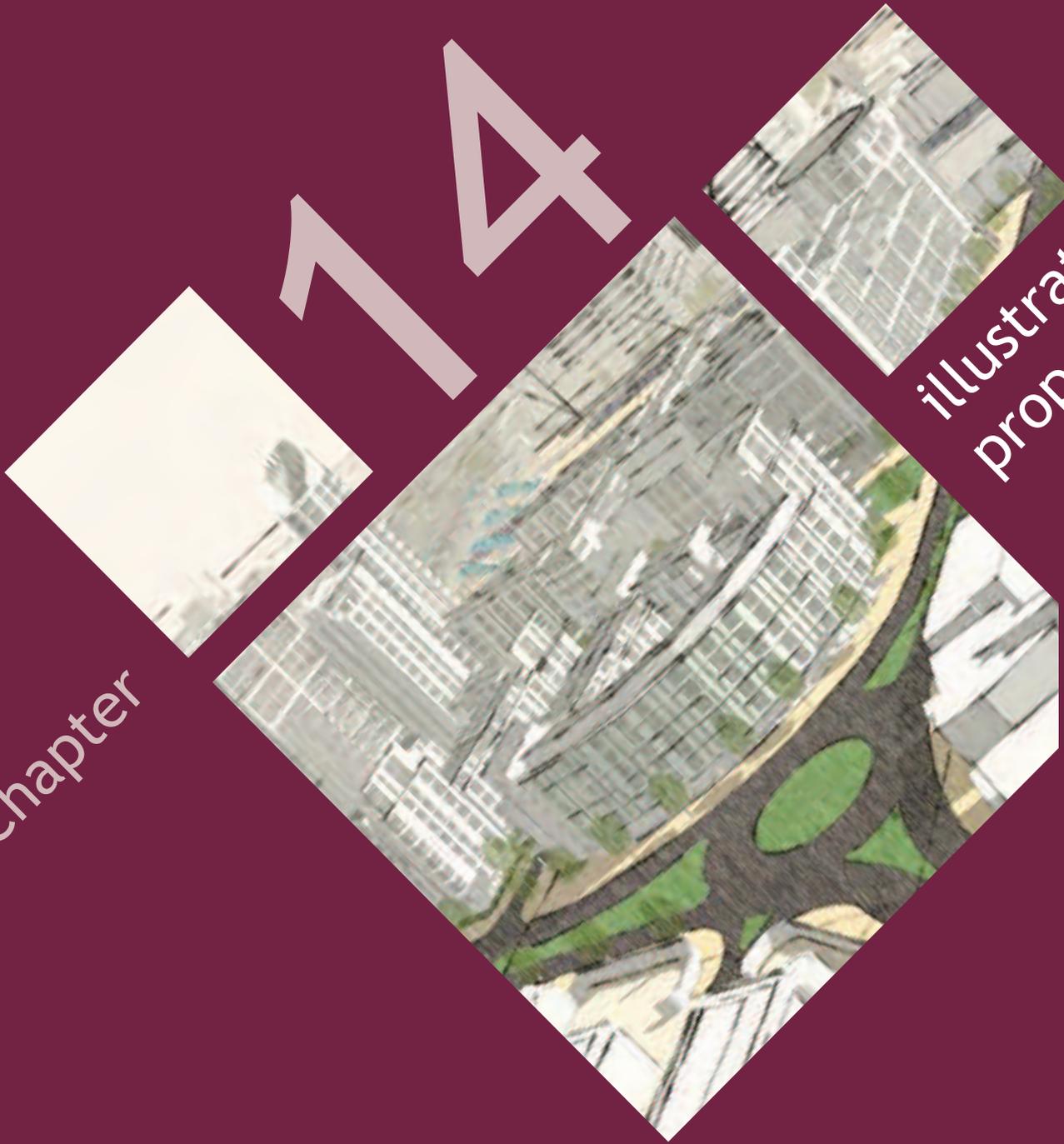


next >>

Chapter

14

illustrative
proposals



illustrative proposals

14.1 The following illustrations are included as an aid to the wider framework development process, primarily to establish the potential density and massing of development and to determine key principles of site layout. They provide an indicative vision of the Station Area in the future, but represent one possible scheme that would comply with the Framework and are provided for illustration only.

Figure 14.1 Illustrative layout



The principal features of the approach

14.2 The figures in this section illustrate one possible way in which the components can be combined to form a coherent scheme.

14.3 The key principles from the Framework are visible in the images. The overall massing strategy of rising to a crown immediately south of the Station is visible, with development decreasing in height to the more sensitive areas around the fringes. The approach of overall benchmark heights, punctuated by landmarks, breaks the overall massing strategy up to some extent, and provides visual interest.

14.4 New crossings re-unite central Reading, which was historically cut in two by the railway. A new overbridge, new northern and southern Station halls and entrances combine to create a landmark station building complex.

14.5 Major new 'Town Squares' to the north and south form gateways to Reading and the new Station square opens up the northern quarter and connects through to the River Thames. Bus and Mass Rapid Transport routes converge on new public transport interchange hubs to the north, south east and south west which are an integral part of the new Station.



Figure 14.2 Station Square South



Figure 14.3 Northern Interchange from Vastern Road



Figure 14.4 Perspective view along Station Road looking North



Figure 14.5 Perspective view looking from the North



Figure 14.6 Perspective view looking from the South

14.6 New high quality streets, avenues and pedestrian routes focus on the interchange hub whilst a grid of streets and squares ‘stitch’ the new development into the wider grid of streets within the centre. High density mixed use development is arranged along streets and around squares, with activity and vitality generating uses at ground floor level, and elegant landmark towers rising above to mark important places, creating a dramatic new silhouette for the town centre. New landscaping and tree planting enhance the environment of the key routes and spaces. The development facilitates high levels of pedestrian and vehicular accessibility to the interchange to which the developments are directly connected.

14.7 Perimeter blocks, particularly north of the station, allow light penetration to buildings and provide communal amenity space. Parking and service access areas are incorporated within buildings and structures to allow the creation of pleasant, pedestrian friendly, public spaces.



Figure 14.7 Station overbridge



Figure 14.8 Perspective view from Caversham Road



Figure 14.9 Perspective view from the North East



Figure 14.10 Perspective view from the South East



Figure 14.11 Perspective view from the South West

Appendix

A1



policy references

local planning policy references

Core Strategy

Sustainable Construction and Design
CS1: Sustainable Construction and Design

Waste Minimisation
CS2: Waste Minimisation

Social Inclusion
CS3: Social Inclusion and Diversity

Accessibility
CS4: Accessibility and the Intensity of Development

Inclusive Access
CS5: Inclusive Access

Design and the Public Realm
CS7: Design and the Public Realm

Reading's Waterspaces
CS8: Waterspaces

Infrastructure, Services, Resources and Amenities
CS9: Infrastructure, Services, Resources and Amenities

Location of Employment Development
CS10: Location of Employment Development

Use of Employment Land for Alternative Uses
CS11: Use of Employment Land for Alternative Uses

Maintaining a Variety of Premises
CS12: Maintaining a Variety of Premises
CS13: Impact of Employment Development

Strategy for the Provision of Housing
CS14: Provision of Housing

Location, Accessibility, Density and Housing Mix
CS15: Location, Accessibility, Density and Housing Mix

Affordable Housing
CS16: Affordable Housing

Implementation of the Reading Transport Strategy
CS20: Implementation of the Reading Transport Strategy (Local Transport Plan 2006-2011)

Major Transport Projects
CS21: Major Transport Projects

Transport Assessments
CS22: Transport Assessments

Sustainable Travel and Travel Plans
CS23: Sustainable Travel and Travel Plans
CS24: Car/ Cycle Parking

Scale and Location of Retail, Leisure and Culture.
CS25: Scale and Location of Retail, Leisure and Culture Development

Hierarchy of Centres
CS26: Network and Hierarchy of Centres

Loss of Open Space
CS28: Loss of Open Space

Provision of Open Space
CS29: Provision of Open Space

Access to Open Space
CS30: Access to Open Space

Additional and Existing Community Facilities
CS31: Additional and Existing Community Facilities

Impacts on Community Facilities
CS32: Impacts on Community Facilities

Historic Environment
CS33: Protection and Enhancement of the Historic Environment

Pollution
CS34: Pollution and Water Resources

Flooding
CS35: Flooding

Biodiversity and Geology
CS36: Biodiversity and Geology

Major Landscape Features and Strategic Open Space
CS37: Major Landscape Features and Strategic Open Space

Trees, Hedges and Woodlands
CS38: Trees, Hedges and Woodlands

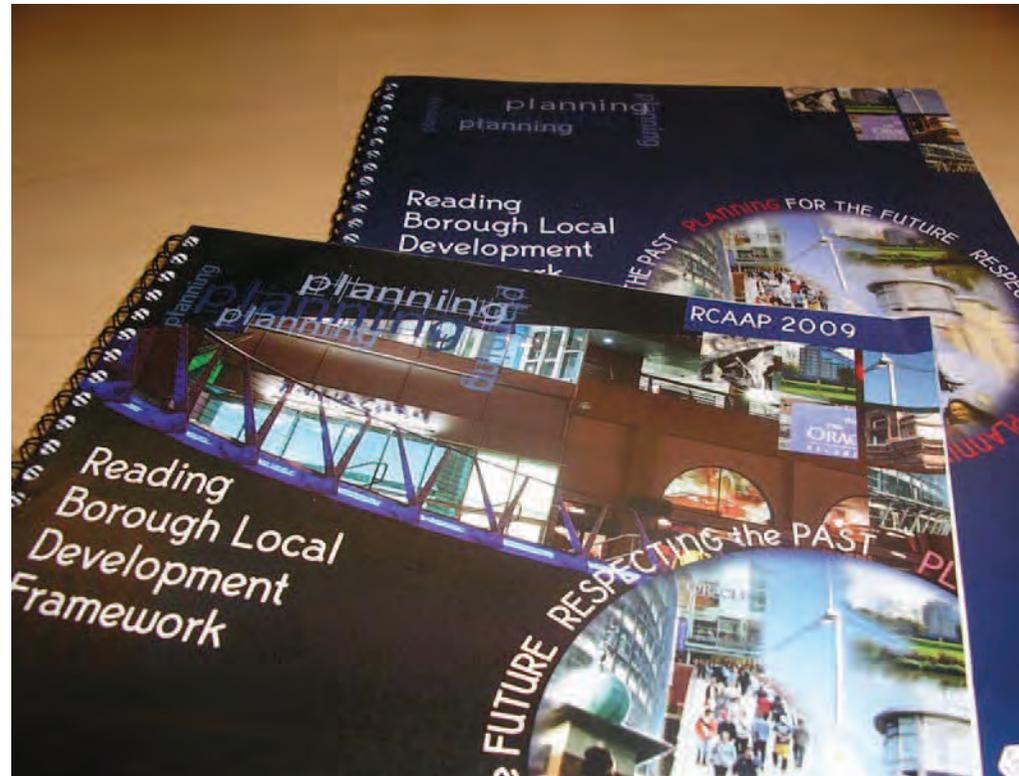
Reading Central Area Action Plan

Major Opportunity Areas

Station/River Major Opportunity Area
RC1: Development in the Station/River
Major Opportunity Area

General Central Area Policies

- RC5: Design in the Centre
- RC6: Definition of the Centre
- RC7: Leisure, Culture and Tourism in the Centre
- RC8: Drinking Establishments
- RC9: Living in the Centre
- RC10: Active Frontages
- RC11: Small Retail Units
- RC12: Terraced Housing in the Centre
- RC13: Tall Buildings
- RC14: Public Realm



Contacts

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