APPLICATION NO:

CON/2002/7900

LOCATION:
500 - 600 Longwater Avenue, Green Park
Reading.

APPLICANT:
Prudential Assurance Co Ltd C/O Drivas Jonas

PROPOSAL:
Consultation from Reading BC on outline application for the development of 22,540 sq m of B1 (a) & (b) floorspace, car parking , landscaping and related works.

EARLIEST DATE FOR DECISION: **18/11/2002**

APPLICATION WILL HAVE EXPIRED ON:
25/11/2002

CASE OFFICER: **Kerrin Lithgow**

planning

PLANNING APPLICATION

Application for permission to carry out development – Town Planning Acts.

PART 1

PLEASE ANSWER ALL QUESTIONS IN BLOCK LETTERS, USING A BLACK BIRO.
If a question is not applicable, answer N/A in space. Please submit FIVE copies of this form and plans to:

Planning Section, PO Box 17, Civic Centre, Reading RG1 7TD.
Telephone: 0800 626 540 Fax: 0118 958 9770 between 9am and 5pm Monday to Friday

OFFICE USE ONLY:

1 Please read the accompanying **NOTES**

Applicant's Name	PRUDENTIAL ASSURANCE COMPANY LTD
Address	
Postcode	
Telephone (daytime)	
E-mail	

2 APPLICATION NO: 02/13 11 OUT/RE

Agent's Name	DRIVERS JONAS
Address	6 GROSVENOR STREET LONDON
Postcode	W1K 4DJ
Telephone	020 7896 8226
E-mail	
Contact Name	CAROLINE MCDADE

3

Show the site outlined in **red** on the plans. Other land in the applicant's ownership or control must be shown outlined in **blue.**

Site Address or Location: 500-600 LONGWATER AVENUE, GREENPARK, READING

4

What is the application for?
Give brief details and state for what purpose the site and any buildings will be used.

Proposed Development: DEVELOPMENT OF 22,540 SQ M (242,618 SQ FT) OF B1 (A) & (B) FLOORSPACE (GROSS), CAR PARKING, LANDSCAPING AND RELATED WORKS

5

State the fee enclosed with this application.
The current scale of fees is enclosed.
If you believe a reduced fee or no fee is payable, say why.

£ 5.500

6

State the applicant's interest in the land. *(circle as appropriate)*
Owner / Prospective Purchaser / Lessee / PROSPECTIVE PURCHASER (Specify)

7

Give the area in hectares or part of a hectare. **Total Site Area** 4.08 hectares

8

If your application involves the provision of dwelling(s), then also give **Net Site Area** hectares (See notes)

READING BOROUGH COUNCIL
DATE
17 OCT 2002
ENVIRONMENTAL SERVICES

Reading BOROUGH COUNCIL

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PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

9

List all the plans and drawings submitted with the application, or enclose a separate schedule

Plans/Drawings

SEE SUPPORTING STATEMENT & COVERING LETTER

10

Does the application involve any of the following? *(tick all relevant boxes)*

- **Change of Use** ☐
- **Erection of New Building** ☑
- **Engineering Operation** ☐
  e.g. new drainage or structure adjacent or on highway/alteration of an access
- **Demolition** ☐
- **Alteration or Extension** ☐

11

What type of application is this? *(tick ONE box only)*

- **Outline Permission** ☑ *(see question 12)*
- **Full Permission** ☐
- **Approval of Detail/Reserved Matters** ☐
- **Temporary Permission** ☐
- **Variation/Relaxation of Conditions** ☐

State relevant Outline Permission number. Also complete question 12

State period required

State relevant permission no.

Condition numbers to be varied/relaxed

12

If this is an outline application or an Approval of Reserved Matters, which details, if any, do you wish to be considered as part of this application? If none, tick 'none' box. *(tick all relevant boxes)*

- **None** ☐
- **External Appearance** ☐
- **Means of Access** ☑
- **Siting** ☑
- **Design** ☐
- **Landscaping** ☐

13

What is the existing use of the land/building? e.g. residential, industrial etc. Include all uses if more than one. If the site is vacant, say so, and also state its previous use and when that ceased.

TOP SOIL STORAGE FOR USE ON GREENPARK

14

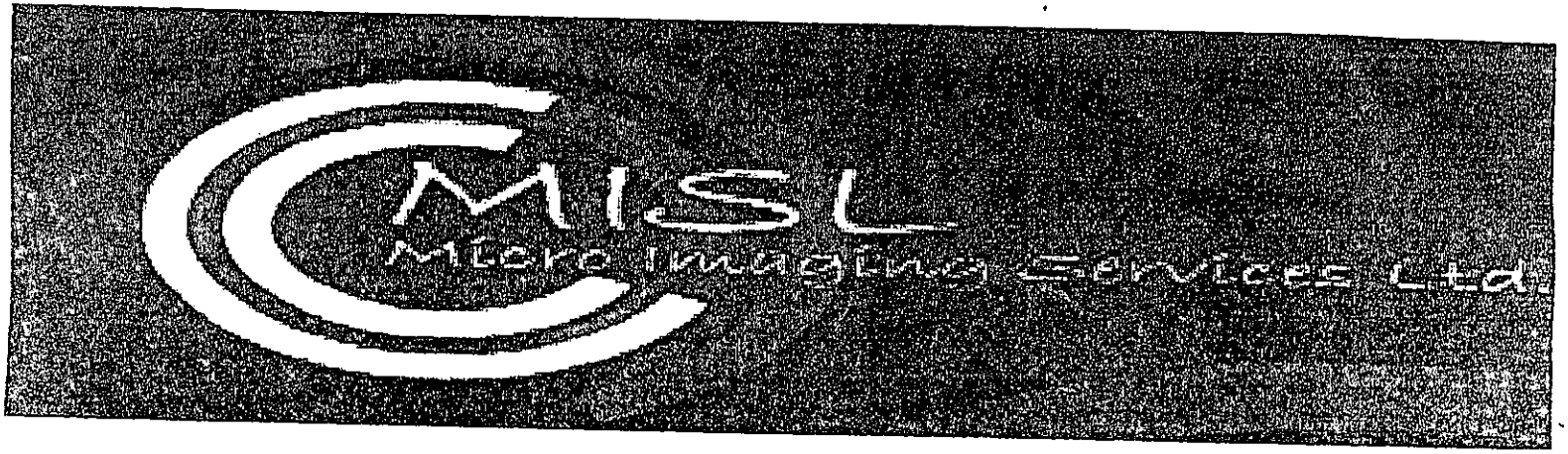
Does a Public Right Of Way *(Bridlepath, Footpath, BOAT, RUPP)* **cross the site or run adjacent to the site or the proposed access?** NO

If YES, show existing route(s) and any proposed alterations on the plans.

Do the proposals require any diversions/extiguishments and/or creation of Rights of Way?

Reading BOROUGH COUNCIL

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



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PLANNING APPLICATION

Application for permission to carry out development – Town and Country Planning Acts.

PART 1

15

Are there any trees on the site? SEE PLANS

If YES, show their accurate positions, spread and species on the plans and which, if any, are to be felled

If YES, are any to be felled?

If YES, please supply a tree survey

16

Building materials etc. *Please state type and colour of materials for:*

A. External Walls

B. Roofs TO BE SUBMITTED AS PART OF RESERVED MATTERS

C. Walls, fences etc.

17

How will surface water be disposed of? TO EXISTING SURFACE WATER DRAINAGE

18

How will foul sewage be disposed of?

To existing system? TO EXISTING SEWERAGE SYSTEM

If NO, please give details

If YES, will there be any alterations to a non-mains drainage system?

If YES, give full details *(see notes)*

19

What are the access arrangements?

Give details of pedestrian and vehicular accesses

As existing FROM LONGWATER AVENUE, GREENPARK

As proposed AS ABOVE

(or provide scale plan of proposals)

20

What provision is being made for parking?

	Cars (Off-Street)						
	Private						
Existing							
Proposed	SEE ATTACHED TRANSPORT ASSESSMENT						
Total							

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PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

21 If this proposal involves residential development or the loss of residential units, complete this table.

	TO BE LOST		TO BE RETAINED		PROPOSED			
	Dwellings	Total Bedrooms	Dwellings	Total Bedrooms	1 bedroom Dwellings	2 bedroom Dwellings	3 bedroom Dwellings	4 bedroom + Dwellings
House-Detached								
Semi								
Terraced								
Bungalow								
Flat/Maisonette of 1 bedroom or more								
Studio Flats								
Other inc. Mobile Homes								
Totals								

22 How many of the proposed dwellings can be defined as sheltered? N/A

Sheltered housing is normally restricted to people above a certain age and includes a warden or similar assistance

23 How many of the proposed dwellings can be defined as affordable? N/A

See note 10, page 4

24 Does the proposal involve the loss or gain of any non-residential building or use? **YES / NO**

If YES complete part 2 of the form

25 Has provision been made for the disabled *(see notes for applicants)* N/A

26 Does the proposal involve the extraction or processing of minerals; the disposal of mineral waste; or the the deposit or processing of refuse and waste materials? **YES / NO**

If YES please ask for and complete part 3 of the form

Permission under the Town and Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken.

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings.

SIGNED	ON BEHALF OF	DATE
Drivers Jonas	PRUDENTIAL ASSURANCE CO LTD	16 OCTOBER 2002

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly shown in red on the plans. AN INCORRECT APPLICATION MAY BE RETURNED. Every application must be accompanied by the appropriate Article 7 Certificate. You must submit at least one form with your original signature. See NOTES TO HELP APPLICANTS

Reading BOROUGH COUNCIL

UZ151

DRIVERS JONAS

John Adams
Direct Line: 0161 827 7302

E-mail johnadamse@driversjonas.com

Your ref

Our ref JDA/CM/41962

6 Grosvenor Street
London
W1K 4DJ
Tel 020 7896 8000
Fax 020 7896 8001
www.driversjonas.com

D Elworthy Esq
Head of Planning
Reading Borough Council
Planning Section
PO Box 17
Civic Centre
Reading
RG1 7TZ

16 October 2002

By Guaranteed Post

FAO R Eatough Esq

Dear Sir

Prudential Assurance Company Ltd
500-600 Longwater Avenue, Plot 17, GreenPark
Application for Outline Planning Permission

On behalf of our client Prudential Assurance Company Ltd, we enclose an outline application for planning permission for 22,540 sq m (242,618 sq ft) of B1 office use located on Plot 17, 500-600 Longwater Avenue, GreenPark. The application is for access and siting only, with all other matters reserved.

The description of development is as follows:

"Development of 22,540 sq m (242,618 sq ft) of Business Class B1 (a) and (b) floorspace (gross) with associated car parking, landscaping and related works"

The site is triangular in shape and is bounded by Kybes Lane to the west, Smallmead Road to the north, and Longwater Avenue to the east.

These details are submitted in accordance with the general principles set out in the Reading Business Park Masterplan, as submitted to, and approved by, the local planning authority.

We enclose five copies of the following documents that comprise the application. They are:

- Planning application forms;
- Plans prepared by Scott Brownrigg + Turner Architects and EDCO Design Ltd (a schedule of which is set out below);
- Transport Assessment prepared by Peter Brett Associates; and

Partners
C H Arnon-Jones FRICS
R D Jones BSc FRICS
M Lodge BA FRICS
J F D Williams MA FRICS FRTPI Dip TP
J J Maguire Dip BS FRICS
E J de Burgh Sidley BA FRICS
M A Jones MA FRICS
G M F Gillon FRICS
R Joyce BA MSc FRICS MRTPI
A R Lomax BSc MRICS
G M Fryer MRICS
H S Richards BSc FRICS
N J Shepherd MA FRICS
S C Lynch BSc MRICS
R G De Burr MA FRICS
C R Davies MA MRICS
N T Grice MA MRICS
J R Walley FRICS Dip Proj Man
R G Pike BSc MRICS
R A Owen BA MRICS IRRV
J D Adams BSc MRICS
C Cammidge FRICS
M E Hull MA MRICS
T W Martin BSc MRICS CEng MICE
C R Pane BSc MRICS
A S Ramsay BSc MRICS
R G Petty BA MRICS
G M Aucock BSc MRICS
G M Bunting BSc MSc Dip TP MRTPI
M J Cuthbert BSc MBA MRICS Dip Proj Man
M W Elliott BSc MRICS
J S Milward BSc MRICS MRTPI Dip TP
M J Young FRICS
R J Steward BSc MRICS
P D R Bickerstaff BSc DipBldgCons FRICS
E M Bray BSc MRICS IRRV
A G Russell MSc MRICS
N S Taylor BSc MRICS MRTPI Dip TP
J R W Bulley BSc MRICS
G Cardin BA MRTPI
R A Colley MSc MRICS
A B Mace BSc MRICS
R P Woodford BA BSc BTP MRTPI MRICS
R P Wilkinson MSc MRICS
D Green MCIOB MBIAT MAPM
L Hill BSc MRICS
M W Hobbs BSc MRICS
N R Upward BSc MPhil MRICS
R W Smith
A J Bell BSc MRICS
S R Fawcett BSc MRICS
S R Burt BSc MRICS
B J Fallows DipVal MRICS
A J P Bamford BSc MRICS
J M Bodley BSc MRICS
A C J Harman BSc MRICS
D R Mayes BSc MRICS
B G Thomson BSc MRICS
Partnership Secretary:
G A Thalassinos BA FCIS
Consultants:
P G Lewis FRICS
W A Black MSc FRICS FCIS MI Struct E

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- Flood Risk Assessment prepared by Peter Brett Associates.

As discussed, and agreed with you, draft heads of terms for the S106 Agreement will be sent to you on Monday next week by SJ Berwin. This will contain a full response to your letter dated 3 October.

We also enclose a copy of Certificate 'B' and the Agricultural Holdings Certificate. Additionally, we attach a cheque from the Prudential, made payable to Reading Borough Council for £5,500, in respect of the planning application fee.

Below is the schedule of drawings that accompanies the application.

Description	Drawing no.
SBT Drawings	
Illustrative scheme design	TP 001 B
Site location	TP 002 B
Illustrative sections	TP 003 B
Site analysis	TP 004 B
Context within masterplan	TP 005 B
EDCO Drawings	
Indicative landscape sections	C 114-002 Rev C
Indicative landscape proposals	C 114-003 Rev A

Source: SBT Architects

This application reflects discussions we have held with you and colleagues over the past twelve months, relating to the strategy for the evolution of GreenPark.

As you will recall, we lodged this application with you in March this year, but you invited us to withdraw the application to allow further discussions to take place, relating, in particular, to the package of measures that the Borough Council would wish to see implemented alongside this development to mitigate the potential implications for sustainable transport, the labour market, and housing provision in the Reading area.

We have taken the opportunity of discussing a range of measures with you over the past four months, and also examined, in more detail, the justification for the proposals and the relationship with the emerging strategy for South West Reading, which includes the Gateway development area, and the future expansion of the town centre.

We have also submitted to you, for comment, draft documents and plans relating to the application, including the Transport Assessment and Flood Risk Assessment, and we have taken into account any comments we have received in relation to documents and amended where appropriate.

Our understanding of the current position is that the pre-application discussions have led to an agreement relating to the approach being adopted towards flood risk and transport.

An issue recently raised on the density of the proposal has addressed in the revised design statement and supporting statement.

We will provide information promptly on requests for information and will assist the Borough Council in achieving the target of thirteen weeks. However, to achieve this deadline it will be necessary for us to meet regularly with you and either Alison Bell or David Breeze, as the management of the application depends upon a project management approach to address and resolve points that arise. We would request that we meet within the next two weeks specifically to address and finally agree the heads of terms of the s106 Agreement.

We would be grateful if you could provide us with several dates for meetings in late October and then three weekly to January.

Please confirm receipt and registration of the application by contacting Caroline McDade on (020) 7896 8226 at this office.

Yours faithfully

Drivers Jonas

DRIVERS JONAS

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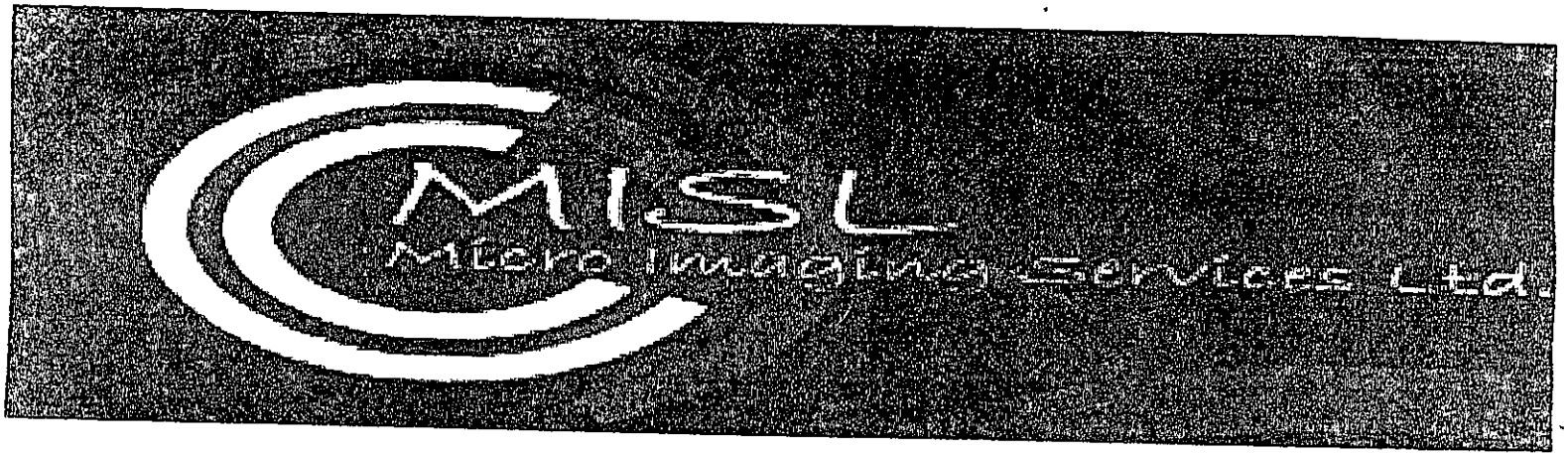
OR ARE PHOTOCOPIES.



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APPEAR UNREADABLE ON SCREEN

DRIVERS JONAS

Prudential Assurance Company Ltd

Supporting Statement

Application for Outline Planning Permission at 500-600 Longwater Avenue, Plot 17, GreenPark

October 2002

Drivers Jonas
60 Fountain Street
Manchester
M2 2FE

Contact Partner:

John Adams

Direct Line: 0161 827 7302

Fax: 0161 834 3690

Email:
johnadams *a* driversjonas.com

Drivers Jonas
6 Grosvenor Street
London
W1K 4DJ

Contact:

Caroline McDade

Direct Line: 020 7896 8226

Fax: 020 7896 8001

Email:
carolinemcdade *a* driversjonas.com

DRIVERS JONAS

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Schedule of Drawings submitted:

Forming Part of the Application

- Site Location TP 002 B
- Site Analysis TP 004 B

For Illustrative Purposes Only

- Illustrative scheme design TP 001 B
- Illustrative sections TP 003 B
- Context within masterplan TP 005 B
- Indicative landscape sections C 114-002 Rev C
- Indicative landscape proposals C 114-003 Rev A

Documents Submitted with the Application:

Transport Assessment prepared by Peter Brett Associates

Flood Risk Assessment prepared by Peter Brett Associates

Draft s106 Agreement prepared by SJ Berwin

DRIVERS JONAS

1. Introduction

Application for Outline Planning Permission

1.1 This Supporting Statement accompanies an application for outline planning permission by The Prudential Assurance Company Limited for the construction of 22,540 sq m (gross) of buildings falling within Business Class B1 (a) and (b), for offices and research and development, at 500-600 Longwater Avenue (Plot 17), GreenPark.

1.2 The application seeks approval of siting and means of access. Details of external appearance, design and landscaping are reserved matters. However, the application is accompanied by illustrative drawings prepared by SBT Architects and EDCO Design Ltd. which illustrate the broad scale and massing, and landscaping framework of the proposals.

1.3 The application was submitted in draft to Reading Borough Council in March 2002. Reading Borough Council requested that a formal pre-application consultation was undertaken to agree as much as possible of the application, and narrow any issues, prior to the application being formally registered. This was to enable the application to be formally considered within the Council's target programme of determining major applications within 13 weeks.

1.4 Detailed discussions have taken place with officers of the Borough Council over the past 4 months, and considerable progress has been made in agreeing technical information that accompanies the application, and, in particular, in identifying a package of measures which the Borough Council has requested to mitigate any potential implications of the development on the labour market, housing market and sustainable transport, within Reading.

1.5 The application is accompanied by:

(i) A Transport Assessment, prepared by Peter Brett Associates;

(ii) A Flood Risk Assessment, prepared by Peter Brett Associates;

(iii) A draft Section 106 Agreement, prepared by SJ Berwin, which identifies those matters where agreement has been reached, and the respective position of the applicants and the Borough Council on issues which require further discussion, before the agreement can be concluded.

1.6 The application is also accompanied by the following drawings:

Description	Drawing no.
SBT Drawings	
Illustrative scheme design	TP 001 B
Site location	TP 002 B
Illustrative sections	TP 003 B
Site analysis	TP 004 B
Context within masterplan	TP 005 B

EDCO Drawings	
Indicative landscape sections	C 114-002 Rev C
Indicative landscape proposals	C 114-003 Rev A

Source: SBT Architects

Supporting Statement

1.7 The Supporting Statement provides a brief description of the background to the proposals, and how they would integrate with GreenPark, provide the necessary flexibility and additional space required to meet the needs of businesses, particularly in the period up to 2006, and contribute towards strategies relating to sustainable transport, training and skills programme within Reading, and affordable housing.

1.8 The Supporting Statement also identifies the relevant planning policy considerations, and explains how the proposals, and the proposed Section 106 Agreement, will contribute towards the achievements of the objectives of approved and emerging planning policies.

DRIVERS JONAS

2. Background to the Proposals

GreenPark

2.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

2.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

2.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

2.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

2.5 In short, GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park. The first phases have also provided small, flexible accommodation, with supporting training and conference room facilities, particularly suited for smaller and growing businesses. 100 Longwater Avenue (Plot 1) is occupied to a range of businesses with a strong emphasis on technology, particularly software design, the Internet and telecommunications. Further accommodation for smaller businesses has recently been constructed on Plot 13, alongside the Park's amenities. In addition, Costco is now established on Plot 14, serving businesses throughout the Reading area.

2.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

500-600 Longwater Avenue

2.7 The Site Location Plan, drawing ref: 12664.TP002B, identifies 500-600 Longwater Avenue, which is the subject of this application, and its relationship to the existing buildings, infrastructure and landscaped areas at GreenPark. This plan should also be read in conjunction with the Site Analysis, drawing ref: 12664.TP004B, which contains an aerial photograph of GreenPark, taken in 2001, and 500-600 Longwater Avenue.

2.8 The principal physical and planning characteristics of the application site are summarised below.

(i) 500-600 Longwater Avenue is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan. Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) The site is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) The site has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) The site is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters. As can be seen from the site location plan, 500-600 Longwater Avenue is within 800m walk of the majority of buildings at GreenPark, including the amenities at Plot 13. It is, therefore, an integral and well connected phase of GreenPark;

(v) The site is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east west through the Park, along which is located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site. To the west and south of Kybes Lane, are Plots 9 and 10, which form part of the approved GreenPark site, the Basingstoke to Reading railway line and electricity pylons, which form a major feature in the landscape, the new electricity substation, which has been constructed to meet the power requirements of existing and future occupiers of GreenPark. To the north of Smallmead Road, is an area of existing mixed commercial use, a water body on a former gravel extraction area, a waste to transfer site, and the site of the proposed South Reading railway station, which is the subject of a separate outline planning permission; and

(vi) The application site has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

2.9 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

3. The Form and Timing of Development

3.1 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional five buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

3.2 The illustrative scheme design, drawing ref: 12664.TP001B, and the illustrative sections ref: 12664.TP003B, represents the broad siting, scale and massing of the proposals, and the landscaped framework. The design statement explains that the proposals for 500-600 Longwater Avenue adopt a higher plot ration than has been implemented on other plots within the Park, but maintains a site cover which enables 30% of the gross area of the site to be landscaped.

3.3 The higher density is thought to be wholly in line with optimising the use of land within built up areas. This accords with recent government guidance, and the overall strategy being promoted by Reading in its 20/20 vision.

3.4 The potential visual impact on open countryside of the proposals has been taken into account. The buildings will be well screened from open countryside by the proposed landscaping, and existing major physical infrastructure, which includes Kybes Lane, the Kybes Lane Bridge across the motorway, the M4 itself and the Basingstoke to Reading railway line. The site will be further screened by the committed development on Plots 9 and 10.

3.5 The increased density of the site is, therefore, regarded as an advantage in terms of efficient use of the land and maximising the occupancy of the Park to support existing and future infrastructure and amenities.

3.6 The site is connected to all essential utilities, and there is adequate capacity to meet the demands arising from 500-600 Longwater Avenue, in addition to the full occupation of the existing phases of GreenPark.

3.7 The existing, committed, phases of GreenPark will support about 8,000 people. This is likely to vary over time depending upon the density of occupation of buildings on the site, for example, a significant proportion of space occupied by Cisco is devoted to computer and Internet related hardware, training and conferencing facilities.

3.8 It is estimated that the buildings proposed on 500-600 Longwater Avenue would support between 900 to 970 employees. In short, both in terms of accommodation and people, 500-600 Longwater Avenue will increase the capacity of GreenPark by about 10-12%.

3.9 In conclusion, 500-600 Longwater Avenue is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential

implications for the labour and housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

DRIVERS JONAS

4. Planning Policy Considerations

4.1 The application has been considered in the light of Planning Policy Guidance, Regional Planning Guidance of the South East, the adopted and emerging part of Structure Plan, and the adopted Reading Borough Local Plan. In particular, consideration has been given to:

- Planning Policy Guidance Note 1 (PPG1): General Policies and Principles;
- PPG4: Industrial and Commercial Development and Small Firms;
- PPG6: Town Centres and Retail Development;
- PPG13: Transport;
- RPG9 Regional Planning Guidance for the South East;
- Adopted Berkshire Structure Plan;
- Draft Berkshire Structure Plan; and
- Reading Borough Local Plan.

PPG1 – General Policies and Principles

4.2 The most relevant themes of PPG1 include the need for sustainable patterns of development and transport, the emphasis on increasing the proportion of development that takes place within built up areas, particularly on previously developed land, and a role of the plan led system. The guidance also recognises that the locational requirements of businesses should be taken into account in the preparation of development plans.

4.3 The development of 500-600 Longwater Avenue contributes towards these objectives in several ways:

(i) It forms a natural extension of an established business location, and will be highly accessible by bus, fully integrated to footpath and cycle networks which link to other businesses within GreenPark and in the South Reading area, and to a range of amenities that are provided on the Park.

(ii) The proposal will contribute towards extending and improving public transport services, and cycle access to GreenPark. It will also be contributing towards the development of the training and skills programme and the provision of affordable housing within Reading, which is consistent with the objectives of sustainable living and working communities within the Reading area

(iii) The site is identified for employment uses within the adopted Reading Borough Local Plan, and within the settlement boundary within which development is to be focused.

PPG4 – Industrial and Commercial Development

4.4 PPG4 seeks to ensure that the needs of businesses are met within the planning system, both in terms of their location and availability of suitable accommodation.

4.5 GreenPark has demonstrated that it meets the needs of a range of modern businesses, which have a particularly important role to play both within the Greater Reading area, and the Thames Valley. They form part of a nationally important cluster of high technology industries. 500-600 Longwater Avenue consolidates the range of accommodation at GreenPark, providing greater flexibility and capacity to meet the needs of businesses as the existing committed phases are taken up and fully occupied over the next three-four years.

PPG6 Town Centres and Retailing

4.6 One of the objectives of PPG6 is to focus office based activity in town centres, and in other locations, which are well served by public transport, and where the proximity of businesses facilitates competition, link trips, and other combined activities.

4.7 PPG6 states that where major travel generating uses cannot be located in town centre or edge of centre locations, it may be appropriate to combine them with existing out of centre developments which are well served by public transport, and to seek further improvements to public transport.

PPG13 – Transport

4.8 PPG13 develops the theme of focusing major travel generating uses in town centres or in locations that are well served by public transport. It also promotes the accessibility of work places to other uses such as shopping and leisure facilities to reduce the need to travel, particularly by single occupancy car.

4.9 PPG13 encourages the implementation of Travel Plans to provide real alternatives to the car, and encourage the use of public transport, cycling and walking. PPG13 also promotes the use of maximum car parking standards as part of the overall strategy towards encouraging non-car modes of travel.

4.10 Taking the guidance of PPG6 and PPG13 together, 500-600 Longwater Avenue would contribute towards the following objectives:

(i) Increasing the density of development at GreenPark, which promotes a greater concentration of activity within an established business location, which is well served by public transport. Increasing the occupancy of GreenPark will support the viability of bus services. The proposed Section 106 Agreement makes a specific contribution to extend bus services through the Park.

(ii) The Green Travel Plan for GreenPark will be extended to 500-600 Longwater Avenue, and all occupiers will be required to work within the guidelines, and contribute towards the delivery of the objectives of the Travel Plan. This will be formalised through the Section 106 Agreement.

(iii) 500-600 Longwater Avenue is within walking distance of a major concentration of modern businesses, supporting up to 8,000 jobs, and a range of amenities, which are already established including crèche, health and fitness, shops, cafes, restaurants, training and conferencing facilities, landscaped recreational areas and hotel. The proximity of other businesses and supporting amenities will reduce the need to travel, and encourage combined trips.

(iv) The proposed 106 Agreement will specifically promote the incorporation of a long distance cycle route through the Park, again enhancing the accessibility of GreenPark and south Reading by cycle.

(v) The expansion of GreenPark, increasing its capacity by between 10%-12%, will not conflict with development in the town centre or on the Gateway, where major development is unlikely to be brought forward before 2006/7. The consolidation of GreenPark will not conflict with proposals to invest in Reading Town Centre or the Gateway, but ensures a continuity of supply at GreenPark as the existing committed phases of development are taken up over the medium term. This factor, combined with the existing status of the site within EMP1 of the Reading Borough Local Plan are consistent with government guidance which seeks to give priority to locating business development in town centres or failing that on sites which are well served by public transport and located next to existing major concentration of businesses and other uses.

RPG9 – Regional Planning Guidance for the South East

4.11 Regional planning guidance reflects national planning guidance in seeking to give priority to the development of previously developed land and to focus development in town centres and public transport corridors. For the reasons outlined above, it is felt that 500-600 Longwater Avenue is consistent with this overall strategy, focusing investment in an established major public transport corridor, in advance of the major planned expansion of Reading Town Centre, and the Reading Gateway.

4.12 RPG9 highlights the role of the south east as one of the main Gateways between the UK and Europe. It recognises that the south east has an enterprise and innovation culture that needs to be harnessed, and that the clusters of growth industries in the high technology sector are of regional and national importance.

4.13 RPG9 seeks to strike a balance between the facilitating development of clusters of industries in growth sectors, such as software design, the internet, and telecommunications, with the desire to encourage regeneration in East London and other areas of deprivation.

4.14 RPG9 also identifies the Thames Valley as falling within an area of restraint within which great care should be exercised in permitting new employment development which may give rise to additional pressures on the housing and labour market, and to unsustainable patterns of transport.

4.15 The full utilisation of land within the settlement boundary, which is fully integrated with GreenPark, will contribute towards sustaining the cluster of modern businesses located within Reading. Research undertaken by the Prudential has demonstrated that the only

location with a capacity to accommodate growth within these sectors over the next 10-15 years are Reading Town Centre, Gateway and GreenPark. Whilst some redevelopment within existing older industrial estates may be achievable, this is likely to be relatively constrained by existing patterns of ownership, and is only likely to make a relatively small contribution to meeting the needs of modern businesses.

4.16 Other major business locations have limited or no real capacity for growth, such as Thames Valley Park, the Newbury Business Park and the Winnersh Triangle, all of which are close to their physical capacity.

4.17 It is recognised by the Prudential and Reading Borough Council that business parks have played an important role in meeting the requirements of modern business, in particular larger organisations, over the past 10-15 years. Three major business parks have been developed over the period 1990-2001 – Thames Valley Park, Newbury Business Park and GreenPark. In addition, during this time, major business development has taken place at Winnersh and Reading Town Centre.

4.18 Confidence in the town centre has been retained in parallel with the growth of business parks within the Greater Reading area. Major investment in offices, shopping, leisure and more recently, residential accommodation has, and continues to be, attracted to the town centre.

4.19 Business parks have helped support the growth of the Reading economy, played a role in the emerging cluster of high technology businesses, particularly in communications, the Internet, software and computers, and have generally been complementary to the vitality and viability of the town centre.

4.20 The rate of growth in employment in the Greater Reading area over the next 15 years is unlikely to be sustained at the same level that was experienced in the 1990s and 2000-2001. Nevertheless, it is confidently predicted that a range of new business accommodation will be required to sustain the expansion of established businesses within Greater Reading, and to accommodate some new investment.

4.21 Choice in business accommodation, and consistency of supply over time, will be necessary to maintain the competitiveness of the Reading economy.

4.22 The development of 500-600 Longwater will play a role in ensuring the consistency of supply, particularly in the medium term, prior to the implementation of major growth in Reading Town Centre, the Gateway, and planned further expansion of GreenPark.

4.23 RGP9 requires new employment development to mitigate its impact on the employment and housing market, and to contribute towards patterns of sustainable transport. This is mirrored in the emerging policies of the draft Berkshire Structure Plan Review.

Draft Berkshire Structure Plan

4.24 A key objective of the emerging draft Berkshire Structure Plan, which the Prudential believes encapsulates what is achievable at GreenPark, working in partnership with Reading Borough Council, Woking and West Berkshire District Councils, and other partners

"Sustainable economic growth has national and international significance in a natural and built environment with exceptional attributes".

4.25 The application for 500-600 Longwater Avenue contributes towards this objective by:

(i) Providing for the future business needs of existing firms, incoming firms and new enterprises;

(ii) Making the maximum use of existing resources within the settlement boundary;

(iii) Concentrating business development in a location which is well served by public transport, and contributing towards improvements to public transport infrastructure;

(iv) Locating and concentrating business development where it is close to, and will support, a range of other uses, including child care and leisure activities;

(v) Contributing towards affordable housing; and

(vi) Contributing towards the delivery of training and skills programmes which will reduce barriers to the local labour supply, and enable local residents of Reading to participate in the industries represented at GreenPark and elsewhere by providing improved access for public transport, child care facilities, training opportunities and better information and access to recruitment.

4.26 Specifically, Policies DP1 and DP2 seek to concentrate new development within settlement boundaries as defined in local plans, and at principle intersections of public transport routes, or elsewhere on public transport corridors.

4.27 The application accords with these objectives.

4.28 Policy E2 states that new employment development will be required to mitigate potential impact on housing and labour markets, and transport.

4.29 The proposed Section 106 Agreement, which is explained in more detail later, in the statement, contains a range of measures to mitigate the impact of the application.

Reading Borough Local Plan

4.30 The Reading Borough Local Plan was adopted in 1998.

4.31 Policy EMP1 allocates GreenPark for business, industry, storage and distribution. Development of the site will "normally be in accordance" with these principles.

4.32 Policy EMP3 sets out a number of criteria in which employment development is acceptable. These include that there should be no loss of residential land, the proposal is environmentally acceptable in terms of character and amenity, the level of vehicle traffic generated is acceptable and that planning benefits are provided. The proposal is not located on existing residential land, will enhance the existing site and will not impact on the adjacent natural environment. Any increase in vehicle traffic is mitigated by developer contributions towards public transport provision.

4.33 The Plan supports the provision of affordable housing (Policy HSG2) through planning contributions, acknowledging that the ability of proposals to provide affordable housing, and its scale and type, would be established through negotiation.

4.34 Policy TRN1 supports the provision of a balanced transport strategy for Reading relying on contributions to assist the Council's transport proposals in the wider Reading area. Policies 11A and 11B require that development is located to minimise the need to travel and should not have an adverse effect on the existing transport network. The provision of a high quality public transport service to and from Reading town centre is one part of the integrated approach to transport taken by the applicant throughout the development of GreenPark.

4.35 The proposal should be viewed in the light of the package of measures the applicant will provide through the Green Travel Plan, an increased public transport service and reduced on-site car parking (to the Council's current standards). This approach compliments (rather than conflicts with) the Council's Integrated Transport Strategy.

4.36 Policy TRN12 sets car parking standard for Use Class B1 of 1:25 sq m. However, the policy has been superseded by PPG13 and the draft Berkshire Structure Plan which supports B1 standards of between 1:30 and 1:100 sq m. The proposed ratio of 1:30 sq m linked to effective public transport and other sustainable travel measures accord with this advice.

4.37 In relation to environmental policies in the Plan, namely Policy NE4 and Policy KEY5, there would be little impact on the open spaces in the Kennet Valley, adjacent to the development. The proposed scheme will not intrude into the natural environment, but seek to enhance and improve the existing environment. The Park provides a natural landscape which creates new habitats for wildlife connecting into wildlife corridors through South West Reading. It is considered that there will only a small increase in the use of Kennet Meadows by Park employees that Policy LE13 on leisure activities seeks to protect and enhance.

4.38 Policy CUD14 requires buildings to be provided to a high standard of design, including high quality landscaping and car parking areas. Where traditional materials are not proposed schemes need to demonstrate that alternatives will fit into the surrounding townscape. Other items are the need to design with energy conservation and a safe and secure environment in mind.

4.39 The Council's Planning Brief for South West Reading states that new development should be of high quality design and materials and should respect the character of the surrounding area particularly where any development site adjoins land in the Kennet Valley. New development should incorporate opportunities to enhance, and where possible, create improvements in species diversity and create a landscape that integrates with the Kennet Valley.

5. Proposed Mitigation Measures

Employment

5.1 Albert Golding of Broadway Malyan has been working with the Prudential and Reading Borough Council preparing a skills and training strategy for the Borough.

5.2 Albert and Geoff Hamby of Quality Economic and Social Research have advised on the employment strategy for Plot 17.

Background

5.3 Our work in developing the Training & Employment Strategy for Reading Borough Council in 2001, and the Labour Market Impact analysis for Prudential in 2002, has enabled us to understand and clarify key issues which will impact on further development at Green Park.

5.4 Several key issues were identified in these studies. These include the fact that in 2001 there was a labour supply exceeding demand as the figure below indicates.

2001	Effective labour demand	Effective labour supply	Balance	Job seekers	Net commuting
Reading	**88**	**75**	**-13**	**4**	**-17**
West Berkshire	73	80	7	4	3
Wokingham	55	73	18	3	15
Greater Reading	**216**	**228**	**12**	**11**	**1**
Bracknell Forest	55	57	2	0	2
Slough	70	50	-20	2	-22
Windsor & Maidenhead	69	58	-11	4	-15
Berkshire	**410**	**393**	**-17**	**17**	**-34**
Rest of Thames Valley	466	478	12	13	-1
Thames Valley	**877**	**874**	**-3**	**30**	**-33**

5.5 Future projections about labour supply and demand are subject to many variables. It is expected that labour demand in Greater Reading will increase however over the next decade, although the scale of that increase is subject to scrutiny and debate.

5.6 In addition our work assumed that some 50% of the new employees required at Green Park would be graduates, many coming from the existing labour supply as well as attracting a greater in-commuting flow from London.

5.7 Recognising this important element of the Greater Reading Labour Market we supported the successful University of Reading Technology Institute programme, involving 4 other Universities in West London and the Thames Corridor, to provide a direct graduate labour supply route in the Green Park development.

5.8 We intend, therefore, to use this new initiative to attract a significant proportion of the estimated 970 employees required for the Plot 17 development. This is yet another example of Prudential proactively creating a sustainable employment development, which will also have significant broader benefits for the Greater Reading and Thames Valley economy.

5.9 Other issues relevant to the consideration of the Plot 17 development that have been identified in our studies in 2001 and 2002 include:

- A need to attract into, and reintroduce back into the labour market, over 11,000 job seekers estimated to be outside the Greater Reading labour market in 2001.
- The need to provide an attractive and integrated programme of training and employment for those residents most marginalised from the labour market.
- The provision of a clear progression employment pathway for local residents in order that they can maximise their career prospects in a booming labour market.
- To ensure that future commercial development is, as far as it can be, sustainable and/or demonstrates how it is assisting Reading wide employment sustainability.

5.10 We have been working closely with Reading Borough Council, the Berkshire Joint Structure Planning Unit, the TEA shop and Reading University to construct a range of employment and training programme, promoted by Prudential, to *make a difference* in the Reading, and Berkshire, employment sustainability debate. A range of mitigation measures have been developed of which the three most important are:

- The creation of an integrated data base for training and employment to maximise employment choice for local residents
- Supporting the University of Reading Technology Institute programme.
- The establishment of a Whitley TEA shop annexe to target some of the most deprived areas of Reading with focussed training and employment measures

5.11 Both measures are extremely important for Reading Borough Council for different but interrelated reasons

Reading Employment and Training Database

5.12 The need to establish this database was identified in the 2001 Reading Training & Employment Strategy. Reading had a number of separate and incremental training and employment programmes, which it was felt were sometimes duplicating provision and also

not providing a clear pathway for employment choice. This has in part been addressed, as recommended in our Training & Employment Strategy, with the opening of the new Town Centre TEA shop and the new partnership with Reading training and employment partners.

5.13 We have already supported the development of the new TEA shop through revenue funding from our existing Section 106 agreement on Green Park as well as initiating the development of a successful EQUAL bid, that brought in some £380,000 of European Union funding to support the TEA shop and other employment and training initiatives across Reading.

5.14 However there still exists a need to further support the TEA shop programme, and indeed the Technology Institute programme, by providing a computerised management information system linked to the employment needs of the main companies in Reading. This will strengthen the link between employment need and labour supply and enable 'customised training' to meet specific employer needs. Not only could this have important benefits for Green Park tenants in ensuring a well skilled and committed local labour force but could also assist in retaining Reading residents who currently commute from the town to seek employment.

5.15 Our proposed £50,000 contribution to the computerised data base will supplement funding secured through the Technology Institute programme to enable both the TEA shop and the University of Reading have the best quality computerised employment and training database in the UK. We will also assist, if required, in the formal commissioning of the technical work for the database by providing support on the development of the brief, the tendering process and award of contract.

5.16 Any measure, which keeps local residents working in the Reading area, will help to close the gap between labour supply and demand and assist the sustainability employment agenda. This should have a significant bearing on the way in which local planners view new commercial development.

The Whitley TEA Shop

5.17 The provision of a new TEA shop at Whitley has long been a high priority of Reading Council in order to provide employment to some of the most socially and economically deprived residents in Reading. The Whitley TEA shop therefore performs to critically important roles:

- It helps to secure an important political and officer objective of providing training and employment support to one of the most deprived areas of Reading.
- It assists in tackling one of the most important aspects of the employment sustainability agenda, that of increasing labour supply into the Reading employment market.

5.18 While recognising the need to support the TEA Shop network through the provision of the Whitley satellite, we also appreciate that there are other stakeholders in this process who will also benefit from the TEA Shop Network. It is a global resource. The TEA Shop will may allow us to attract a proportion of employees at Plot 17 that will not be graduate skilled

5.19 Our commitment to providing a quality skilled workforce, with linked local employment, in Reading is a long term commitment to improve the overall 'well being' of local residents. Our contribution to facilitating the provision of the Whitley TEA shop must also be seen in the context of whatever contribution is provided by the preferred developer of the Whitley Estate PFI programme, as well as other Reading wide Section 106 contributions.

Construction Training Facility

5.20 The Prudential is also committed to providing a construction skills training facility at GreenPark. The facility is a joint proposal prepared by Reading College and the Prudential for the Construction Skills Training Facility. The facility would act as a satellite to the Faculty of Technology at Reading College.

5.21 There is a direct relationship between the Reading TEA initiative, which Reading College will be managing for Reading Borough Council, and the objectives, in terms of upskilling, training, and bringing the long term unemployed into employment, of Reading College. The facility also fits in with the aims of Central Government in ensuring minimum skill levels for all construction workers by 2003.

Transport

5.22 The advice on the location of new development is reinforced by the Planning Policy Guidance Note on Transport (PPG13), which was published in March 2001. The key aims of the guidance, which are reflected in the Reading Local Transport Plan, are set out in the introductory text, namely to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

5.23 Opportunities for development for travel intensive uses should be focused in locations with the clear potential to be well served by public transport. The guidance supports reduced parking requirements in locations which have good access to other means of travel and complementary traffic management measures.

5.24 The proposal may increase the demand on car use in the south Reading area. However, the site is well served by public transport and within walking distance of a range of amenities which will reduce the need to travel.

5.25 A commitment from the applicant to provide new contributions and extend the range of measures already provided at the Park, will increase access by public transport to the Park and improve the range of traffic management measures available.

5.26 The applicant proposes to extend and maintain the Green Travel Plan to include Plot 17, to encourage more car-sharing and the use of public transport, as well as increasing the

proportion of people walking and cycling for journeys to/from work. This is considered in more detail in the s106 Agreement.

5.27 One of the main contributions considered essential by the applicant is the extension of the existing frequent bus service along Longwater Avenue. It is proposed to progressively extend the present service to suitable temporary bus turning points to serve the development along Longwater Avenue as the remaining plots become occupied. When the consented development nears completion the bus service routes and timings will be reviewed with the Borough Council and the operator to ensure that GreenPark continues to be covered with an efficient and attractive service.

5.28 The applicant is also working in partnership with the Borough Council and Sustrans, the sustainable transport charity, to provide part of the National Cycle Network through GreenPark in order to continue the network link. The National Cycle Network currently provides 6,500 miles of cycling and walking routes throughout the UK. By 2005, this will be extended to 10,000 miles.

5.29 National Cycle Route 23 between Reading and the South Coast will pass through GreenPark and the applicant will facilitate a new direct cycle connection to Kybes Lanes, and the route to the south, from Longwater Avenue in conjunction with the development of Plot 17. The national designation of this route will raise the profile of the convenience of cycling between the centre of Reading and GreenPark and will encourage commuting by emphasising the good accessibility of the Park by cycle.

5.30 The applicant is willing to consider a more restrictive car parking standard than provided to date on the development, currently an average of 1:26 sq m, in accordance with national and regional planning guidance.

5.31 These measures will all be significant contributions to achieving the Borough Council's policy aims in managing travel demands in south Reading by capitalising on progress already made in pursuing Green Travel Plan aims, and provision for public transport and other alternatives to the private car for employees and visitors at GreenPark.

Affordable Housing

5.32 Regional and strategic policies require affordable housing to be linked to employment growth: RPG9 policy RE8 (which of the sides is set in the western policy area there should be a greater emphasis on affordable housing and development "hot spots" and Policy H4 (which requires that a range of housing tenures should be provided to meet all the needs of all sectors and create balanced communities and affordable housing should be provided to meet locally assessed need).

5.33 Draft Structure Plan Policy E2 (acceptability of employment development) requires that major employment development mitigates its impact on the demand for housing, labour and skills and specifically recognises the roles that contributions can make in employment schemes to increase the overall housing supply

5.34 Policy EMP2 and the underlying objective of Policy HSG2 (affordable housing) of the local plan advises that proposals which give rise to such pressures or demand should mitigate these concerns.

5.35 The Borough Council has indicated that a contribution towards the general affordable housing objectives of the Council is required in order to mitigate the concerns relating to pressure on the housing market.

5.36 The Prudential recognise that an appropriate contribution towards the provision of affordable housing, or the direct provision of affordable housing are to the occupation of buildings on 500-600 Longwater Avenue, is appropriate.

5.37 The Prudential would wish to agree the detail of the mechanism for either making a contribution, or providing directly affordable housing, with the council in the Section 106 Agreement.

The Environment

5.38 Reflecting the high quality environments created within Phases 1 and 2, the outline application for Plot 17 embodies the principles of the high density commercial proposals of plot development.

5.39 The existing plot lies lower than Longwater Avenue and Phases 1 and 2. The plot is bounded by Smallmead road to the north, Kybes Lane to the southwest and Longwater Avenue to the east. This triangular site occupies a prominent position halfway along Longwater Avenue and has the existing Kybes Lane as the backdrop of the site.

5.40 The outline application proposes six independent and separately demisable buildings on individual plots, presenting faces towards Longwater Avenue and creating intimate courtyard arrival spaces as seen elsewhere on the Park.

5.41 Five buildings to the north of the site provide 17,340m² (186,652ft²) of B1 commercial office space, set over four storeys, and are proposed to enclose a central courtyard that provides for a quality hardscaped and landscaped setting. Car parking is provided at a rate of one space per 30m² of gross external area, excluding plantrooms and street reception areas, and is proposed to be housed in deck car parking that could be constructed with the lowest floor 1.2m below ground level and the upper floor 1.2m above ground level, to minimise the impact of deck parking on the landscape. Visitor and disabled car spaces are proposed to be at grade in close proximity to building entrances.

5.42 A single building to the south of the site provides 5,200m² (55,974ft²) of B1 commercial office space, set over five storeys, and provides for a landmark building visible from the M4 corridor at the heart of the site, as well as providing a key building along Longwater Avenue.

5.43 The low lying land provides for the opportunity of undercroft car parking, constructed above flood level but concealed by the building platform over it, and with quality landscaping built up to and around the base of the building, obscuring views of the car park. Pedestrian access to the path network and bus stops directly serve the reception entrance area and a link to the pedestrian and cycle network is made to Longwater Avenue and all along the north

face of Plot 17 to Statutory Footpath No. 11, with new pedestrian/cycle only bridges linked to Smallmead road. Further pedestrian and cycle links have been proposed at the Kybes Lane and Longwater pinch point to provide even greater accessibility and permeability through this site. Bus stops in close proximity to the plot along Longwater Avenue also provide greater transport access to this plot.

5.44 Access off Longwater Avenue to the southernmost part of the site avoids any highway conflict, with opposite access points into Plot 3.

5.45 The outline application proposes a density of up to 30,000ft²/acre, with 242,530ft² of office space on an 8.01 acre (3.24ha) net developable plot within a 10.1 acre (4.08ha) gross plot. Landscaping is provided at a minimum of 30% coverage, in compliance with the standards set out elsewhere on Phases 1 and 2.

5.46 The undeveloped site to Longwater Avenue is proposed to provide a new cycle and pedestrian/service pathway that leads into each site.

5.47 The boundary to Longwater Avenue provides for culverts below the road, leading to Phases 1 and 2, along with a linear flood ditch adjacent to Longwater Avenue that can be culverted at road and pathway crossovers. The inclined banks either side are proposed to have quality estate landscaping of a minimum of 10m depth, to reflect the landscaped corridor created along Longwater Avenue to Phases 1 and 2.

5.48 The variety of office sizes provides for diversity across the Business Park, and allows for smaller scale commercial space to provide alternative business accommodation to that seen elsewhere on Phases 1 and 2.

5.49 The natural environment along Kybes Lane is maintained and enhanced alongside the opportunity to develop Plot 17 with existing mature and new planting envisaged to strengthen the tree screen. No impact to the open countryside beyond Kybes Lane and across the railway line is envisaged, since the development on Plot 17 is part of Phases 1 and 2 development area, situated within a single secure and self-contained triangular site with no need of impacting on the land west of Kybes Lane. Kybes Lane also provides for the natural boundary to any impact also on Plots 9 and 10 along the M4 boundary.

Summary

5.50 The applicant is satisfied that the proposal will not have a material impact on views of or the character of the surrounding open countryside. GreenPark provides a natural landscape which creates new habitats for wildlife and connects into wildlife corridors throughout South West Reading.

5.51 Demand for cyclists, pedestrians arising from the development will be adequately met by the existing, high quality network of footpaths and cycle ways (in accordance with Policy TRN4) within GreenPark, which link to footpaths and cycle ways in South Reading. The exceptionally attractive environment that has been created within GreenPark will provide an important source of recreation for employees on 500-600 Longwater Avenue

DRIVERS JONAS

6. Conclusion

6.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

6.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

6.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

6.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

6.5 GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park.

6.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

6.7 The application site:

(i) is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan, Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters;

(v) is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east west through the Park, along which is

located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site: and

(vi) has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

6.8 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

6.9 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional six buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

6.10 The proposal is expected to complement rather than hinder any other planned locations for major commercial development in Greater Reading, particularly in the town centre and Reading Gateway.

6.11 The proposal will assist in balancing the commercial needs of the area against the management of growth in the economy by:

- making the maximum use of existing resources, including previously used land, by locating additional commercial development adjacent to existing in a natural extension to GreenPark;
- creating partnerships between businesses and the community;
- investing in enhancing public transport provision and cycleways and facilitating interchange between different modes of transport, offering alternatives to the private car, to assist in a sustainable transport strategy;
- reducing barriers to the local labour supply, and enabling local residents to participate in the local employment market access; and
- facilitate the provision of affordable housing.

6.12 To conclude, the site is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential implications for the labour and

housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

6.13 The applicants would welcome further discussions with Reading Borough Council and other consultees to conclude the s106 Agreement and clarify and resolve any issues arising from the application.

Drivers Jonas
October 2002

Green Park, Reading
Plot 17
Planning Application

Flood Risk Assessment

Project Ref: 11321/001/110

July, 2002

READING BOROUGH COUNCIL
DATE
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Plan A - Development Plan
Plan B - Topographical Survey (B1 and B2)
Plan C - Flood Storage Areas
Plan D - Cross-Sections
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1 Introduction

This Flood Risk Assessment is to accompany a Planning Application for Plot 17 of the Green Park Development in Reading.

Much of the Green Park Development is within what was the floodplain of the Foudry Brook and River Kennet. A Floodplain Management Scheme was therefore devised in the 1980's in partnership with the then Thames Water Authority and Reading Borough Council. This scheme unblocks a bottleneck on the Foudry Brook by the creation of a new flood relief channel. The bottleneck had been caused by a number of raised landfill sites spanning and damming the floodplain.

The flood relief channel is designed as an attractive amenity through Green Park where it is now known as Longwater. It unblocks the floodplain, thus lowers flood levels and provides flood relief in this area of South West Reading. The Scheme allows the raising of land levels to provide development platforms but with some 16 hectares of land to be left at, or reduced in level, down to 37.8m AOD (or lower), to act as dedicated flood storage land.

The exact location of the 16 ha of dedicated flood storage is not critical. Initial master-planning identified the current application site as a flood storage area, but it is now proposed to relocate this flood storage. The application site, Plot 17, would be raised in level to provide a development platform.

The following sections of this Flood Risk Assessment set out the above in more detail and follow sequentially all the 15 points required by Appendix F of PPG25.

2 Site Location

The Application Site, Plot 17, is indicated on Plans A and E. The proposal is for commercial use.

3 Site Levels

A topographical survey of the site is given as Plan B. (B1 and B2)

4 Flood Alleviation Measures Already in Place

As previously noted a Floodplain Management Scheme has already been agreed for Green Park, Reading. The Floodplain Management Scheme comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The proposed provision of the 16 hectares of flood storage is shown on Plan C.

5 Sources of Potential Flooding

5.1 Tidal/Coastal

The levels in this area are some 38m above sea level and hence tidal or coastal flooding is not an issue.

5.2 Groundwater

Groundwater flooding is not known or considered to be an issue.

5.3 River Flooding

The site is in or adjacent to the floodplain of the River Kennet and the Foudry Brook.

5.4 Surface Water

The Plot 17 surface water drainage would drain to local ditches which are linked to the Flood Relief Channel. There are no known surface water drainage problems.

6 Extent and Depth of Flooding

Plot 17 may be subject to flooding from high water levels in local ditches, the Foudry Brook or newly created flood relief channel, or high water levels in the Kennet backing up the system.

Flood levels have been estimated for the site and the estimated 100 year flood level for Plot 17 is 39.0m AOD. Comparing this to the existing ground levels indicates that the site is subject to flooding in this event.

As with all analyses of extreme events there is uncertainty in the final answer. This uncertainty is associated with design rainfall, runoff, hydraulics and more global issues such as climate change.

Protection levels for the proposed buildings should be set with a view to this uncertainty. This is normally referred to as freeboard. Proposals for the fill platform level and building protection levels are given later.

It is worthwhile noting that flood levels at Green Park Phase III site are dominated by Kennet levels at the tail of Fobney Weir. The Kennet is a navigable river with a series of weirs and locks which are not drowned out in flood events. Thus the flood levels upstream of Fobney Weir (and to the west of the Basingstoke to Reading railway line) are significantly higher than those downstream of Fobney Weir. Green Park is protected from these higher levels by the railway line embankment and by high land of the Halls Landfill Site on the right bank of the Kennet.

Te risk of floodwater spilling over the Basingstoke – Reading railway line from Kirtons Farm Lake has been assessed. It appears there will only be overflow in extreme flood events. However, recognising the uncertainty implied in the analysis, the provision of flow routes to pass any spill will be undertaken in order to maintain the 1 in 200 year defence standard.

7 Structures Influencing Local Hydraulics

Fobney Weir

It was discussed in the previous section that the Kennet has a series of locks and weirs which means that the flood gradient of the Kennet includes a series of steps. The Kennet level appropriate for the Green Park Plot 17 Application Site is below Fobney tail, with the railway embankment and Halls Landfill Site providing a barrier against levels from above Fobney Weir.

Local Ditches and Culverts

The local ditch network (with culverts under roads), will be reinforced if the assessment of spill over the railway indicates the need. This network provides a west to east route for local land drainage and flow from minor culverts penetrating the railway line.

The local ditch network referred to above needs to be kept clear and the schedule of maintenance which was agreed as part of the Section 106 Agreement allows for regular inspection and maintenance to achieve this.

8 Probabilities and Trends

No particular information is available for this application site. The comment in Appendix A to PPG25 Development and Flood Risk for 20% flow increases is noted.

Recommend building protection levels are based on modelling work for the 200 year event, plus 20%, with a freeboard allowance.

9 Cross Section

Plan D shows cross sections through the site together with:

- Existing site levels
- Proposed platform levels
- Proposed building levels.

Peter Brett Associates recommendation is for buildings to be protected to a level of 40m AOD or greater. This provides a freeboard above the 200 year level.

10 Assessment of Flood Impact

The raising of ground levels on Plot 17 to provide a development platform is part of an agreed Floodplain Management Scheme.

The flood storage area originally located on Plot 17 has already received planning consent for relocation in Area H (ref 99/009566/FUL).

However the western part of Area H is designated for a potential minerals rail depot in the Replacement Local Minerals Plan for Berkshire.

Consequently Plot 17 has previously only received temporary consent (ref 99/01156/FUL) for filling (storage of topsoil) in case the implementation of the Minerals Rail Depot required some of the flood storage on Area H to revert to plot 17.

The present application adds further flood storage to Area H outside the designated Minerals Depot area, as shown on Plan E enclosed as "Revised Flood Storage Area" which will be lowered to 37.80m AOD.

The whole 16 ha agreed flood storage area for the GreenPark development can therefore be accommodated without use of the Minerals Rail Depot site, or Plot 17, as shown on Plan C.

11 Drains and Sewers

The Plot 17 site is undeveloped and there are therefore no surface water drains or sewers. Once developed the roofs and hard surfaces will drain down to the ditch network and the flood relief channel via surface water sewers. Sustainable urban drainage techniques will be used wherever practicable.

Details of surface water drainage for Green Park have been agreed with the Environment Agency, including consideration of petrol interceptors. Plot 17 will follow the same principles.

12 Displaced Floodwater and Runoff

The Floodplain Management Scheme for Green Park was set out in Section 4, and comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The development of Plot 17 and displaced floodwater (lost flood storage) is within the parameters of the agreed Flood Scheme.

Regarding runoff, the percentage runoff from a developed area will be less than runoff from a floodplain (which is 100% in times of flood) so in general there would be a slight reduction in runoff.

13 Impact of Displaced Water

As previously noted the development of Plot 17 does not add to the displaced water (lost flood storage) over and above the agreed Flood Scheme.

15 Hydrological and Climate Change Uncertainty

As previously indicated a freeboard is recommended for building protection levels to allow for uncertainty. Although modelling has been undertaken it is considered that there is still uncertainty in:

- Flows which may increase with climate change
- River and ditch cleanliness; blocked river and ditches can lead to high flood levels
- Maintenance regime which can improve conveyance efficiency significantly
- Leakage through or spill over the Basingstoke to Reading railway line.

The proposed freeboard makes an allowance for these.

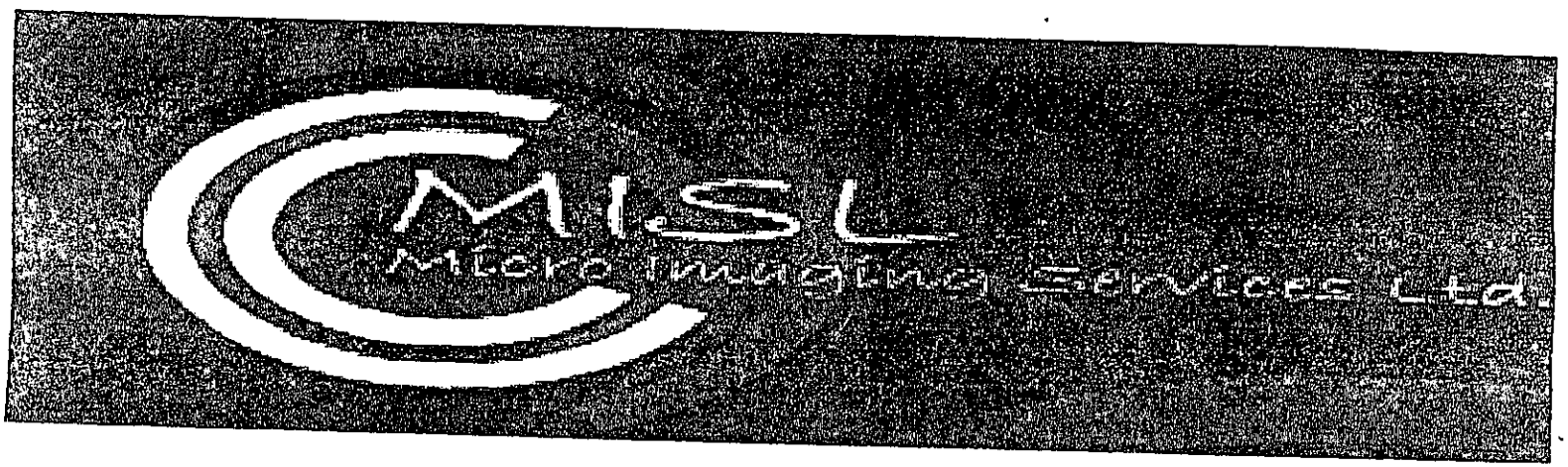
16 Residual Risks

Residual risks to the buildings is dealt with by way of a freeboard for the development levels.

Appendix 1

Extract from Section 106 Agreement

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

EXTRACT FROM SECTION 106 AGREEMENT 26 JULY 95

Fifth Schedule hereto such provision to be made in accordance with the phasing provisions as set out in Clause 28 and the Second Schedule hereto

6. No retailing activity for a period of twenty years from the date of this Agreement shall be carried on from the Site save from a building or buildings within Area A (being in total no greater than 10,000 square feet of which no more than 2000 square feet shall be for uses within Class A2 of the Town and Country Planning (Use Classes) Order 1987) specifically designed for uses within Classes A1 A2 and A3 of the Town and Country Planning (Use Classes) Order 1987 the Gross Floorspace of which building or buildings shall not form part of the total Gross Floorspace referred to in Clauses 1, 2 and 3 above. The use of the building or buildings as aforesaid shall be subject to the obtaining of all necessary planning and other consents

PART II

FLOOD ALLEVIATION WORKS AND FILLING

7. The Developers shall carry out the construction of the Flood Alleviation Works entirely at their own expense and (subject to Clause 14 hereof) in accordance with the plans approved by the Council under Permission 85/TP/880 the plans approved by Wokingham District Council under the planning permission granted in respect of Application Number 24564, the plans approved by the County Council under planning permission granted in respect of Application reference 337105 and a detailed scheme to be approved by NRA prior to commencement of the Flood Alleviation Works

8. (a) The Flood Alleviation Works shall be carried out in accordance with the detailed scheme and programme for the Flood Alleviation Works approved by NRA or any such variation thereto as NRA may in writing approve (such approval in either case not to be unreasonably withheld or delayed) and in

accordance with the phasing provisions of the Second Schedule

(b) With regard to any variations to the Flood Alleviation Works aforesaid which are intended to be carried out in the Council's administrative area the Developers shall submit details thereof to the Director for his written confirmation (such confirmation not to be unreasonably withheld or delayed) that the proposed variation is within the landscape characteristics of the Landscape Works as specified in the First Schedule and with no long-term or permanent damage or impact upon those characteristics The Director shall be deemed to have given his confirmation if he has been in receipt of the variation details referred to above for more than 56 days without having indicated to the Developers that his confirmation is refused or that specified further information is reasonably required to be provided by the Developers before a decision can be made by him and it is hereby agreed that the period of 56 days may be extended by agreement between the Developers and the Director

9. No other part of the development of the Site other than

(a) filling levelling and grading of the Site which is not detrimental to the Flood Alleviation Works

(b) works connected with the provision of a replacement access to Smallmead Stadium in consequence of the construction of the A33 Relief Road Phase 1 and

(c) the Landscape Works

shall be commenced until such part or parts of the Flood Alleviation Works as are required by the programme approved under Clause 8(a) have been constructed in accordance with the detailed scheme referred to in Clause 7 and the said programme (amended in each case to take account of any variation or relocation of the Flood Alleviation Works approved under Clause 14) to the satisfaction of NRA as notified to the Developers by its consent in writing such consent not to be unreasonably withheld or delayed

10. The Developers shall obtain all necessary agreements and consents to enable those parts of the Flood Alleviation Works

which are outside the Site to be undertaken and in respect of land required for the Flood Alleviation Works not being under the control of any of the Developers the agreement and consent of the freehold owner or owners of such land (or such other persons with an interest in such land) as shall be necessary shall be obtained

11. Prior to the completion of the Flood Alleviation Wor. Developers shall submit to NRA for approval a scheme for the future maintenance of all Flood Alleviation Works (such approval not to be unreasonably withheld or delayed)

12. The Developers shall carry out at their own expense all necessary works of maintenance to the Flood Alleviation Works in accordance with the approved maintenance scheme and also any further minor works which may in the reasonable opinion of NRA be reasonably required within a period of 5 years from the date of completion of the Flood Alleviation Works in order to provide a satisfactory river regime within the Development Area for the purposes of pollution control and protection of fisheries

13. The Council hereby agrees and declares that in order to preserve the integrity of the Flood Alleviation Works it will retain the Council land affected by the Flood Alleviation Works shown shaded on Plan 7 undeveloped at all times hereafter and that such land shall not be used other than as a surface water drainage channel

14. At any time whether or not the Flood Alleviation Works have been commenced or completed the Developers may vary any part of the Flood Alleviation Works including the relocation of the same or any part thereof to land outside the Development Area and also including (after the Relevant Date as regards Area B) a variation which does not allow for the use of land as a nature reserve subject to obtaining any necessary planning permissions and the approval of NRA (such approval not to be unreasonably withheld or delayed) and

subject also to compliance with Clause 8(b) hereof as far as applicable

15. The respective Developers for each Area shall not in relation to the development of the Site use any filling materials (which for the avoidance of doubt shall be defined for the purpose of this Agreement as sand and gravel) for the purposes of raising ground levels within Area A or Area B as the case may be which have been obtained from the administrative area of the County Council (with the exception of filling materials obtained from within the Site or the Englefield Site or from the three areas of land shown on Plan 11) without obtaining the prior approval of the County Council and the Council (whose approval will be forthcoming if the approval of the County Council is secured or deemed to have been given) and any and all other necessary consents from the relevant authorities

16. (1) Each application for the approval of the County Council referred to in and required by clause 15 for use of filling materials obtained from within the administrative area of the County Council shall be made in writing to the CEO and if the applicant is not informed in writing by or on behalf of the County Council within 10 working days from receipt by the CEO of each written application that the application is refused or that specified further information is reasonably required from the applicant before a decision can be made approval to the application shall be deemed to have been given by the County Council

(2) The County Council shall give such approval if it is reasonably satisfied by the applicant that the filling materials the subject of the application for approval are unlikely to be used otherwise than in connection with the development of Area A and/or the Englefield Site

Appendix 2

Agreement on Schedule of Hydraulic Maintenance

2942/05

Our ref: SU76NW/21/1/IT/DH/L0020
Your ref: 2942/05/WSJ/RJO/ACM3

Direct Telephone: 01734 533397

Date: 19 March 1996

NRA

National Rivers Authority
Thames Region

Peter Brett Associates
16 Westcote Road
Reading
RG30 2DE

For the attention of Richard Dawson

2942
FC ✓

PH

Dear Sirs

RD
DH
RP

READING BUSINESS PARK

Thank you for your letter of 4th March 1996 and please accept my apologies for this very late response to your two letters dated 16th January 1996.

The amended "Schedule for Hydraulic Maintenance" for the flood alleviation works is satisfactory and I note that the maintenance responsibility will be assumed by an estate management company acting for the riparian owners. The NRA will exercise its permissive powers over main river channels which will entail the need for the management company to obtain this Authority's prior consent for certain maintenance activities.

As far as the potential sites for flood storage south of the motorway are concerned I do not envisage any particular problem in utilizing the two alternative sites identified if they have received our approval in the past and the agreed design principles are adhered to.

Yours faithfully

FOR CATCHMENT PLANNING MANAGER (WEST)

West Area Isis House Howbery Park Wallingford Oxon OX10 8BD Tel: (01734) 535000 Fax: (01734) 535900

NAPM APPROVED

2942/05/WST/RJD/ACM3

16 January 1996

Mr Ian Tiller
National Rivers Authority
West Area
Isis House
Howbery Park
Wallingford OX10 8BD

Dear Ian,

READING BUSINESS PARK
MAINTENANCE OF FLOOD ALLEVIATION WORKS

A Schedule of Hydraulic Maintenance of the Flood Alleviation Works was agreed with NRA some time ago and this now needs to be updated to reflect the new land ownership.

It also needs to be updated to amend a section which had NRA maintaining the Foudry Brook Relief channel north of the Prudential site upon payment of a commuted sum.

I therefore enclose an amended schedule (together with the original schedule) to reflect these changes, and you will note that the Reading Business Park Estate Management Company will be responsible for maintenance for the relief channel both within the Business Park, and north of the Business Park in land currently owned by Reading Borough Council.

Prudential would also seek to obtain contributions from those who use the flood relief channel for the disposal of their surface water drainage.

I hope this is satisfactory and I would be grateful if you could confirm this to me.

Regards.

Yours sincerely,

RICHARD J DAWSON

Encs: Proposed Schedule of Hydraulic Maintenance (January 1996)
Former Schedule of Hydraulic Maintenance (September 1990)

c.c.

Kevin Ashman	-	Prudential
Tony Butler	-	CPM
Tony Edwards	-	Edwards Gale
Joe Burns	-	G&T
David Hunter	-	PBA
Peter Hollely	-	PBA

READING BUSINESS PARK

FLOOD ALLEVIATION WORKS

SCHEDULE OF HYDRAULIC MAINTENANCE

JANUARY 1996

PURPOSE

This schedule defines maintenance required to preserve the hydraulic function of the Flood Alleviation Works in accordance with the design parameters and normal river works practice.

Management of the Estates may also include gardening, maintenance of landscaping, husbandry and cosmetic works to standards in excess of normal river works practice. However, these are not included within this Schedule of Hydraulic Maintenance.

RESPONSIBILITY

Responsibilities for each area are defined in the attached table.

INSPECTION

The Flood Alleviation Works will be inspected every two years jointly by an NRA Officer and the Developers, or representatives.

STANDARDS

1) Main Channels

- Clearance of refuse or extraneous matter.
- Removal of flood debris as necessary.
- Repair of banks as necessary (where the flow area is jeopardised).
- Control of vegetation to river standard (i.e. limited weed or rush growth).

2) Overland Flood Routes

- Clearance of refuse or extraneous matter.
- Removal of fallen trees.
- Preservation of clear flood routes.
- Control of vegetation to floodplain standard (i.e. meadow grasses/light brush and occasional trees).

3) Structures

- Preservation of structural integrity.
- Works to maintain the hydraulic function.
- Clearance of vegetation or extraneous matter in openings.

FURTHER WORKS

The Developers will make all reasonable minor amendments to the Works in order to achieve satisfactory River Regime within the Development Area for the purpose of pollution control and protection of fisheries.

R J DAWSON
JANUARY 1996

READING BUSINESS PARK - FLOOD ALLEVIATION WORKS - HYDRAULIC MAINTENANCE RESPONSIBILITIES				
AREA	RIPARIAN OWNER	MAINTENANCE		COMMENTS
		MAIN CHANNEL	OVERLAND FLOOD ROUTE (FLOODPLAIN)	
Relief Channel: Reach within Business Park Site	PRUDENTIAL	Riparian Owner with NRA having permissive powers once the channel is Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance
Relief Channel: Reach north of Business Park Site, adjacent to Sludge Beds, north of Island Road to Kennet Outfall	READING BOROUGH COUNCIL	Estate Management Company with NRA having permissive powers once the channel is Main River	Estate Management Company	Under licence/agreement between Estate Management Company and Reading Borough Council
Foudry Brook: Reach adjacent to Business Park Site	PRUDENTIAL	As existing. Foudry Brook is already Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance.

JANUARY 1996

planning

PLANNING APPLICATION

Application for permission to carry out development – Town Planning Acts.

PART 1

PLEASE ANSWER ALL QUESTIONS IN BLOCK LETTERS, USING A BLACK BIRO.
If a question is not applicable, answer N/A in space. Please submit FIVE copies of this form and plans to:

Planning Section, PO Box 17, Civic Centre, Reading RG1 7TD.
Telephone: 0800 626 540 Fax: 0118 958 9770 between 9am and 5pm Monday to Friday

OFFICE USE ONLY:

1 Please read the accompanying **NOTES**

Applicant's Name	PRUDENTIAL ASSURANCE COMPANY LTD
Address	
Postcode	
Telephone (daytime)	
E-mail	

2 APPLICATION NO: 02/1311/OUT/RE

Agent's Name	DRIVERS JONAS
Address	6 GROSVENOR STREET LONDON
Postcode	W1K 4DJ
Telephone	020 7896 8226
E-mail	
Contact Name	CAROLINE MCDADE

3

Show the site outlined in **red** on the plans. Other land in the applicant's ownership or control must be shown outlined in **blue.**

Site Address or Location: 500-600 LONGWATER AVENUE, GREENPARK, READING

4

What is the application for?
Give brief details and state for what purpose the site and any buildings will be used.

Proposed Development: DEVELOPMENT OF 22,540 SQ M (242,618 SQ FT) OF B1 (A) & (B) FLOORSPACE (GROSS), CAR PARKING, LANDSCAPING AND RELATED WORKS

5

State the fee enclosed with this application.
The current scale of fees is enclosed.
If you believe a reduced fee or no fee is payable, say why.

£ 5.500

6

State the applicant's interest in the land. *(circle as appropriate)*
Owner / Prospective Purchaser / Lessee / PROSPECTIVE PURCHASER (specify)

7

Give the area in hectares or part of a hectare. **Total Site Area** 4.08 hectares

8

If your application involves the provision of dwelling(s), then also give **Net Site Area** hectares (see notes)

READING BOROUGH COUNCIL
DATE
17 OCT 2002
ENVIRONMENTAL SERVICES

Reading BOROUGH COUNCIL

planning

planning

PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

9

List all the plans and drawings submitted with the application, or enclose a separate schedule

Plans/Drawings

SEE SUPPORTING STATEMENT & COVERING LETTER

10

Does the application involve any of the following? *(tick all relevant boxes)*

- **Change of Use** ☐
- **Erection of New Building** ☑
- **Engineering Operation** ☐
  e.g. new drainage or structure adjacent or on highway/alteration of an access
- **Demolition** ☐
- **Alteration or Extension** ☐

11

What type of application is this? *(tick ONE box only)*

- **Outline Permission** ☑ *(see question 12)*
- **Full Permission** ☐
- **Approval of Detail/Reserved Matters** ☐
- **Temporary Permission** ☐
- **Variation/Relaxation of Conditions** ☐

State relevant Outline Permission number. Also complete question 12

State period required

State relevant permission no.

Condition numbers to be varied/relaxed

12

If this is an outline application or an Approval of Reserved Matters, which details, if any, do you wish to be considered as part of this application? If none, tick 'none' box. *(tick all relevant boxes)*

- **None** ☐
- **External Appearance** ☐
- **Means of Access** ☑
- **Siting** ☑
- **Design** ☐
- **Landscaping** ☐

13

What is the existing use of the land/building? e.g. residential, industrial etc. Include all uses if more than one. If the site is vacant, say so, and also state its previous use and when that ceased.

TOP SOIL STORAGE FOR USE ON GREENPARK

14

Does a Public Right Of Way *(Bridlepath, Footpath, BOAT, RUPP)* **cross the site or run adjacent to the site or the proposed access?** NO

If YES, show existing route(s) and any proposed alterations on the plans.

Do the proposals require any diversions/extiguishments and/or creation of Rights of Way?

Reading BOROUGH COUNCIL

planning

planning

PLANNING APPLICATION

Application for permission to carry out development – Town and Country Planning Acts.

PART 1

15

Are there any trees on the site? SEE PLANS

If YES, show their accurate positions, spread and species on the plans and which, if any, are to be felled

If YES, are any to be felled?

If YES, please supply a tree survey

16

Building materials etc. *Please state type and colour of materials for:*

A. External Walls	
B. Roofs	TO BE SUBMITTED AS PART OF RESERVED MATTERS
C. Walls, fences etc.	

17

How will surface water be disposed of? TO EXISTING SURFACE WATER DRAINAGE

18

How will foul sewage be disposed of?
To existing system? TO EXISTING SEWERAGE SYSTEM
If NO, please give details

If YES, will there be any alterations to a non-mains drainage system?
If YES, give full details *(see notes)*

19

What are the access arrangements?
Give details of pedestrian and vehicular accesses

As existing FROM LONGWATER AVENUE, GREENPARK

As proposed AS ABOVE

(or provide scale plan of proposals)

20

What provision is being made for parking?

	Class (On Street)	Private						
Existing								
Proposed	SEE ATTACHED TRANSPORT ASSESSMENT							
Total								

Reading BOROUGH COUNCIL

planning

planning

PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

21 If this proposal involves residential development or the loss of residential units, complete this table.

	TO BE LOST		TO BE RETAINED		PROPOSED			
	Total Dwellings	Total Bedrooms	Total Dwellings	Total Bedrooms	1 bedroom Dwellings	2 bedroom Dwellings	3 bedroom Dwellings	4 bedroom Dwellings
House-Detached								
Semi								
Terraced								
Bungalow								
Flat/Maisonette of 1 bedroom or more								
Studio Flats								
Other inc. Mobile Homes								
Totals								

22 **How many of the proposed dwellings can be defined as sheltered?** N/A

Sheltered housing is normally restricted to people above a certain age and includes a warden or similar assistance

23 **How many of the proposed dwellings can be defined as affordable?** N/A

See note 10, page 4

24 **Does the proposal involve the loss or gain of any non-residential building or use?** **YES / NO**

If YES complete part 2 of the form

25 **Has provision been made for the disabled** *(see notes for applicants)* N/A

26 **Does the proposal involve the extraction or processing of minerals; the disposal of mineral waste; or the the deposit or processing of refuse and waste materials?** **YES / NO**

If YES please ask for and complete part 3 of the form

Permission under the Town and Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken.

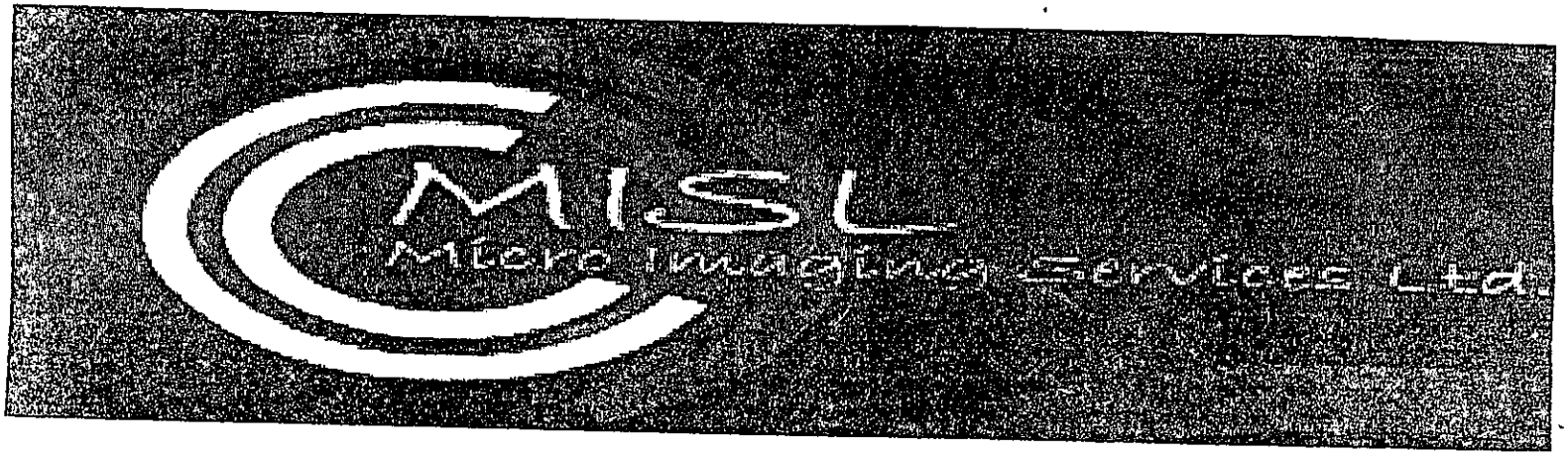
I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings.

SIGNED	ON BEHALF OF	DATE
Drivers Jonas	PRUDENTIAL ASSURANCE CO LTD	16 OCTOBER 2002

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly shown in red on the plans. AN INCORRECT APPLICATION MAY BE RETURNED. Every application must be accompanied by the appropriate Article 7 Certificate. You must submit at least one form with your original signature. See NOTES TO HELP APPLICANTS

Reading BOROUGH COUNCIL

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

DRIVERS JONAS

Prudential Assurance Company Ltd

Supporting Statement

Application for Outline Planning Permission at 500-600 Longwater Avenue, Plot 17, GreenPark

October 2002

Drivers Jonas
60 Fountain Street
Manchester
M2 2FE

Contact Partner:

John Adams

Direct Line: 0161 827 7302

Fax: 0161 834 3690

Email:
johnadams*a* driversjonas.com

Drivers Jonas
6 Grosvenor Street
London
W1K 4DJ

Contact:

Caroline McDade

Direct Line: 020 7896 8226

Fax: 020 7896 8001

Email:
carolinemcdade *a* driversjonas.com

DRIVERS JONAS

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3.	**The Form and Timing of Development**	7
4.	**Planning Policy Considerations**	9
5.	**Proposed Mitigation Measures**	15
6.	**Conclusion**	22

Schedule of Drawings submitted:

Forming Part of the Application

- Site Location TP 002 B
- Site Analysis TP 004 B

For Illustrative Purposes Only

- Illustrative scheme design TP 001 B
- Illustrative sections TP 003 B
- Context within masterplan TP 005 B
- Indicative landscape sections C 114-002 Rev C
- Indicative landscape proposals C 114-003 Rev A

Documents Submitted with the Application:

Transport Assessment prepared by Peter Brett Associates

Flood Risk Assessment prepared by Peter Brett Associates

Draft s106 Agreement prepared by SJ Berwin

DRIVERS JONAS

1. Introduction

Application for Outline Planning Permission

1.1 This Supporting Statement accompanies an application for outline planning permission by The Prudential Assurance Company Limited for the construction of 22,540 sq m (gross) of buildings falling within Business Class B1 (a) and (b), for offices and research and development, at 500-600 Longwater Avenue (Plot 17), GreenPark.

1.2 The application seeks approval of siting and means of access. Details of external appearance, design and landscaping are reserved matters. However, the application is accompanied by illustrative drawings prepared by SBT Architects and EDCO Design Ltd, which illustrate the broad scale and massing, and landscaping framework of the proposals.

1.3 The application was submitted in draft to Reading Borough Council in March 2002. Reading Borough Council requested that a formal pre-application consultation was undertaken to agree as much as possible of the application, and narrow any issues, prior to the application being formally registered. This was to enable the application to be formally considered within the Council's target programme of determining major applications within 13 weeks.

1.4 Detailed discussions have taken place with officers of the Borough Council over the past 4 months, and considerable progress has been made in agreeing technical information that accompanies the application, and, in particular, in identifying a package of measures which the Borough Council has requested to mitigate any potential implications of the development on the labour market, housing market and sustainable transport, within Reading.

1.5 The application is accompanied by:

(i) A Transport Assessment, prepared by Peter Brett Associates;

(ii) A Flood Risk Assessment, prepared by Peter Brett Associates;

(iii) A draft Section 106 Agreement, prepared by SJ Berwin, which identifies those matters where agreement has been reached, and the respective position of the applicants and the Borough Council on issues which require further discussion, before the agreement can be concluded.

1.6 The application is also accompanied by the following drawings:

Description	Drawing no.
SBT Drawings	
Illustrative scheme design	1P 001 B
Site location	1P 002 B
Illustrative sections	1P 003 B
Site analysis	1P 004 B
Context within masterplan	1P 005 B

EDCO Drawings	
Indicative landscape sections	C 114-002 Rev C
Indicative landscape proposals	C 114-003 Rev A

Source: SBT Architects

Supporting Statement

1.7 The Supporting Statement provides a brief description of the background to the proposals, and how they would integrate with GreenPark, provide the necessary flexibility and additional space required to meet the needs of businesses, particularly in the period up to 2006, and contribute towards strategies relating to sustainable transport, training and skills programme within Reading, and affordable housing.

1.8 The Supporting Statement also identifies the relevant planning policy considerations, and explains how the proposals, and the proposed Section 106 Agreement, will contribute towards the achievements of the objectives of approved and emerging planning policies.

2. Background to the Proposals

GreenPark

2.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

2.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

2.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

2.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

2.5 In short, GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park. The first phases have also provided small, flexible accommodation, with supporting training and conference room facilities, particularly suited for smaller and growing businesses. 100 Longwater Avenue (Plot 1) is occupied to a range of businesses with a strong emphasis on technology, particularly software design, the Internet and telecommunications. Further accommodation for smaller businesses has recently been constructed on Plot 13, alongside the Park's amenities. In addition, Costco is now established on Plot 14, serving businesses throughout the Reading area.

2.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

500-600 Longwater Avenue

2.7 The Site Location Plan, drawing ref: 12664.TP002B, identifies 500-600 Longwater Avenue, which is the subject of this application, and its relationship to the existing buildings, infrastructure and landscaped areas at GreenPark. This plan should also be read in conjunction with the Site Analysis, drawing ref: 12664.TP004B, which contains an aerial photograph of GreenPark, taken in 2001, and 500-600 Longwater Avenue.

2.8 The principal physical and planning characteristics of the application site are summarised below:

(i) 500-600 Longwater Avenue is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan, Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) The site is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) The site has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) The site is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters. As can be seen from the site location plan, 500-600 Longwater Avenue is within 800m walk of the majority of buildings at GreenPark, including the amenities at Plot 13. It is, therefore, an integral and well connected phase of GreenPark;

(v) The site is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east/west through the Park, along which is located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site. To the west and south of Kybes Lane, are Plots 9 and 10, which form part of the approved GreenPark site, the Basingstoke to Reading railway line and electricity pylons, which form a major feature in the landscape, the new electricity substation, which has been constructed to meet the power requirements of existing and future occupiers of GreenPark. To the north of Smallmead Road, is an area of existing mixed commercial use, a water body on a former gravel extraction area, a waste to transfer site, and the site of the proposed South Reading railway station, which is the subject of a separate outline planning permission; and

(vi) The application site has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

2.9 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

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3. The Form and Timing of Development

3.1 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional five buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

3.2 The illustrative scheme design, drawing ref: 12664.TP001B, and the illustrative sections ref: 12664.TP003B, represents the broad siting, scale and massing of the proposals, and the landscaped framework. The design statement explains that the proposals for 500-600 Longwater Avenue adopt a higher plot ration than has been implemented on other plots within the Park, but maintains a site cover which enables 30% of the gross area of the site to be landscaped.

3.3 The higher density is thought to be wholly in line with optimising the use of land within built up areas. This accords with recent government guidance, and the overall strategy being promoted by Reading in its 20/20 vision.

3.4 The potential visual impact on open countryside of the proposals has been taken into account. The buildings will be well screened from open countryside by the proposed landscaping, and existing major physical infrastructure, which includes Kybes Lane, the Kybes Lane Bridge across the motorway, the M4 itself and the Basingstoke to Reading railway line. The site will be further screened by the committed development on Plots 9 and 10.

3.5 The increased density of the site is, therefore, regarded as an advantage in terms of efficient use of the land and maximising the occupancy of the Park to support existing and future infrastructure and amenities.

3.6 The site is connected to all essential utilities, and there is adequate capacity to meet the demands arising from 500-600 Longwater Avenue, in addition to the full occupation of the existing phases of GreenPark.

3.7 The existing, committed, phases of GreenPark will support about 8,000 people. This is likely to vary over time depending upon the density of occupation of buildings on the site, for example, a significant proportion of space occupied by Cisco is devoted to computer and Internet related hardware, training and conferencing facilities.

3.8 It is estimated that the buildings proposed on 500-600 Longwater Avenue would support between 900 to 970 employees. In short, both in terms of accommodation and people, 500-600 Longwater Avenue will increase the capacity of GreenPark by about 10-12%.

3.9 In conclusion, 500-600 Longwater Avenue is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential

implications for the labour and housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

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4. Planning Policy Considerations

4.1 The application has been considered in the light of Planning Policy Guidance, Regional Planning Guidance of the South East, the adopted and emerging part of Structure Plan, and the adopted Reading Borough Local Plan. In particular, consideration has been given to:

- Planning Policy Guidance Note 1 (PPG1): General Policies and Principles;
- PPG4: Industrial and Commercial Development and Small Firms;
- PPG6: Town Centres and Retail Development;
- PPG13: Transport;
- RPG9 Regional Planning Guidance for the South East;
- Adopted Berkshire Structure Plan;
- Draft Berkshire Structure Plan; and
- Reading Borough Local Plan.

PPG1 – General Policies and Principles

4.2 The most relevant themes of PPG1 include the need for sustainable patterns of development and transport, the emphasis on increasing the proportion of development that takes place within built up areas, particularly on previously developed land, and a role of the plan led system. The guidance also recognises that the locational requirements of businesses should be taken into account in the preparation of development plans.

4.3 The development of 500-600 Longwater Avenue contributes towards these objectives in several ways:

(i) It forms a natural extension of an established business location, and will be highly accessible by bus, fully integrated to footpath and cycle networks which link to other businesses within GreenPark and in the South Reading area, and to a range of amenities that are provided on the Park.

(ii) The proposal will contribute towards extending and improving public transport services, and cycle access to GreenPark. It will also be contributing towards the development of the training and skills programme and the provision of affordable housing within Reading, which is consistent with the objectives of sustainable living and working communities within the Reading area.

(iii) The site is identified for employment uses within the adopted Reading Borough Local Plan, and within the settlement boundary within which development is to be focused

PPG4 – Industrial and Commercial Development

4.4 PPG4 seeks to ensure that the needs of businesses are met within the planning system, both in terms of their location and availability of suitable accommodation.

4.5 GreenPark has demonstrated that it meets the needs of a range of modern businesses, which have a particularly important role to play both within the Greater Reading area, and the Thames Valley. They form part of a nationally important cluster of high technology industries. 500-600 Longwater Avenue consolidates the range of accommodation at GreenPark, providing greater flexibility and capacity to meet the needs of businesses as the existing committed phases are taken up and fully occupied over the next three-four years.

PPG6 Town Centres and Retailing

4.6 One of the objectives of PPG6 is to focus office based activity in town centres, and in other locations, which are well served by public transport, and where the proximity of businesses facilitates competition, link trips, and other combined activities.

4.7 PPG6 states that where major travel generating uses cannot be located in town centre or edge of centre locations, it may be appropriate to combine them with existing out of centre developments which are well served by public transport, and to seek further improvements to public transport.

PPG13 – Transport

4.8 PPG13 develops the theme of focusing major travel generating uses in town centres or in locations that are well served by public transport. It also promotes the accessibility of work places to other uses such as shopping and leisure facilities to reduce the need to travel, particularly by single occupancy car.

4.9 PPG13 encourages the implementation of Travel Plans to provide real alternatives to the car, and encourage the use of public transport, cycling and walking. PPG13 also promotes the use of maximum car parking standards as part of the overall strategy towards encouraging non-car modes of travel

4.10 Taking the guidance of PPG6 and PPG13 together, 500-600 Longwater Avenue would contribute towards the following objectives:

(i) Increasing the density of development at GreenPark, which promotes a greater concentration of activity within an established business location, which is well served by public transport. Increasing the occupancy of GreenPark will support the viability of bus services. The proposed Section 106 Agreement makes a specific contribution to extend bus services through the Park.

(ii) The Green Travel Plan for GreenPark will be extended to 500-600 Longwater Avenue, and all occupiers will be required to work within the guidelines, and contribute towards the delivery of the objectives of the Travel Plan. This will be formalised through the Section 106 Agreement.

(iii) 500-600 Longwater Avenue is within walking distance of a major concentration of modern businesses, supporting up to 8,000 jobs, and a range of amenities, which are already established including crèche, health and fitness, shops, cafes, restaurants, training and conferencing facilities, landscaped recreational areas and hotel. The proximity of other businesses and supporting amenities will reduce the need to travel, and encourage combined trips.

(iv) The proposed 106 Agreement will specifically promote the incorporation of a long distance cycle route through the Park, again enhancing the accessibility of GreenPark and south Reading by cycle.

(v) The expansion of GreenPark, increasing its capacity by between 10%-12%, will not conflict with development in the town centre or on the Gateway, where major development is unlikely to be brought forward before 2006/7. The consolidation of GreenPark will not conflict with proposals to invest in Reading Town Centre or the Gateway, but ensures a continuity of supply at GreenPark as the existing committed phases of development are taken up over the medium term. This factor, combined with the existing status of the site within EMP1 of the Reading Borough Local Plan are consistent with government guidance which seeks to give priority to locating business development in town centres or failing that on sites which are well served by public transport and located next to existing major concentration of businesses and other uses.

RPG9 – Regional Planning Guidance for the South East

4.11 Regional planning guidance reflects national planning guidance in seeking to give priority to the development of previously developed land and to focus development in town centres and public transport corridors. For the reasons outlined above, it is felt that 500-600 Longwater Avenue is consistent with this overall strategy, focusing investment in an established major public transport corridor, in advance of the major planned expansion of Reading Town Centre, and the Reading Gateway.

4.12 RPG9 highlights the role of the south east as one of the main Gateways between the UK and Europe. It recognises that the south east has an enterprise and innovation culture that needs to be harnessed, and that the clusters of growth industries in the high technology sector are of regional and national importance.

4.13 RPG9 seeks to strike a balance between the facilitating development of clusters of industries in growth sectors, such as software design, the internet, and telecommunications, with the desire to encourage regeneration in East London and other areas of deprivation.

4.14 RPG9 also identifies the Thames Valley as falling within an area of restraint within which great care should be exercised in permitting new employment development which may give rise to additional pressures on the housing and labour market, and to unsustainable patterns of transport.

4.15 The full utilisation of land within the settlement boundary, which is fully integrated with GreenPark, will contribute towards sustaining the cluster of modern businesses located within Reading. Research undertaken by the Prudential has demonstrated that the UK's

location with a capacity to accommodate growth within these sectors over the next 10-15 years are Reading Town Centre, Gateway and GreenPark. Whilst some redevelopment within existing older industrial estates may be achievable, this is likely to be relatively constrained by existing patterns of ownership, and is only likely to make a relatively small contribution to meeting the needs of modern businesses.

4.16 Other major business locations have limited or no real capacity for growth, such as Thames Valley Park, the Newbury Business Park and the Winnersh Triangle, all of which are close to their physical capacity.

4.17 It is recognised by the Prudential and Reading Borough Council that business parks have played an important role in meeting the requirements of modern business, in particular larger organisations, over the past 10-15 years. Three major business parks have been developed over the period 1990-2001 – Thames Valley Park, Newbury Business Park and GreenPark. In addition, during this time, major business development has taken place at Winnersh and Reading Town Centre.

4.18 Confidence in the town centre has been retained in parallel with the growth of business parks within the Greater Reading area. Major investment in offices, shopping, leisure and more recently, residential accommodation has, and continues to be, attracted to the town centre.

4.19 Business parks have helped support the growth of the Reading economy, played a role in the emerging cluster of high technology businesses, particularly in communications, the Internet, software and computers, and have generally been complementary to the vitality and viability of the town centre.

4.20 The rate of growth in employment in the Greater Reading area over the next 15 years is unlikely to be sustained at the same level that was experienced in the 1990s and 2000-2001. Nevertheless, it is confidently predicted that a range of new business accommodation will be required to sustain the expansion of established businesses within Greater Reading, and to accommodate some new investment.

4.21 Choice in business accommodation, and consistency of supply over time, will be necessary to maintain the competitiveness of the Reading economy.

4.22 The development of 500-600 Longwater will play a role in ensuring the consistency of supply, particularly in the medium term, prior to the implementation of major growth in Reading Town Centre, the Gateway, and planned further expansion of GreenPark.

4.23 RGP9 requires new employment development to mitigate its impact on the employment and housing market, and to contribute towards patterns of sustainable transport. This is mirrored in the emerging policies of the draft Berkshire Structure Plan Review.

Draft Berkshire Structure Plan

4.24 A key objective of the emerging draft Berkshire Structure Plan, which the Prudential believes encapsulates what is achievable at GreenPark, working in partnership with Reading Borough Council, Woking and West Berkshire District Councils, and other partners

"Sustainable economic growth has national and international significance in a natural and built environment with exceptional attributes".

4.25 The application for 500-600 Longwater Avenue contributes towards this objective by:

(i) Providing for the future business needs of existing firms, incoming firms and new enterprises;

(ii) Making the maximum use of existing resources within the settlement boundary;

(iii) Concentrating business development in a location which is well served by public transport, and contributing towards improvements to public transport infrastructure;

(iv) Locating and concentrating business development where it is close to, and will support, a range of other uses, including child care and leisure activities;

(v) Contributing towards affordable housing; and

(vi) Contributing towards the delivery of training and skills programmes which will reduce barriers to the local labour supply, and enable local residents of Reading to participate in the industries represented at GreenPark and elsewhere by providing improved access for public transport, child care facilities, training opportunities and better information and access to recruitment.

4.26 Specifically, Policies DP1 and DP2 seek to concentrate new development within settlement boundaries as defined in local plans, and at principle intersections of public transport routes, or elsewhere on public transport corridors.

4.27 The application accords with these objectives.

4.28 Policy E2 states that new employment development will be required to mitigate potential impact on housing and labour markets, and transport.

4.29 The proposed Section 106 Agreement, which is explained in more detail later, in the statement, contains a range of measures to mitigate the impact of the application.

Reading Borough Local Plan

4.30 The Reading Borough Local Plan was adopted in 1998.

4.31 Policy EMP1 allocates GreenPark for business, industry, storage and distribution. Development of the site will "normally be in accordance" with these principles.

4.32 Policy EMP3 sets out a number of criteria in which employment development is acceptable. These include that there should be no loss of residential land, the proposal is environmentally acceptable in terms of character and amenity, the level of vehicle traffic generated is acceptable and that planning benefits are provided. The proposal is not located on existing residential land, will enhance the existing site and will not impact on the adjacent natural environment. Any increase in vehicle traffic is mitigated by developer contributions towards public transport provision.

4.33 The Plan supports the provision of affordable housing (Policy HSG2) through planning contributions, acknowledging that the ability of proposals to provide affordable housing, and its scale and type, would be established through negotiation.

4.34 Policy TRN1 supports the provision of a balanced transport strategy for Reading relying on contributions to assist the Council's transport proposals in the wider Reading area. Policies 11A and 11B require that development is located to minimise the need to travel and should not have an adverse effect on the existing transport network. The provision of a high quality public transport service to and from Reading town centre is one part of the integrated approach to transport taken by the applicant throughout the development of GreenPark.

4.35 The proposal should be viewed in the light of the package of measures the applicant will provide through the Green Travel Plan, an increased public transport service and reduced on-site car parking (to the Council's current standards). This approach compliments (rather than conflicts with) the Council's Integrated Transport Strategy.

4.36 Policy TRN12 sets car parking standard for Use Class B1 of 1:25 sq m. However, the policy has been superseded by PPG13 and the draft Berkshire Structure Plan which supports B1 standards of between 1:30 and 1:100 sq m. The proposed ratio of 1:30 sq m linked to effective public transport and other sustainable travel measures accord with this advice.

4.37 In relation to environmental policies in the Plan, namely Policy NE4 and Policy KEY5, there would be little impact on the open spaces in the Kennet Valley, adjacent to the development. The proposed scheme will not intrude into the natural environment, but seek to enhance and improve the existing environment. The Park provides a natural landscape which creates new habitats for wildlife connecting into wildlife corridors through South West Reading. It is considered that there will only a small increase in the use of Kennet Meadows by Park employees that Policy LE13 on leisure activities seeks to protect and enhance.

4.38 Policy CUD14 requires buildings to be provided to a high standard of design, including high quality landscaping and car parking areas. Where traditional materials are not proposed schemes need to demonstrate that alternatives will fit into the surrounding townscape. Other items are the need to design with energy conservation and a safe and secure environment in mind.

4.39 The Council's Planning Brief for South West Reading states that new development should be of high quality design and materials and should respect the character of the surrounding area particularly where any development site adjoins land in the Kennet Valley. New development should incorporate opportunities to enhance, and where possible, create improvements in species diversity and create a landscape that integrates with the Kennet Valley.

5. Proposed Mitigation Measures

Employment

5.1 Albert Golding of Broadway Malyan has been working with the Prudential and Reading Borough Council preparing a skills and training strategy for the Borough.

5.2 Albert and Geoff Hamby of Quality Economic and Social Research have advised on the employment strategy for Plot 17.

Background

5.3 Our work in developing the Training & Employment Strategy for Reading Borough Council in 2001, and the Labour Market Impact analysis for Prudential in 2002, has enabled us to understand and clarify key issues which will impact on further development at Green Park.

5.4 Several key issues were identified in these studies. These include the fact that in 2001 there was a labour supply exceeding demand as the figure below indicates.

2001	Effective labour demand	Effective labour supply	Balance	Job seekers	Net commuting
Reading	**88**	**75**	**-13**	**4**	**-17**
West Berkshire	73	80	7	4	3
Wokingham	55	73	18	3	15
Greater Reading	**216**	**228**	**12**	**11**	**1**
Bracknell Forest	55	57	2	0	2
Slough	70	50	-20	2	-22
Windsor & Maidenhead	69	58	-11	4	-15
Berkshire	**410**	**393**	**-17**	**17**	**-34**
Rest of Thames Valley	466	478	12	13	-1
Thames Valley	**877**	**874**	**-3**	**30**	**-33**

5.5 Future projections about labour supply and demand are subject to many variables. It is expected that labour demand in Greater Reading will increase however over the next decade, although the scale of that increase is subject to scrutiny and debate.

5.6 In addition our work assumed that some 50% of the new employees required at Green Park would be graduates, many coming from the existing labour supply as well as attracting a greater in-commuting flow from London.

5.7 Recognising this important element of the Greater Reading Labour Market we supported the successful University of Reading Technology Institute programme, involving 4 other Universities in West London and the Thames Corridor, to provide a direct graduate labour supply route in the Green Park development.

5.8 We intend, therefore, to use this new initiative to attract a significant proportion of the estimated 970 employees required for the Plot 17 development. This is yet another example of Prudential proactively creating a sustainable employment development, which will also have significant broader benefits for the Greater Reading and Thames Valley economy.

5.9 Other issues relevant to the consideration of the Plot 17 development that have been identified in our studies in 2001 and 2002 include:

- A need to attract into, and reintroduce back into the labour market, over 11,000 job seekers estimated to be outside the Greater Reading labour market in 2001.
- The need to provide an attractive and integrated programme of training and employment for those residents most marginalised from the labour market.
- The provision of a clear progression employment pathway for local residents in order that they can maximise their career prospects in a booming labour market.
- To ensure that future commercial development is, as far as it can be, sustainable and/or demonstrates how it is assisting Reading wide employment sustainability.

5.10 We have been working closely with Reading Borough Council, the Berkshire Joint Structure Planning Unit, the TEA shop and Reading University to construct a range of employment and training programme, promoted by Prudential, to *make a difference* in the Reading, and Berkshire, employment sustainability debate. A range of mitigation measures have been developed of which the three most important are:

- The creation of an integrated data base for training and employment to maximise employment choice for local residents
- Supporting the University of Reading Technology Institute programme.
- The establishment of a Whitley TEA shop annexe to target some of the most deprived areas of Reading with focussed training and employment measures

5.11 Both measures are extremely important for Reading Borough Council for different but interrelated reasons.

Reading Employment and Training Database

5.12 The need to establish this database was identified in the 2001 Reading Training & Employment Strategy. Reading had a number of separate and incremental training and employment programmes, which it was felt were sometimes duplicating provision and also

not providing a clear pathway for employment choice. This has in part been addressed, as recommended in our Training & Employment Strategy, with the opening of the new Town Centre TEA shop and the new partnership with Reading training and employment partners.

5.13 We have already supported the development of the new TEA shop through revenue funding from our existing Section 106 agreement on Green Park as well as initiating the development of a successful EQUAL bid, that brought in some £380,000 of European Union funding to support the TEA shop and other employment and training initiatives across Reading.

5.14 However there still exists a need to further support the TEA shop programme, and indeed the Technology Institute programme, by providing a computerised management information system linked to the employment needs of the main companies in Reading. This will strengthen the link between employment need and labour supply and enable 'customised training' to meet specific employer needs. Not only could this have important benefits for Green Park tenants in ensuring a well skilled and committed local labour force but could also assist in retaining Reading residents who currently commute from the town to seek employment.

5.15 Our proposed £50,000 contribution to the computerised data base will supplement funding secured through the Technology Institute programme to enable both the TEA shop and the University of Reading have the best quality computerised employment and training database in the UK. We will also assist, if required, in the formal commissioning of the technical work for the database by providing support on the development of the brief, the tendering process and award of contract.

5.16 Any measure, which keeps local residents working in the Reading area, will help to close the gap between labour supply and demand and assist the sustainability employment agenda. This should have a significant bearing on the way in which local planners view new commercial development.

The Whitley TEA Shop

5.17 The provision of a new TEA shop at Whitley has long been a high priority of Reading Council in order to provide employment to some of the most socially and economically deprived residents in Reading. The Whitley TEA shop therefore performs to critically important roles:

- It helps to secure an important political and officer objective of providing training and employment support to one of the most deprived areas of Reading.
- It assists in tackling one of the most important aspects of the employment sustainability agenda, that of increasing labour supply into the Reading employment market.

5.18 While recognising the need to support the TEA Shop network through the provision of the Whitley satellite, we also appreciate that there are other stakeholders in this process who will also benefit from the TEA Shop Network. It is a global resource. The TEA Shop will may allow us to attract a proportion of employees at Plot 17 that will not be graduate skilled.

5.19 Our commitment to providing a quality skilled workforce, with linked local employment, in Reading is a long term commitment to improve the overall 'well being' of local residents. Our contribution to facilitating the provision of the Whitley TEA shop must also be seen in the context of whatever contribution is provided by the preferred developer of the Whitley Estate PFI programme, as well as other Reading wide Section 106 contributions.

Construction Training Facility

5.20 The Prudential is also committed to providing a construction skills training facility at GreenPark. The facility is a joint proposal prepared by Reading College and the Prudential for the Construction Skills Training Facility. The facility would act as a satellite to the Faculty of Technology at Reading College.

5.21 There is a direct relationship between the Reading TEA initiative, which Reading College will be managing for Reading Borough Council, and the objectives, in terms of upskilling, training, and bringing the long term unemployed into employment, of Reading College. The facility also fits in with the aims of Central Government in ensuring minimum skill levels for all construction workers by 2003.

Transport

5.22 The advice on the location of new development is reinforced by the Planning Policy Guidance Note on Transport (PPG13), which was published in March 2001. The key aims of the guidance, which are reflected in the Reading Local Transport Plan, are set out in the introductory text, namely to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

5.23 Opportunities for development for travel intensive uses should be focused in locations with the clear potential to be well served by public transport. The guidance supports reduced parking requirements in locations which have good access to other means of travel and complementary traffic management measures.

5.24 The proposal may increase the demand on car use in the south Reading area. However, the site is well served by public transport and within walking distance of a range of amenities which will reduce the need to travel.

5.25 A commitment from the applicant to provide new contributions and extend the range of measures already provided at the Park, will increase access by public transport to the Park and improve the range of traffic management measures available.

5.26 The applicant proposes to extend and maintain the Green Travel Plan to include Plot 17, to encourage more car-sharing and the use of public transport, as well as increasing the

proportion of people walking and cycling for journeys to/from work. This is considered in more detail in the s106 Agreement.

5.27 One of the main contributions considered essential by the applicant is the extension of the existing frequent bus service along Longwater Avenue. It is proposed to progressively extend the present service to suitable temporary bus turning points to serve the development along Longwater Avenue as the remaining plots become occupied. When the consented development nears completion the bus service routes and timings will be reviewed with the Borough Council and the operator to ensure that GreenPark continues to be covered with an efficient and attractive service.

5.28 The applicant is also working in partnership with the Borough Council and Sustrans, the sustainable transport charity, to provide part of the National Cycle Network through GreenPark in order to continue the network link. The National Cycle Network currently provides 6,500 miles of cycling and walking routes throughout the UK. By 2005, this will be extended to 10,000 miles.

5.29 National Cycle Route 23 between Reading and the South Coast will pass through GreenPark and the applicant will facilitate a new direct cycle connection to Kybes Lanes, and the route to the south, from Longwater Avenue in conjunction with the development of Plot 17. The national designation of this route will raise the profile of the convenience of cycling between the centre of Reading and GreenPark and will encourage commuting by emphasising the good accessibility of the Park by cycle.

5.30 The applicant is willing to consider a more restrictive car parking standard than provided to date on the development, currently an average of 1:26 sq m, in accordance with national and regional planning guidance.

5.31 These measures will all be significant contributions to achieving the Borough Council's policy aims in managing travel demands in south Reading by capitalising on progress already made in pursuing Green Travel Plan aims, and provision for public transport and other alternatives to the private car for employees and visitors at GreenPark.

Affordable Housing

5.32 Regional and strategic policies require affordable housing to be linked to employment growth: RPG9 policy RF8 (which of the sides is set in the western policy area there should be a greater emphasis on affordable housing and development "hot spots" and Policy H4 (which requires that a range of housing tenures should be provided to meet all the needs of all sectors and create balanced communities and affordable housing should be provided to meet locally assessed need).

5.33 Draft Structure Plan Policy E2 (acceptability of employment development) requires that major employment development mitigates its impact on the demand for housing, labour and skills and specifically recognises the roles that contributions can make in employment schemes to increase the overall housing supply.

5.34 Policy EMP2 and the underlying objective of Policy HSG2 (affordable housing) of the local plan advises that proposals which give rise to such pressures or demand should mitigate these concerns.

5.35 The Borough Council has indicated that a contribution towards the general affordable housing objectives of the Council is required in order to mitigate the concerns relating to pressure on the housing market.

5.36 The Prudential recognise that an appropriate contribution towards the provision of affordable housing, or the direct provision of affordable housing are to the occupation of buildings on 500-600 Longwater Avenue, is appropriate.

5.37 The Prudential would wish to agree the detail of the mechanism for either making a contribution, or providing directly affordable housing, with the council in the Section 106 Agreement.

The Environment

5.38 Reflecting the high quality environments created within Phases 1 and 2, the outline application for Plot 17 embodies the principles of the high density commercial proposals of plot development.

5.39 The existing plot lies lower than Longwater Avenue and Phases 1 and 2. The plot is bounded by Smallmead road to the north, Kybes Lane to the southwest and Longwater Avenue to the east. This triangular site occupies a prominent position halfway along Longwater Avenue and has the existing Kybes Lane as the backdrop of the site.

5.40 The outline application proposes six independent and separately demisable buildings on individual plots, presenting faces towards Longwater Avenue and creating intimate courtyard arrival spaces as seen elsewhere on the Park.

5.41 Five buildings to the north of the site provide 17,340m² (186,652ft²) of B1 commercial office space, set over four storeys, and are proposed to enclose a central courtyard that provides for a quality hardscaped and landscaped setting. Car parking is provided at a rate of one space per 30m² of gross external area, excluding plantrooms and street reception areas, and is proposed to be housed in deck car parking that could be constructed with the lowest floor 1.2m below ground level and the upper floor 1.2m above ground level, to minimise the impact of deck parking on the landscape. Visitor and disabled car spaces are proposed to be at grade in close proximity to building entrances.

5.42 A single building to the south of the site provides 5,200m² (55,974ft²) of B1 commercial office space, set over five storeys, and provides for a landmark building visible from the M4 corridor at the heart of the site, as well as providing a key building along Longwater Avenue.

5.43 The low lying land provides for the opportunity of undercroft car parking, constructed above flood level but concealed by the building platform over it, and with quality landscaping built up to and around the base of the building, obscuring views of the car park. Pedestrian access to the path network and bus stops directly serve the reception entrance area and a link to the pedestrian and cycle network is made to Longwater Avenue and all along the north

face of Plot 17 to Statutory Footpath No. 11, with new pedestrian/cycle only bridges linked to Smallmead road. Further pedestrian and cycle links have been proposed at the Kybes Lane and Longwater pinch point to provide even greater accessibility and permeability through this site. Bus stops in close proximity to the plot along Longwater Avenue also provide greater transport access to this plot.

5.44 Access off Longwater Avenue to the southernmost part of the site avoids any highway conflict, with opposite access points into Plot 3.

5.45 The outline application proposes a density of up to 30,000ft²/acre, with 242,530ft² of office space on an 8.01 acre (3.24ha) net developable plot within a 10.1 acre (4.08ha) gross plot. Landscaping is provided at a minimum of 30% coverage, in compliance with the standards set out elsewhere on Phases 1 and 2.

5.46 The undeveloped site to Longwater Avenue is proposed to provide a new cycle and pedestrian/service pathway that leads into each site.

5.47 The boundary to Longwater Avenue provides for culverts below the road, leading to Phases 1 and 2, along with a linear flood ditch adjacent to Longwater Avenue that can be culverted at road and pathway crossovers. The inclined banks either side are proposed to have quality estate landscaping of a minimum of 10m depth, to reflect the landscaped corridor created along Longwater Avenue to Phases 1 and 2.

5.48 The variety of office sizes provides for diversity across the Business Park, and allows for smaller scale commercial space to provide alternative business accommodation to that seen elsewhere on Phases 1 and 2.

5.49 The natural environment along Kybes Lane is maintained and enhanced alongside the opportunity to develop Plot 17 with existing mature and new planting envisaged to strengthen the tree screen. No impact to the open countryside beyond Kybes Lane and across the railway line is envisaged, since the development on Plot 17 is part of Phases 1 and 2 development area, situated within a single secure and self-contained triangular site with no need of impacting on the land west of Kybes Lane. Kybes Lane also provides for the natural boundary to any impact also on Plots 9 and 10 along the M4 boundary.

Summary

5.50 The applicant is satisfied that the proposal will not have a material impact on views of or the character of the surrounding open countryside. GreenPark provides a natural landscape which creates new habitats for wildlife and connects into wildlife corridors throughout South West Reading.

5.51 Demand for cyclists, pedestrians arising from the development will be adequately met by the existing, high quality network of footpaths and cycle ways (in accordance with Policy TRN4) within GreenPark, which link to footpaths and cycle ways in South Reading. The exceptionally attractive environment that has been created within GreenPark will provide an important source of recreation for employees on 500-600 Longwater Avenue

DRIVERS JONAS

6. Conclusion

6.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

6.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

6.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

6.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

6.5 GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park.

6.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

6.7 The application site:

(i) is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan, Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters;

(v) is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east west through the Park, along which is

located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site; and

(vi) has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

6.8 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

6.9 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional six buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

6.10 The proposal is expected to complement rather than hinder any other planned locations for major commercial development in Greater Reading, particularly in the town centre and Reading Gateway.

6.11 The proposal will assist in balancing the commercial needs of the area against the management of growth in the economy by:

- making the maximum use of existing resources, including previously used land, by locating additional commercial development adjacent to existing in a natural extension to GreenPark;
- creating partnerships between businesses and the community;
- investing in enhancing public transport provision and cycleways and facilitating interchange between different modes of transport, offering alternatives to the private car, to assist in a sustainable transport strategy;
- reducing barriers to the local labour supply, and enabling local residents to participate in the local employment market access, and
- facilitate the provision of affordable housing.

6.12 To conclude, the site is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential implications for the labour and

housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

6.13 The applicants would welcome further discussions with Reading Borough Council and other consultees to conclude the s106 Agreement and clarify and resolve any issues arising from the application.

Drivers Jonas
October 2002

Green Park, Reading
Plot 17
Planning Application

Flood Risk Assessment

Project Ref: 11321/001/110

July, 2002

READING BOROUGH COUNCIL
DATE
17 OCT 2002
ENVIRONMENTAL SERVICES

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Consulting Engineers

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On behalf of Peter Brett Associates Consulting Engineers

[illegible]

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1 Introduction

This Flood Risk Assessment is to accompany a Planning Application for Plot 17 of the Green Park Development in Reading.

Much of the Green Park Development is within what was the floodplain of the Foudry Brook and River Kennet. A Floodplain Management Scheme was therefore devised in the 1980's in partnership with the then Thames Water Authority and Reading Borough Council. This scheme unblocks a bottleneck on the Foudry Brook by the creation of a new flood relief channel. The bottleneck had been caused by a number of raised landfill sites spanning and damming the floodplain.

The flood relief channel is designed as an attractive amenity through Green Park where it is now known as Longwater. It unblocks the floodplain, thus lowers flood levels and provides flood relief in this area of South West Reading. The Scheme allows the raising of land levels to provide development platforms but with some 16 hectares of land to be left at, or reduced in level, down to 37.8m AOD (or lower), to act as dedicated flood storage land.

The exact location of the 16 ha of dedicated flood storage is not critical. Initial master-planning identified the current application site as a flood storage area, but it is now proposed to relocate this flood storage. The application site, Plot 17, would be raised in level to provide a development platform.

The following sections of this Flood Risk Assessment set out the above in more detail and follow sequentially all the 15 points required by Appendix F of PPG25.

2 Site Location

The Application Site, Plot 17, is indicated on Plans A and E. The proposal is for commercial use.

3 Site Levels

A topographical survey of the site is given as Plan B. (B1 and B2)

4 Flood Alleviation Measures Already in Place

As previously noted a Floodplain Management Scheme has already been agreed for Green Park, Reading. The Floodplain Management Scheme comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The proposed provision of the 16 hectares of flood storage is shown on Plan C.

5 Sources of Potential Flooding

5.1 Tidal/Coastal

The levels in this area are some 38m above sea level and hence tidal or coastal flooding is not an issue.

5.2 Groundwater

Groundwater flooding is not known or considered to be an issue.

5.3 River Flooding

The site is in or adjacent to the floodplain of the River Kennet and the Foudry Brook.

5.4 Surface Water

The Plot 17 surface water drainage would drain to local ditches which are linked to the Flood Relief Channel. There are no known surface water drainage problems.

6 Extent and Depth of Flooding

Plot 17 may be subject to flooding from high water levels in local ditches, the Foudry Brook or newly created flood relief channel, or high water levels in the Kennet backing up the system.

Flood levels have been estimated for the site and the estimated 100 year flood level for Plot 17 is 39.0m AOD. Comparing this to the existing ground levels indicates that the site is subject to flooding in this event.

As with all analyses of extreme events there is uncertainty in the final answer. This uncertainty is associated with design rainfall, runoff, hydraulics and more global issues such as climate change.

Protection levels for the proposed buildings should be set with a view to this uncertainty. This is normally referred to as freeboard. Proposals for the fill platform level and building protection levels are given later.

It is worthwhile noting that flood levels at Green Park Phase III site are dominated by Kennet levels at the tail of Fobney Weir. The Kennet is a navigable river with a series of weirs and locks which are not drowned out in flood events. Thus the flood levels upstream of Fobney Weir (and to the west of the Basingstoke to Reading railway line) are significantly higher than those downstream of Fobney Weir. Green Park is protected from these higher levels by the railway line embankment and by high land of the Halls Landfill Site on the right bank of the Kennet.

Te risk of floodwater spilling over the Basingstoke – Reading railway line from Kirtons Farm Lake has been assessed. It appears there will only be overflow in extreme flood events. However, recognising the uncertainty implied in the analysis, the provision of flow routes to pass any spill will be undertaken in order to maintain the 1 in 200 year defence standard.

7 Structures Influencing Local Hydraulics

Fobney Weir

It was discussed in the previous section that the Kennet has a series of locks and weirs which means that the flood gradient of the Kennet includes a series of steps. The Kennet level appropriate for the Green Park Plot 17 Application Site is below Fobney tail, with the railway embankment and Halls Landfill Site providing a barrier against levels from above Fobney Weir.

Local Ditches and Culverts

The local ditch network (with culverts under roads), will be reinforced if the assessment of spill over the railway indicates the need. This network provides a west to east route for local land drainage and flow from minor culverts penetrating the railway line.

The local ditch network referred to above needs to be kept clear and the schedule of maintenance which was agreed as part of the Section 106 Agreement allows for regular inspection and maintenance to achieve this.

8 Probabilities and Trends

No particular information is available for this application site. The comment in Appendix A to PPG25 Development and Flood Risk for 20% flow increases is noted.

Recommend building protection levels are based on modelling work for the 200 year event, plus 20%, with a freeboard allowance.

9 Cross Section

Plan D shows cross sections through the site together with:

- Existing site levels
- Proposed platform levels
- Proposed building levels.

Peter Brett Associates recommendation is for buildings to be protected to a level of 40m AOD or greater. This provides a freeboard above the 200 year level.

10 Assessment of Flood Impact

The raising of ground levels on Plot 17 to provide a development platform is part of an agreed Floodplain Management Scheme.

The flood storage area originally located on Plot 17 has already received planning consent for relocation in Area H (ref 99/009566/FUL).

However the western part of Area H is designated for a potential minerals rail depot in the Replacement Local Minerals Plan for Berkshire.

Consequently Plot 17 has previously only received temporary consent (ref 99/01156/FUL) for filling (storage of topsoil) in case the implementation of the Minerals Rail Depot required some of the flood storage on Area H to revert to plot 17.

The present application adds further flood storage to Area H outside the designated Minerals Depot area, as shown on Plan E enclosed as "Revised Flood Storage Area" which will be lowered to 37.80m AOD.

The whole 16 ha agreed flood storage area for the GreenPark development can therefore be accommodated without use of the Minerals Rail Depot site, or Plot 17, as shown on Plan C.

11 Drains and Sewers

The Plot 17 site is undeveloped and there are therefore no surface water drains or sewers. Once developed the roofs and hard surfaces will drain down to the ditch network and the flood relief channel via surface water sewers. Sustainable urban drainage techniques will be used wherever practicable.

Details of surface water drainage for Green Park have been agreed with the Environment Agency, including consideration of petrol interceptors. Plot 17 will follow the same principles.

12 Displaced Floodwater and Runoff

The Floodplain Management Scheme for Green Park was set out in Section 4, and comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The development of Plot 17 and displaced floodwater (lost flood storage) is within the parameters of the agreed Flood Scheme.

Regarding runoff, the percentage runoff from a developed area will be less than runoff from a floodplain (which is 100% in times of flood) so in general there would be a slight reduction in runoff.

13 Impact of Displaced Water

As previously noted the development of Plot 17 does not add to the displaced water (lost flood storage) over and above the agreed Flood Scheme.

15 Hydrological and Climate Change Uncertainty

As previously indicated a freeboard is recommended for building protection levels to allow for uncertainty. Although modelling has been undertaken it is considered that there is still uncertainty in:

- Flows which may increase with climate change
- River and ditch cleanliness; blocked river and ditches can lead to high flood levels
- Maintenance regime which can improve conveyance efficiency significantly
- Leakage through or spill over the Basingstoke to Reading railway line.

The proposed freeboard makes an allowance for these.

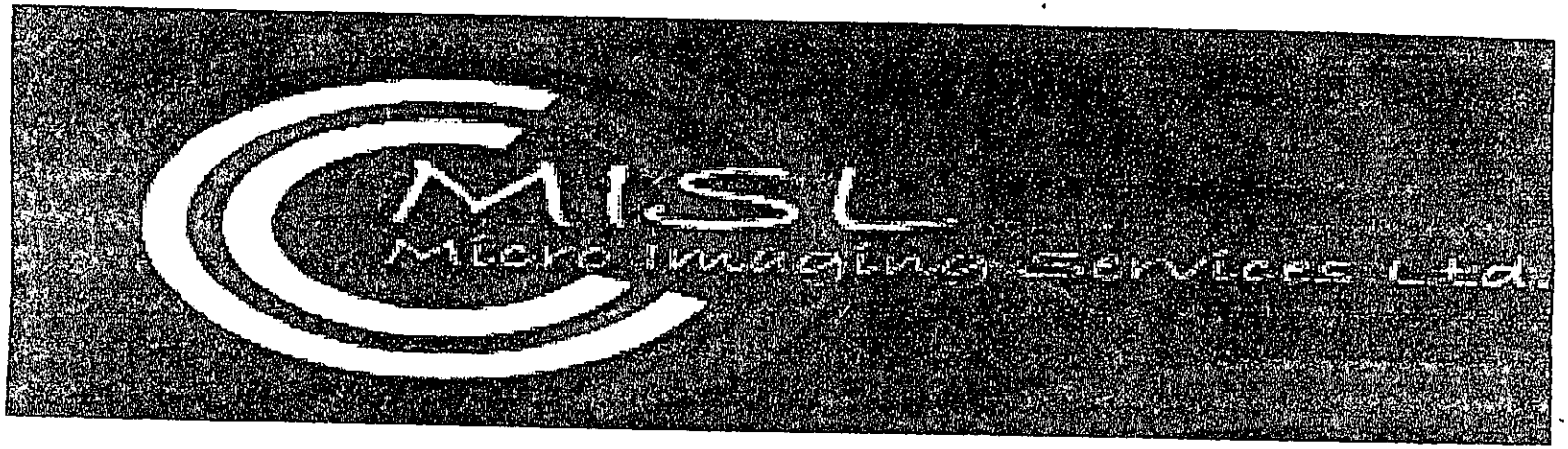
16 Residual Risks

Residual risks to the buildings is dealt with by way of a freeboard for the development levels.

Appendix 1

Extract from Section 106 Agreement

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

EXTRACT FROM SECTION 106 AGREEMENT 26 JULY 95

Fifth Schedule hereto such provision to be made in accordance with the phasing provisions as set out in Clause 28 and the Second Schedule hereto

6. No retailing activity for a period of twenty years from the date of this Agreement shall be carried on from the Site save from a building or buildings within Area A (being in total no greater than 10,000 square feet of which no more than 2000 square feet shall be for uses within Class A2 of the Town and Country Planning (Use Classes) Order 1987) specifically designed for uses within Classes A1 A2 and A3 of the Town and Country Planning (Use Classes) Order 1987 the Gross Floorspace of which building or buildings shall not form part of the total Gross Floorspace referred to in Clauses 1, 2 and 3 above. The use of the building or buildings as aforesaid shall be subject to the obtaining of all necessary planning and other consents

PART II

FLOOD ALLEVIATION WORKS AND FILLING

7. The Developers shall carry out the construction of the Flood Alleviation Works entirely at their own expense and (subject to Clause 14 hereof) in accordance with the plans approved by the Council under Permission 85/TP/880 the plans approved by Wokingham District Council under the planning permission granted in respect of Application Number 24564, the plans approved by the County Council under planning permission granted in respect of Application reference 337105 and a detailed scheme to be approved by NRA prior to commencement of the Flood Alleviation Works

8. (a) The Flood Alleviation Works shall be carried out in accordance with the detailed scheme and programme for the Flood Alleviation Works approved by NRA or any such variation thereto as NRA may in writing approve (such approval in either case not to be unreasonably withheld or delayed) and in

accordance with the phasing provisions of the Second Schedule

(b) With regard to any variations to the Flood Alleviation Works aforesaid which are intended to be carried out in the Council's administrative area the Developers shall submit details thereof to the Director for his written confirmation (such confirmation not to be unreasonably withheld or delayed) that the proposed variation is within the landscape characteristics of the Landscape Works as specified in the First Schedule and with no long-term or permanent damage or impact upon those characteristics The Director shall be deemed to have given his confirmation if he has been in receipt of the variation details referred to above for more than 56 days without having indicated to the Developers that his confirmation is refused or that specified further information is reasonably required to be provided by the Developers before a decision can be made by him and it is hereby agreed that the period of 56 days may be extended by agreement between the Developers and the Director

9. No other part of the development of the Site other than

(a) filling levelling and grading of the Site which is not detrimental to the Flood Alleviation Works

(b) works connected with the provision of a replacement access to Smallmead Stadium in consequence of the construction of the A33 Relief Road Phase 1 and

(c) the Landscape Works

shall be commenced until such part or parts of the Flood Alleviation Works as are required by the programme approved under Clause 8(a) have been constructed in accordance with the detailed scheme referred to in Clause 7 and the said programme (amended in each case to take account of any variation or relocation of the Flood Alleviation Works approved under Clause 14) to the satisfaction of NRA as notified to the Developers by its consent in writing such consent not to be unreasonably withheld or delayed

10. The Developers shall obtain all necessary agreements and consents to enable those parts of the Flood Alleviation Works

which are outside the Site to be undertaken and in respect of land required for the Flood Alleviation Works not being under the control of any of the Developers the agreement and consent of the freehold owner or owners of such land (or such other persons with an interest in such land) as shall be necessary shall be obtained

11. Prior to the completion of the Flood Alleviation Wor. Developers shall submit to NRA for approval a scheme for the future maintenance of all Flood Alleviation Works (such approval not to be unreasonably withheld or delayed).

12. The Developers shall carry out at their own expense all necessary works of maintenance to the Flood Alleviation Works in accordance with the approved maintenance scheme and also any further minor works which may in the reasonable opinion of NRA be reasonably required within a period of 5 years from the date of completion of the Flood Alleviation Works in order to provide a satisfactory river regime within the Development Area for the purposes of pollution control and protection of fisheries

13. The Council hereby agrees and declares that in order to preserve the integrity of the Flood Alleviation Works it will retain the Council land affected by the Flood Alleviation Works shown shaded on Plan 7 undeveloped at all times hereafter and that such land shall not be used other than as a surface water drainage channel

14. At any time whether or not the Flood Alleviation Works have been commenced or completed the Developers may vary any part of the Flood Alleviation Works including the relocation of the same or any part thereof to land outside the Development Area and also including (after the Relevant Date as regards Area B) a variation which does not allow for the use of land as a nature reserve subject to obtaining any necessary planning permissions and the approval of NRA (such approval not to be unreasonably withheld or delayed) and

subject also to compliance with Clause 8(b) hereof as far as applicable

15. The respective Developers for each Area shall not in relation to the development of the Site use any filling materials (which for the avoidance of doubt shall be defined for the purpose of this Agreement as sand and gravel) for the purposes of raising ground levels within Area A or Area B as the case may be which have been obtained from the administrative area of the County Council (with the exception of filling materials obtained from within the Site or the Englefield Site or from the three areas of land shown on Plan 11) without obtaining the prior approval of the County Council and the Council (whose approval will be forthcoming if the approval of the County Council is secured or deemed to have been given) and any and all other necessary consents from the relevant authorities

16. (1) Each application for the approval of the County Council referred to in and required by clause 15 for use of filling materials obtained from within the administrative area of the County Council shall be made in writing to the CEO and if the applicant is not informed in writing by or on behalf of the County Council within 10 working days from receipt by the CEO of each written application that the application is refused or that specified further information is reasonably required from the applicant before a decision can be made approval to the application shall be deemed to have been given by the County Council

(2) The County Council shall give such approval if it is reasonably satisfied by the applicant that the filling materials the subject of the application for approval are unlikely to be used otherwise than in connection with the development of Area A and/or the Englefield Site

Appendix 2

Agreement on Schedule of Hydraulic Maintenance

2942/05

Our ref: SU76NW/21/1/IT/DH/L0020
Your ref: 2942/05/WSJ/RJO/ACM3

Direct Telephone: 01734 533397

Date: 19 March 1996

NRA

National Rivers Authority
Thames Region

Peter Brett Associates
16 Westcote Road
Reading
RG30 2DE

For the attention of Richard Dawson

2942
FC
PH

RD
DH
RP

Dear Sirs

READING BUSINESS PARK

Thank you for your letter of 4th March 1996 and please accept my apologies for this very late response to your two letters dated 16th January 1996.

The amended "Schedule for Hydraulic Maintenance" for the flood alleviation works is satisfactory and I note that the maintenance responsibility will be assumed by an estate management company acting for the riparian owners. The NRA will exercise its permissive powers over main river channels which will entail the need for the management company to obtain this Authority's prior consent for certain maintenance activities.

As far as the potential sites for flood storage south of the motorway are concerned I do not envisage any particular problem in utilizing the two alternative sites identified if they have received our approval in the past and the agreed design principles are adhered to.

Yours faithfully

FOR CATCHMENT PLANNING MANAGER (WEST)

West Area Isis House Howbery Park Wallingford Oxon OX10 8BD Tel: (01734) 535000 Fax: (01734) 535920

NAPM APPROVED

2942/05/WST/RJD/ACM3

16 January 1996

Mr Ian Tiller
National Rivers Authority
West Area
Isis House
Howbery Park
Wallingford OX10 8BD

Dear Ian,

READING BUSINESS PARK
MAINTENANCE OF FLOOD ALLEVIATION WORKS

A Schedule of Hydraulic Maintenance of the Flood Alleviation Works was agreed with NRA some time ago and this now needs to be updated to reflect the new land ownership.

It also needs to be updated to amend a section which had NRA maintaining the Foudry Brook Relief channel north of the Prudential site upon payment of a commuted sum.

I therefore enclose an amended schedule (together with the original schedule) to reflect these changes, and you will note that the Reading Business Park Estate Management Company will be responsible for maintenance for the relief channel both within the Business Park, and north of the Business Park in land currently owned by Reading Borough Council.

Prudential would also seek to obtain contributions from those who use the flood relief channel for the disposal of their surface water drainage.

I hope this is satisfactory and I would be grateful if you could confirm this to me.

Regards.

Yours sincerely,

RICHARD J DAWSON

Encs: Proposed Schedule of Hydraulic Maintenance (January 1996)
Former Schedule of Hydraulic Maintenance (September 1990)

c.c.

Kevin Ashman	-	Prudential
Tony Butler	-	CPM
Tony Edwards	-	Edwards Gale
Joe Burns	-	G&T
David Hunter	-	PBA
Peter Hollely	-	PBA

READING BUSINESS PARK

FLOOD ALLEVIATION WORKS

SCHEDULE OF HYDRAULIC MAINTENANCE

JANUARY 1996

PURPOSE

This schedule defines maintenance required to preserve the hydraulic function of the Flood Alleviation Works in accordance with the design parameters and normal river works practice.

Management of the Estates may also include gardening, maintenance of landscaping, husbandry and cosmetic works to standards in excess of normal river works practice. However, these are not included within this Schedule of Hydraulic Maintenance.

RESPONSIBILITY

Responsibilities for each area are defined in the attached table.

INSPECTION

The Flood Alleviation Works will be inspected every two years jointly by an NRA Officer and the Developers, or representatives.

STANDARDS

1) Main Channels

- Clearance of refuse or extraneous matter.
- Removal of flood debris as necessary.
- Repair of banks as necessary (where the flow area is jeopardised).
- Control of vegetation to river standard (i.e. limited weed or rush growth).

2) Overland Flood Routes

- Clearance of refuse or extraneous matter.
- Removal of fallen trees.
- Preservation of clear flood routes.
- Control of vegetation to floodplain standard (i.e. meadow grasses/light brush and occasional trees).

3) Structures

- Preservation of structural integrity.
- Works to maintain the hydraulic function.
- Clearance of vegetation or extraneous matter in openings.

FURTHER WORKS

The Developers will make all reasonable minor amendments to the Works in order to achieve satisfactory River Regime within the Development Area for the purpose of pollution control and protection of fisheries.

R J DAWSON
JANUARY 1996

READING BUSINESS PARK - FLOOD ALLEVIATION WORKS - HYDRAULIC MAINTENANCE RESPONSIBILITIES				
AREA	RIPARIAN OWNER	MAINTENANCE		COMMENTS
		MAIN CHANNEL	OVERLAND FLOOD ROUTE (FLOODPLAIN)	
Relief Channel: Reach within Business Park Site	PRUDENTIAL	Riparian Owner with NRA having permissive powers once the channel is Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance
Relief Channel: Reach north of Business Park Site, adjacent to Sludge Beds, north of Island Road to Kennet Outfall	READING BOROUGH COUNCIL	Estate Management Company with NRA having permissive powers once the channel is Main River	Estate Management Company	Under licence/agreement between Estate Management Company and Reading Borough Council
Foudry Brook: Reach adjacent to Business Park Site	PRUDENTIAL	As existing. Foudry Brook is already Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance.

JANUARY 1996

This went to RBC committee on 5/2/03.

We sent officer level comments ';' not enough time/staff to get to Comm.

Tanya.

However if RBC defer, we might send to Comm.

MESSAGE PAD - MESSAGE PAD - MESSAGE PAD -

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF**: KR/7900

YOUR REF:

TO: Kerrin Lithgow - Planning **DATE**: 03/02/03

PLANNING APPLICATION NO. CON/2002/7900.
CONSULTATION FROM READING BOROUGH COUNCIL ON OUTLINE APPLICATION FOR THE DEVELOPMENT OF 22540 SQM OF B1(a) & B1(b) FLOORSPACE, CAR PARKING, LANDSCAPING & RELATED WORKS ON LAND AT 500-600 LONGWATER AVENUE, GREENPARK, READING.

While the planning application falls within the administrative boundary of Reading, there are a number of access & movement issues, which affect Wokingham. I understand that this planning application is to be considered by Reading Borough Council at its Planning Committee meeting to be held on 5 February 2003.

These additional officer comments as set out below may need to be ratified or amended/altered as deemed necessary by this Council's Development Control Committee.

Additional comments (from Access & Movement aspect)
It is stated amongst other things in the Transport Assessment dated October 2002 that the traffic impact resulting from this proposal will be a maximum of 5% of any highway link.
GreenPark already has a high quality bus service (via Madejski Park & Ride) to Reading rail station and the town centre and it is proposed to extend this service to Plot 17 as part of the development proposal. While the GreenPark Travel Plan aims to reduce journeys to/from the site by private car ie by such measures as a high quality bus service, the envisaged traffic increase is still a material consideration in the assessment of the proposed development.
Present problems with congestion on the A33 primarily stem from shortcomings at Junction 11 of the M4 and also at the Mereoak Roundabout junction. It is currently expected that schemes proposed to improve both junctions would be completed by the end of 2006, shortly after the planned completion of this proposed development.

Accordingly if the RBC is minded to grant planning permission then appropriate conditions shall either be imposed on any consent or else included appropriate clauses included in the S106 agreement in respect of the following:

1. No occupation of any building on Plot 17 until the improvement works at Junction 11 and Mereoak Roundabout have been completed.
2. Bus service to be extended to serve Plot 17.
3. Plot 17 to be subject to the existing GreenPark Travel Plan.
4. The provision of a future cyclelink to Kybes Lane would effectively encourage cyclists to use unsuitable country lanes. Continuous future links for cyclists in this area need to be explored jointly by all of the affected local highway authorities namely; Reading, West Berkshire & Wokingham.
5. An existing access shown on the drawings to Kybes Lane, south of the application site area is a temporary measure and should be permanently closed and the verge reinstated before any development is commenced.
6. All construction traffic should be derived by way of Longwater Avenue and GreenPark and not from Kybes Lane or Smallmead Road.

Keith Rogers
Team Leader (Highway Development Control)

Kerrin Lithgow

From: Keith Rogers
Sent: 03 February 2003 15:11
To: Tanya Davies
Cc: Kerrin Lithgow
Subject: CON/2002/7900 Plot 17 Longwater Road, GreenPark, Reading.

Tanya
As discussed herewith additional access & movement comments. Please forward these together with any other WDC officer comments to RBC whose Planning Committee will be assessing this on Wednesday 5 February 2003. These officer comments are subject to any ratification by DCC (that is in the absence of any appropriate delegated powers for which you are going to check out with Trev).
If we need to go to DCC then presumably this will now be 26th February 2003?
Keith.



7900 READING Plot 17 GreenPark...

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF**: KR/7900

YOUR REF:

TO: Kerrin Lithgow - Planning **DATE**: 03/02/03

PLANNING APPLICATION NO. CON/2002/7900.
CONSULTATION FROM READING BOROUGH COUNCIL ON OUTLINE APPLICATION FOR THE DEVELOPMENT OF 22540 SQM OF B1(a) & B1(b) FLOORSPACE, CAR PARKING, LANDSCAPING & RELATED WORKS ON LAND AT 500-600 LONGWATER AVENUE, GREENPARK, READING.

While the planning application falls within the administrative boundary of Reading, there are a number of access & movement issues, which affect Wokingham. I understand that this planning application is to be considered by Reading Borough Council at its Planning Committee meeting to be held on 5 February 2003.

These additional officer comments as set out below may need to be ratified or amended/altered as deemed necessary by this Council's Development Control Committee.

Additional comments (from Access & Movement aspect)
It is stated amongst other things in the Transport Assessment dated October 2002 that the traffic impact resulting from this proposal will be a maximum of 5% of any highway link.
GreenPark already has a high quality bus service (via Madejski Park & Ride) to Reading rail station and the town centre and it is proposed to extend this service to Plot 17 as part of the development proposal. While the GreenPark Travel Plan aims to reduce journeys to/from the site by private car ie by such measures as a high quality bus service, the envisaged traffic increase is still a material consideration in the assessment of the proposed development.
Present problems with congestion on the A33 primarily stem from shortcomings at Junction 11 of the M4 and also at the Mereoak Roundabout junction. It is currently expected that schemes proposed to improve both junctions would be completed by the end of 2006, shortly after the planned completion of this proposed development.

Accordingly if the RBC is minded to grant planning permission then appropriate conditions shall either be imposed on any consent or else included appropriate clauses included in the S106 agreement in respect of the following:

1. No occupation of any building on Plot 17 until the improvement works at Junction 11 and Mereoak Roundabout have been completed.
2. Bus service to be extended to serve Plot 17.
3. Plot 17 to be subject to the existing GreenPark Travel Plan.
4. The provision of a future cyclelink to Kybes Lane would effectively encourage cyclists to use unsuitable country lanes. Continuous future links for cyclists in this area need to be explored jointly by all of the affected local highway authorities namely; Reading, West Berkshire & Wokingham.
5. An existing access shown on the drawings to Kybes Lane, south of the application site area is a temporary measure and should be permanently closed and the verge reinstated before any development is commenced.
6. All construction traffic should be derived by way of Longwater Avenue and GreenPark and not from Kybes Lane or Smallmead Road.

Keith Rogers
Team Leader (Highway Development Control)

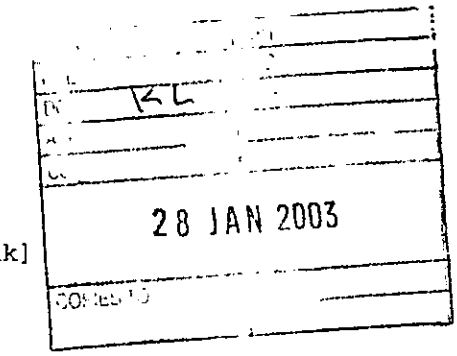
Carol Hurst

From: Eatough, Richard [Richard.Eatough@reading.gov.uk]
Sent: 27 January 2003 13:28
To: 'development.control@wokingham.gov.uk'
Subject: FW: Out of Office AutoReply: 500-600 Longwater Ave

WOKINGHAM UNITARY
Aiming for Excellence

Please see message below: I am expecting a second response from Wokingham on transport matters relating to Plot 17, GreenPark (Reading Borough).

Thanks,
Richard Eatough
Planning (South Area), RBC
(0118) 939 0417



-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk]
Sent: 27 January 2003 18:25
To: Eatough, Richard
Subject: Out of Office AutoReply: 500-600 Longwater Ave

I'm out of the office until Monday the 24th of February 2003. Should you have observations to make on applications, please forward to development.control@wokingham.gov.uk.

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faxed + sent 1st.

Tel: (0118) 974 6229 (Direct Line)
E-Mail: tanya.davies@wokingham.gov.uk
Date: 3 February 2003
My ref: TD/con/ 2002/7900
Your ref: 02/01311/out/re

Mr R Eatough
Planning
Reading Borough Council
Civic Centre
Reading RG1 7TD

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr Eatough

OUTLINE APPLICATION FOR THE DEVELOPMENT OF 22540 SQM OF B1(a) & B1(b) FLOORSPACE, CAR PARKING, LANDSCAPING & RELATED WORKS ON LAND AT 500-600 LONGWATER AVENUE, GREENPARK, READING.

Thankyou for consulting on this application and I apologise for the delay in responding. I attach officer level comments on Access and Movement issues. I had intended to report this consultation to our Members for consideration, however due to staff shortages this is not possible for the foreseeable future.

I believe that the application is to be reported to your Committee on 5 February 2003 and would be grateful if you would convey our comments to the Committee. If the application is not determined on 5 February, please contact me so that I can decide whether to report it to a future Committee.

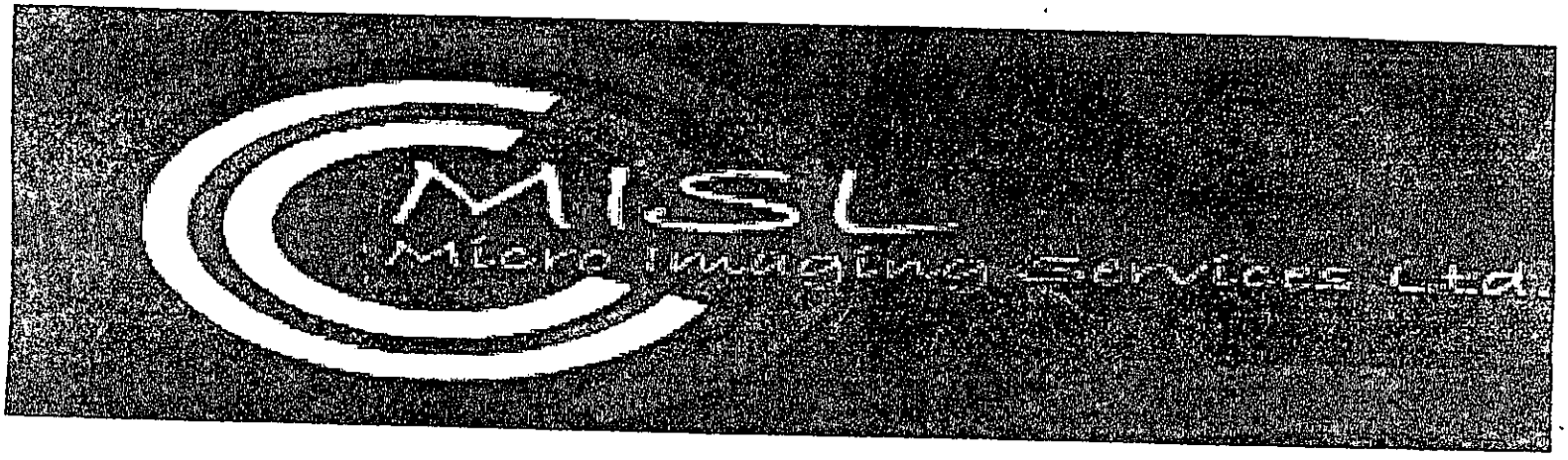
Please contact Tanya Davies with any queries.

Yours faithfully

TGW

Trevor Watson
Development Control Manager

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN

* * * COMMUNICATION RESULT REPORT (3.FEB.2003 18:43) * * *

TTI WDC PLAN&TRANSPORT

FILE	MODE	OPTION	ADDRESS (GROUP)	RESULT	PAGE
003	MEMORY TX		99589770	OK	P. 2/2

E-2) BUSY
E-4) NO FACSIMILE CONNECTION

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF**: KR/7900

YOUR REF:

TO: Kerrin Lithgow - Planning **DATE**: 03/02/03

PLANNING APPLICATION NO. CON/2002/7900.
CONSULTATION FROM READING BOROUGH COUNCIL ON OUTLINE APPLICATION FOR THE DEVELOPMENT OF 22540 SQM OF B1(a) & B1(b) FLOORSPACE, CAR PARKING, LANDSCAPING & RELATED WORKS ON LAND AT 500-600 LONGWATER AVENUE, GREENPARK, READING.

While the planning application falls within the administrative boundary of Reading, there are a number of access & movement issues, which affect Wokingham. I understand that this planning application is to be considered by Reading Borough Council at its Planning Committee meeting to be held on 5 February 2003.

These additional officer comments as set out below may need to be ratified or amended/altered as deemed necessary by this Council's Development Control Committee.

Additional comments (from Access & Movement aspect)
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6. All construction traffic should be derived by way of Longwater Avenue and GreenPark and not from Kybes Lane or Smallmead Road.



Keith Rogers
Team Leader (Highway Development Control)

Tanya Davies

From: Keith Rogers
Sent: Monday, February 03, 2003 3:11 PM
To: Tanya Davies
Cc: Kerrin Lithgow
Subject: CON/2002/7900 Plot 17 Longwater Road, GreenPark, Reading.

Tanya
As discussed herewith additional access & movement comments. Please forward these together with any other WDC officer comments to RBC whose Planning Committee will be assessing this on Wednesday 5 February 2003. These officer comments are subject to any ratification by DCC (that is in the absence of any appropriate delegated powers for which you are going to check out with Trev).
If we need to go to DCC then presumably this will now be 26th February 2003?
Keith.



7900 READING Plot 17 GreenPark...

Kerrin Lithgow

From: Eatough, Richard [Richard.Eatough@reading.gov.uk]
Sent: 27 January 2003 13:24
To: 'Kerrin Lithgow'
Subject: RE: 500-600 Longwater Ave

Kerrin - just letting you know: Plot 17 IS going to 5/2/03 Planning Applications Committee.

Richard

-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk]
Sent: 15 January 2003 15:50
To: 'Eatough, Richard'
Subject: RE: 500-600 Longwater Ave

yip have checked with him and we've got that.

will see what i can do in next couple of days on this.

kerrin

-----Original Message-----
From: Eatough, Richard [SMTP:Richard.Eatough@reading.gov.uk]
Sent: 15 January 2003 10:55
To: 'Kerrin Lithgow'
Subject: RE: 500-600 Longwater Ave

Kerrin - I have checked with our Technical Officer here and we both recall
getting a second copy from Peter Brett Associates for Wokingham. May I suggest you check with Keith Rogers?

I have to have the Plot 17 report to my manager by Monday. It would be helpful if you could indicate before then whether a further response from Wokingham is likely.

Thanks.

-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk <mailto:kerrin.lithgow@wokingham.gov.uk>]
Sent: 15 January 2003 14:40
To: 'Eatough, Richard'
Subject: RE: 500-600 Longwater Ave

There were several things that our highways officer had concerns with. I
think that you forwarded us a traffic assessment because of what was in my last letter - can you confirm if you did? I seem to remember receiving it and forwarding to our highways team?

-----Original Message-----
From: Eatough, Richard [SMTP:Richard.Eatough@reading.gov.uk]
Sent: 15 January 2003 09:44
To: 'Kerrin Lithgow'

Subject: RE: 500-600 Longwater Ave

Sorry, Kerrin - my mistake - I already have a response principally
to do
with cycle routes: I take it this is Wokingham's only concern?

Please confirm.

Many thanks,
Richard

-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk>
< mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk> >]
Sent: 15 January 2003 14:35
To: 'Eatough, Richard'
Subject: RE: 500-600 Longwater Ave

no not yet. Thanks - will keep that in mind.
Kerrin

-----Original Message-----
From: Eatough, Richard [SMTP:Richard.Eatough@reading.gov.uk]
Sent: 14 January 2003 18:43
To: 'Kerrin Lithgow'
Subject: RE: 500-600 Longwater Ave

Kerrin - no not yet: it was pulled from January 8th.

Committe but
will be
going to 5th. February. Do you have a Wokingham response for me?

Richard

-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk>
< mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk> >
< mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk>
< mailto:kerrin.lithgow@wokingham.gov.uk
<mailto:kerrin.lithgow@wokingham.gov.uk> > >]
Sent: 14 January 2003 22:26
To: 'Richard.Eatough@reading.gov.uk'
Subject: 500-600 Longwater Ave

Richard,

Could you please advise if this app. has been to
your
committee yet?
If
not, when is it likely to go?

Thanks!

Kerrin Lithgow
Senior Planning Officer
Environmental Services

Wokingham District Council

Tel: 0118 974 6441
Wk Mobile: 07714 226 771
Fax: 0118 974 6441
Email: kerrin.lithgow@wokingham.gov.uk
www.wokingham.gov.uk

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Tel: (0118) 974 6441 (Direct Line)
Fax: (0118) 974 6484
Date: 11 November, 2002
My ref: CON/2002/7900
Your ref: 02/1311/OUT/RE

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Tel: (0118) 974 6000
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Mr Richard Eatough
Reading Borough Council
Civic Centre
Reading
RG1 7TD

Dear Mr Eatough

RE: OUTLINE APPLICATION FOR DEVELOPMENT OF 22,540 M² OF B1 BUSINESS USE, CAR PARKING, LANDSCAPING AND RELATED WORKS.
500-600 LONGWATER AVENUE, GREEN PARK, READING

I refer to the above application.

I have received comments from council's highways officers, who have commented as follows:

1. The provision of a future cyclelink to Kybes Lane would effectively encourage cyclists to use unsuitable country lanes. Continuous future links for cyclists in this area need to be explored jointly by all of the affected local highway authorities namely; Reading, West Berkshire and Wokingham.

2. An existing access shown on the drawings to Kybes Lane, south of the application site area is a temporary measure and should be permanently closed and the verge reinstated before any development is commenced.

3. All construction traffic should be derived by way of Longwater Avenue and GreenPark and not from Kybes Lane or Smallmead Road.

We request further clarification on point one, and that points two and three could be dealt with by way of condition on any approval.

These comments are based on the information received to date, which has not included a Transport Assessment. If possible, could you please forward us a copy of this Transport Assessment.

As noted in my last email on this matter, I am hoping to take this consultation to committee on the 11th of December 2002.

Should you have any questions on the above, please do not hesitate to contact me.

Yours sincerely

KERRIN LITHGOW

Senior Planner

HIGHWAYS CONSULTATION SHEET

From: Kerrin Lithgow **Date:** 30 October 2002

Application Number: CON/2002/7900

Proposal: Consultation from Reading BC on outline application for the development of 22,540 sq m of B1 (a) & (b) floorspace, car parking , landscaping and related works.

Parish:

Site Address:
500 - 600, Longwater Avenue, Green Park, Reading.

Applicant:
Prudential Assurance Co Ltd C/O Drivas Jonas.

Your observations are required in respect of this application within **7 days** of the above date.

✓ below as applicable;

1) ☐ Recommend refusal for the reason(s) **stated below**;
2) ☑ Recommend approval but with condition(s) & reason(s) **stated below**;
3) ☐ Recommend approval with **no** condition(s) or reason(s).

Site visit carried out: † ☑ **No** ☐ **Yes - Date & Time:** _____

† Site is in Reading but I visited the Section of Kybes Lane adjacent to the proposal in connection with another matter on 23 October 2002

(See attached recommendation)

Signed: A Rogers 6/11/02. **Print name:** KEITH ROGERS

WOKINGHAM DISTRICT COUNCIL

ENVIRONMENTAL SERVICES DEPARTMENT
ENGINEERING SERVICES

MEMORANDUM

FROM: Keith Rogers **MY REF**: KR/7900

YOUR REF:

TO: Kerrin Lithgow - Planning **DATE**: 06/11/02

PLANNING APPLICATION NO. CON/2002/7900.
CONSULTATION FROM READING BOROUGH COUNCIL ON OUTLINE APPLICATION FOR THE DEVELOPMENT OF 22540 SQM OF B1(a) & B1(b) FLOORSPACE, CAR PARKING, LANDSCAPING & RELATED WORKS ON LAND AT 500-600 LONGWATER AVENUE, GREENPARK, READING.

We do not appear to have received a copy of the Transport Assessment which, was submitted with the planning application to Reading for checking, but would comment on the information we have received as follows:

While the planning application falls within the administrative boundary of Reading, there are a number of access & movement issues which, affect Wokingham and these are outlined as follows:

1. The provision of a future cyclelink to Kybes Lane would effectively encourage cyclists to use unsuitable country lanes. Continuous future links for cyclists in this area need to be explored jointly by all of the affected local highway authorities namely; Reading, West Berkshire & Wokingham.
2. An existing access shown on the drawings to Kybes Lane, south of the application site area is a temporary measure and should be permanently closed and the verge reinstated before any development is commenced.
3. All construction traffic should be derived by way of Longwater Avenue and GreenPark and not from Kybes Lane or Smallmead Road.

In addition the Heads of Terms for the S106 agreement with Reading refers to a number of financial contributions. There may be scope for Reading to retain the flexibility to use the some of the contributions to meet any unforeseen shortfall in funding for Junction 11 etc.

The fact that the employees working in the new offices would need to effectively 'sign up' to the GreenPark Travel Plan is welcomed as is the extension of the existing bus route facility.

To summarise, further clarification is sought in respect of point 1 above and it is recommended that Reading impose suitable worded conditions on any planning consent to reflect points 2 & 3 above.



Keith Rogers
Team Leader (Highway Development Control)

Kerrin Lithgow

From: Eatough, Richard [Richard.Eatough@reading.gov.uk]
Sent: 04 November 2002 11:04
To: 'Kerrin Lithgow'
Subject: RE: Green Park App - 02/01311/OUT/RE

originina HoTs 1 table.doc

Kerrin,

Thanks - this should be OK, as this is not going to our committee until January.
By the way, we received the Heads of Terms for an accompanying S.106 agreement were received after the application was registered: please see attached.

Regards,
Richard Eatough

-----Original Message-----
From: Kerrin Lithgow [mailto:kerrin.lithgow@wokingham.gov.uk]
Sent: 4 November 2002 15:23
To: 'Richard.Eatough@reading.gov.uk'
Subject: Green Park App - 02/01311/OUT/RE

Richard

I'm doing the consultation over here on the Green Park app, and see that the due date for consultation is 14th November. Next available committee is going to be 11/12. Can you advise if this will be OK?

Thanks,
Kerrin

Kerrin Lithgow
Senior Planning Officer
Environmental Services
Wokingham District Council

Tel: 0118 974 6441
Wk Mobile: 07714 226 771
Fax: 0118 974 6441
Email: kerrin.lithgow@wokingham.gov.uk
www.wokingham.gov.uk

New Government funding proposals now being considered could result in the Council being as much as £18.3 million better off or £15.6 million worse off - the latter could force the Council Tax to increase by 30% - That's your money!
Visit www.wokingham.gov.uk for more information and to have YOUR say on these proposals! We need your views.

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Application Number : CON/2002/7900	Map No :
Case Officer : KL	Site Area :
Valid Date :	Received Date: 28/10/2002

Level : Committee Item - No Date Set

Description : Consultation from Reading BC on outline application for the development of 22,540 sq m of B1 (a) & (b) floorspace, car parking , landscaping and related works.

Location : 500 - 600, Longwater Avenue, Green Park, Reading.

Parish : Ward :

Applicant : Prudential Assurance Co Ltd C/O Drivas Jonas.

Fee Required: £0 Fee Received: £0

Additional: ..... or Refund: .....

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS			
BLOCK PLANS			
FORMS UNSIGNED			
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS			
FLOOR PLANS			
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER			

Is the site in a Conservation Area: ☐ Yes ☐ No I f "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☐ Yes ☐ No

INTERNAL CONSULTATIONS

Building Control

Heritage (Harold Sanders)

Landscape 06/11.

Trees 06/11.

Environmental Health

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways ✓ 31/10

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : Shurfield ✓ 31/10
+ Cllrs ✓

SEB

British Gas

Oil pipeline

Transco

Environment Agency

Railtrack

Police Arch Officer

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

NEIGHBOURS

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OTHERS

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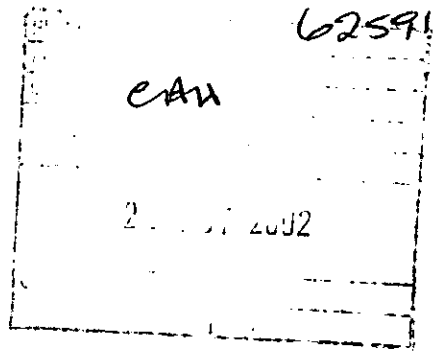
CON/2000/7900

Reading
BOROUGH COUNCIL

Tony Lear
Director of Environment

Civic Centre, Reading, RG1 7TD
☎ 0118 939 0900
DX 40124 Reading (Castle Street)
Fax: 0118 958 9770
Minicom ☎ 0118 939 0700

Wokingham District Council
Council Offices
Shute End
Wokingham
RG11 1WR



Our Ref: 02/01311/OUT/RE
Your Ref:

Direct: ☎ 0118 939 0417

21st October 2002

Your contact is: Richard Eatough, Planning

Dear Sir/Madam,

CONSULTATION ON A PLANNING APPLICATION REF: 02/01311/OUT/RE

The Council has received an application for Outline Planning Approval on property at: The Green Triangle, Off Smallmead Road Longwater Avenue Green Park

O.S Grid Ref: Easting: 469839.000 Northing: 169896.000

Applicant: Prudential Assurance Company

Proposal: Outline application for development of 22,540 Sq M (242,618 Sq Ft) of B1 (business use), car parking, landscaping and related works.

Application Number: 02/01311/OUT/RE

I enclose a copy of the application form and a site plan. Further details can be viewed at the Planning Reception on the Ground floor of the Civic Offices between 9.00am and 5.00pm, Monday to Friday. If this is not convenient, or you need to discuss this in more detail please contact me on the above number as soon as possible.

Any comments should be in writing and reach me by 14th November 2002. If I have not heard from you by this date, I will assume that you have no objections or comments to make and I will determine the application accordingly, If you think you will be unable to respond fully by this date, please let me know as soon as possible.

All comments received will be taken into consideration when a decision is made, and will be available for public inspection.

Yours faithfully

Richard Eatough
for Planning Manager

Richard.Eatough@reading.gov.uk

Beacon Council 2001-2002 Town Centre Regeneration

021311

John Adams
Direct Line: 0161 827 7302

E-mail johnadamse@driversjonas.com

Your ref

Our ref JDA/CM/41962

6 Grosvenor Street
London
W1K 4DJ
Tel 020 7896 8000
Fax 020 7896 8001
www.driversjonas.com

D Elworthy Esq
Head of Planning
Reading Borough Council
Planning Section
PO Box 17
Civic Centre
Reading
RG1 7TZ

16 October 2002

By Guaranteed Post

FAO R Eatough Esq

Dear Sir

Prudential Assurance Company Ltd
500-600 Longwater Avenue, Plot 17, GreenPark
Application for Outline Planning Permission

On behalf of our client Prudential Assurance Company Ltd, we enclose an outline application for planning permission for 22,540 sq m (242,618 sq ft) of B1 office use located on Plot 17, 500-600 Longwater Avenue, GreenPark. The application is for access and siting only, with all other matters reserved.

The description of development is as follows:

"Development of 22,540 sq m (242,618 sq ft) of Business Class B1 (a) and (b) floorspace (gross) with associated car parking, landscaping and related works"

The site is triangular in shape and is bounded by Kybes Lane to the west, Smallmead Road to the north, and Longwater Avenue to the east.

These details are submitted in accordance with the general principles set out in the Reading Business Park Masterplan, as submitted to, and approved by, the local planning authority.

We enclose five copies of the following documents that comprise the application. They are:

- Planning application forms;
- Plans prepared by Scott Brownrigg + Turner Architects and EDCO Design Ltd (a schedule of which is set out below);
- Transport Assessment prepared by Peter Brett Associates; and

Partners
C H Armon-Jones FRICS
R D Jones BSc FRICS
M Lodge BA FRICS
J F D Williams MA FRICS FRTPI Dip TP
J J Maguire Dip BS FRICS
E J de Burgh Sidley BA FRICS
M A Jones MA FRICS
G M F Gillon FRICS
R Joyce BA MSc FRICS MRTPI
A R Lomax BSc MRICS
G M Fryer MRICS
H S Richards BSc FRICS
N J Shepherd MA FRICS
S C Lynch BSc MRICS
R G De Barr MA FRICS
C R Davies MA MRICS
N T Orice MA MRICS
J R Walley FRICS Dip Proj Man
R G Pike BSc MRICS
R A Owen BA MRICS IRRV
J D Adams BSc MRICS
C Cammidge FRICS
M E Hull MA MRICS
T W Martin BSc MRICS CEng MICE
C R Pane BSc MRICS
A S Ramsay BSc MRICS
R G Petty BA MRICS
G M Aucock BSc MRICS
G M Bunting BSc MSc Dip TP MRTPI
M J Cuthbert BSc MBA MRICS Dip Proj Man
M W Elliott BSc MRICS
J S Milward BSc MRICS MRTPI Dip TP
M J Young FRICS
R J Steward BSc MRICS
P D R Bickerstaff BSc DipBldgCons FRICS
B M Bray BSc MRICS IRRV
A G Russell MSc MRICS
N S Taylor BSc MRICS MRTPI Dip TP
J R W Bulley BSc MRICS
G Cardin BA MRTPI
R A Colley MSc MRICS
A B Mace BSc MRICS
R P Woodford BA BSc BTP MRTPI MRICS
R P Wilkinson MSc MRICS
D Green MCIOB MBIAT MAPM
L Hill BSc MRICS
M W Hobbs BSc MRICS
N R Upward BSc MPhil MRICS
R W Smith
A J Bell BSc MRICS
S R Fawcett BSc MRICS
S R Burt BSc MRICS
B J Fallows DipVal MRICS
A J P Bamford BSc MRICS
J M Bodley BSc MRICS
A C J Harman BSc MRICS
D R Mayes BSc MRICS
B G Thomson BSc MRICS
Partnership Secretary:
G A Thalassinos BA FCIS
Consultants:
P G Lewis FRICS
W A Black MSc FRICS FICE MI Struct E

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INVESTOR IN PEOPLE

- Flood Risk Assessment prepared by Peter Brett Associates.

As discussed, and agreed with you, draft heads of terms for the S106 Agreement will be sent to you on Monday next week by SJ Berwin. This will contain a full response to your letter dated 3 October.

We also enclose a copy of Certificate 'B' and the Agricultural Holdings Certificate. Additionally, we attach a cheque from the Prudential, made payable to Reading Borough Council for £5,500, in respect of the planning application fee.

Below is the schedule of drawings that accompanies the application.

Description	Drawing no.
SBT Drawings	
Illustrative scheme design	TP 001 B
Site location	TP 002 B
Illustrative sections	TP 003 B
Site analysis	TP 004 B
Context within masterplan	TP 005 B
EDCO Drawings	
Indicative landscape sections	C 114-002 Rev C
Indicative landscape proposals	C 114-003 Rev A

Source: SBT Architects

This application reflects discussions we have held with you and colleagues over the past twelve months, relating to the strategy for the evolution of GreenPark.

As you will recall, we lodged this application with you in March this year, but you invited us to withdraw the application to allow further discussions to take place, relating, in particular, to the package of measures that the Borough Council would wish to see implemented alongside this development to mitigate the potential implications for sustainable transport, the labour market, and housing provision in the Reading area.

We have taken the opportunity of discussing a range of measures with you over the past four months, and also examined, in more detail, the justification for the proposals and the relationship with the emerging strategy for South West Reading, which includes the Gateway development area, and the future expansion of the town centre.

We have also submitted to you, for comment, draft documents and plans relating to the application, including the Transport Assessment and Flood Risk Assessment, and we have taken into account any comments we have received in relation to documents and amended where appropriate.

Our understanding of the current position is that the pre-application discussions have led to an agreement relating to the approach being adopted towards flood risk and transport.

An issue recently raised on the density of the proposal has addressed in the revised design statement and supporting statement.

We will provide information promptly on requests for information and will assist the Borough Council in achieving the target of thirteen weeks. However, to achieve this deadline it will be necessary for us to meet regularly with you and either Alison Bell or David Breeze, as the management of the application depends upon a project management approach to address and resolve points that arise. We would request that we meet within the next two weeks specifically to address and finally agree the heads of terms of the s106 Agreement.

We would be grateful if you could provide us with several dates for meetings in late October and then three weekly to January.

Please confirm receipt and registration of the application by contacting Caroline McDade on (020) 7896 8226 at this office.

Yours faithfully

Drivers Jonas

DRIVERS JONAS

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planning

PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town Planning Acts.

PLEASE ANSWER ALL QUESTIONS IN BLOCK LETTERS, USING A BLACK BIRO.
If a question is not applicable, answer N/A in space. Please submit FIVE copies of this form and plans to:

Planning Section, PO Box 17, Civic Centre, Reading RG1 7TD.
Telephone: 0800 626 540 Fax: 0118 958 9770 between 9am and 5pm Monday to Friday

OFFICE USE ONLY:

1 Please read the accompanying **NOTES**

Applicant's Name	PRUDENTIAL ASSURANCE COMPANY LTD
Address	
Postcode	
Telephone (daytime)	
E-mail	

2 APPLICATION NO: 02/1311/OUT/RE

Agent's Name	DRIVERS JONAS
Address	6 GROSVENOR STREET LONDON
Postcode	W1K 4DJ
Telephone	020 7896 8226
E-mail	
Contact Name	CAROLINE MCDADE

3

Show the site outlined in **red** on the plans. Other land in the applicant's ownership or control must be shown outlined in **blue**.

Site Address or Location: 500-600 LONGWATER AVENUE, GREENPARK, READING

4

What is the application for?
Give brief details and state for what purpose the site and any buildings will be used.

Proposed Development: DEVELOPMENT OF 22,540 SQ M (242,618 SQ FT) OF B1 (A) & (B) FLOORSPACE (GROSS), CAR PARKING, LANDSCAPING AND RELATED WORKS

5

State the fee enclosed with this application.
The current scale of fees is enclosed.
If you believe a reduced fee or no fee is payable, say why.

£ 5.500

6

State the applicant's interest in the land. *(circle as appropriate)*
Owner / Prospective Purchaser / Lessee / PROSPECTIVE PURCHASER *(specify)*

7

Give the area in hectares or part of a hectare. **Total Site Area** 4.08 hectares

8

If your application involves the provision of dwelling(s), then also give **Net Site Area** hectares *(see notes)*

READING BOROUGH COUNCIL
DATE
17 OCT 2002
ENVIRONMENTAL SERVICES

Reading BOROUGH COUNCIL

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PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

9

List all the plans and drawings submitted with the application, or enclose a separate schedule

Plans/Drawings

SEE SUPPORTING STATEMENT & COVERING LETTER

10

Does the application involve any of the following? *(tick all relevant boxes)*

- **Change of Use** ☐
- **Erection of New Building** ☑
- **Engineering Operation** ☐ *e.g. new drainage or structure adjacent or on highway/alteration of an access*
- **Demolition** ☐
- **Alteration or Extension** ☐

11

What type of application is this? *(tick ONE box only)*

- **Outline Permission** ☑ *(see question 12)*
- **Full Permission** ☐
- **Approval of Detail/Reserved Matters** ☐
- **Temporary Permission** ☐
- **Variation/Relaxation of Conditions** ☐

State relevant Outline Permission number. Also complete question 12

State period required

State relevant permission no.

Condition numbers to be varied/relaxed

12

If this is an outline application or an Approval of Reserved Matters, which details, if any, do you wish to be considered as part of this application? If none, tick 'none' box. *(tick all relevant boxes)*

- **None** ☐
- **External Appearance** ☐
- **Means of Access** ☑
- **Siting** ☑
- **Design** ☐
- **Landscaping** ☐

13

What is the existing use of the land/building? e.g. residential, industrial etc. Include all uses if more than one. If the site is vacant, say so, and also state its previous use and when that ceased.

TOP SOIL STORAGE FOR USE ON GREENPARK

14

Does a Public Right Of Way *(Bridlepath, Footpath, BOAT, RUPP)* **cross the site or run adjacent to the site or the proposed access?** NO

If YES, show existing route(s) and any proposed alterations on the plans

Do the proposals require any diversions/extiguishments and/or creation of Rights of Way?

Reading BOROUGH COUNCIL

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PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

15

Are there any trees on the site? SEE PLANS

If YES, show their accurate positions, spread and species on the plans and which, if any, are to be felled

If YES, are any to be felled?

If YES, please supply a tree survey

16

Building materials etc. *Please state type and colour of materials for:*

A. External Walls

B. Roofs TO BE SUBMITTED AS PART OF RESERVED MATTERS

C. Walls, fences etc.

17

How will surface water be disposed of? TO EXISTING SURFACE WATER DRAINAGE

18

How will foul sewage be disposed of?

To existing system? TO EXISTING SEWERAGE SYSTEM

If NO, please give details

If YES, will there be any alterations to a non-mains drainage system?

If YES, give full details *(see notes)*

19

What are the access arrangements?

Give details of pedestrian and vehicular accesses

As existing FROM LONGWATER AVENUE, GREENPARK

As proposed AS ABOVE

(or provide scale plan of proposals)

20

What provision is being made for parking?

	Cars (Off-Street)						
	Private						
Existing							
Proposed	SEE ATTACHED TRANSPORT ASSESSMENT						
Total							

Reading BOROUGH COUNCIL

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PLANNING APPLICATION

PART 1

Application for permission to carry out development – Town and Country Planning Acts.

21 If this proposal involves residential development or the loss of residential units, complete this table.

	TO BE LOST		TO BE RETAINED		PROPOSED			
	Dwellings	Total Bedrooms	Dwellings	Total Bedrooms	1-bedroom Dwellings	2-bedroom Dwellings	3-bedroom Dwellings	4+ bedroom Dwellings
House-Detached								
Semi								
Terraced								
Bungalow								
Flat/Maisonette of 1 bedroom or more								
Studio Flats								
Other inc. Mobile Homes								
Totals								

22 How many of the proposed dwellings can be defined as sheltered? N/A

Sheltered housing is normally restricted to people above a certain age and includes a warden or similar assistance

23 How many of the proposed dwellings can be defined as affordable? N/A

See note 10, page 4

24 Does the proposal involve the loss or gain of any non-residential building or use? YES / NO

If YES complete part 2 of the form

25 Has provision been made for the disabled *(see notes for applicants)* N/A

26 Does the proposal involve the extraction or processing of minerals; the disposal of mineral waste; or the the deposit or processing of refuse and waste materials? YES / NO

If YES please ask for and complete part 3 of the form

Permission under the Town and Country Planning Acts does not obviate the possible need to apply for Building Regulations approval.

If planning permission is granted, the development must be carried out strictly in accordance with the approved plans. Failure to do so could result in enforcement action being taken.

I hereby apply for permission in respect of the particulars described above and in the attached plans and drawings.

SIGNED	ON BEHALF OF	DATE
Drivers Jonas	PRUDENTIAL ASSURANCE CO LTD	16 OCTOBER 2002

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly shown in red on the plans. AN INCORRECT APPLICATION MAY BE RETURNED. Every application must be accompanied by the appropriate Article 7 Certificate. You must submit at least one form with your original signature. See NOTES TO HELP APPLICANTS

Reading BOROUGH COUNCIL

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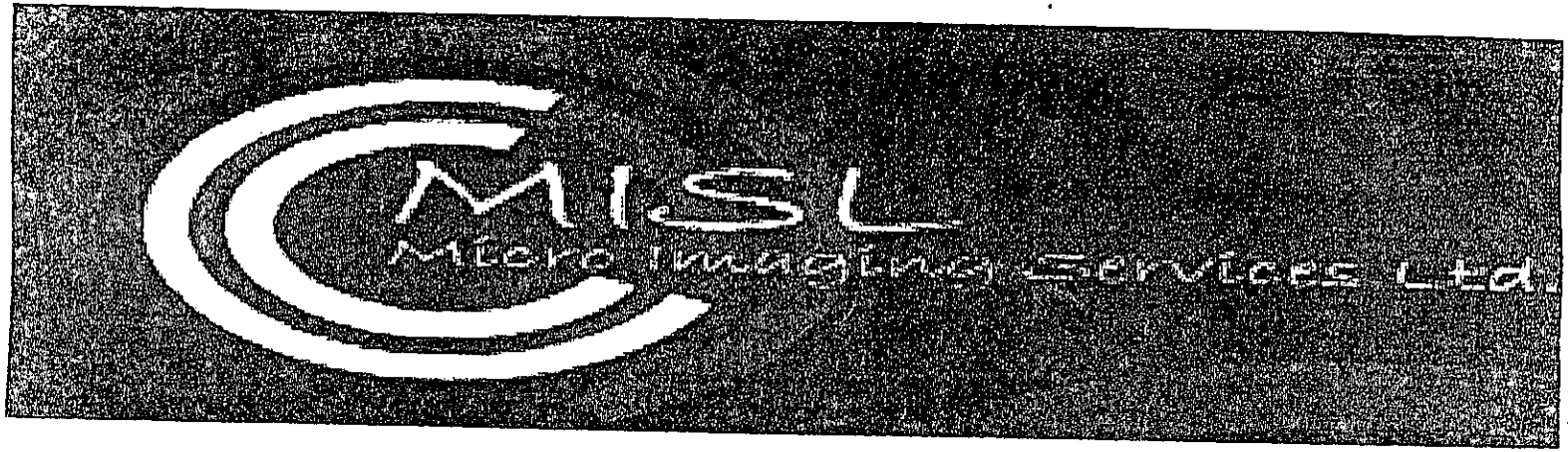

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peter brett
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CONTAMINATED LAND ENVIRONMENTAL

Green Park, Reading
Plot 17
Planning Application

Flood Risk Assessment

Project Ref: 11321/001/110

July, 2002

READING BOROUGH COUNCIL
DATE
17 OCT 2002
ENVIRONMENTAL SERVICES

Peter Brett Associates
Consulting Engineers

16 Westcote Road
Reading, Berkshire, RG30 2DE

T: 0118 950 8777
F: 0118 950 8198
E: snook@pba.co.uk

Client: Prudential Portfolio Managers Ltd
Princeton House
271/273 High Holborn
London
WC1 7EE

Prepared by:

pp R J Dawson, BSc MSc CEng FICE FCIWEM FConsE

Checked by:

B L Mitchell, BSc CEng MICE MCIWEM

On behalf of Peter Brett Associates Consulting Engineers

Peter Brett Associates disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with ACE Conditions of Engagement (Agreement D) and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates accepts no responsibility of whatsoever nature to third parties to whom this report, or any part thereof is made known. Any such party relies upon the report at their own risk.

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Plan A - Development Plan
Plan B - Topographical Survey (B1 and B2)
Plan C - Flood Storage Areas
Plan D - Cross-Sections
Plan E - Location Plan

1 Introduction

This Flood Risk Assessment is to accompany a Planning Application for Plot 17 of the Green Park Development in Reading.

Much of the Green Park Development is within what was the floodplain of the Foudry Brook and River Kennet. A Floodplain Management Scheme was therefore devised in the 1980's in partnership with the then Thames Water Authority and Reading Borough Council. This scheme unblocks a bottleneck on the Foudry Brook by the creation of a new flood relief channel. The bottleneck had been caused by a number of raised landfill sites spanning and damming the floodplain.

The flood relief channel is designed as an attractive amenity through Green Park where it is now known as Longwater. It unblocks the floodplain, thus lowers flood levels and provides flood relief in this area of South West Reading. The Scheme allows the raising of land levels to provide development platforms but with some 16 hectares of land to be left at, or reduced in level, down to 37.8m AOD (or lower), to act as dedicated flood storage land.

The exact location of the 16 ha of dedicated flood storage is not critical. Initial master-planning identified the current application site as a flood storage area, but it is now proposed to relocate this flood storage. The application site, Plot 17, would be raised in level to provide a development platform.

The following sections of this Flood Risk Assessment set out the above in more detail and follow sequentially all the 15 points required by Appendix F of PPG25.

2 Site Location

The Application Site, Plot 17, is indicated on Plans A and E. The proposal is for commercial use.

3 Site Levels

A topographical survey of the site is given as Plan B. (B1 and B2)

4 Flood Alleviation Measures Already in Place

As previously noted a Floodplain Management Scheme has already been agreed for Green Park, Reading. The Floodplain Management Scheme comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The proposed provision of the 16 hectares of flood storage is shown on Plan C.

5 Sources of Potential Flooding

5.1 Tidal/Coastal

The levels in this area are some 38m above sea level and hence tidal or coastal flooding is not an issue.

5.2 Groundwater

Groundwater flooding is not known or considered to be an issue.

5.3 River Flooding

The site is in or adjacent to the floodplain of the River Kennet and the Foudry Brook.

5.4 Surface Water

The Plot 17 surface water drainage would drain to local ditches which are linked to the Flood Relief Channel. There are no known surface water drainage problems.

6 Extent and Depth of Flooding

Plot 17 may be subject to flooding from high water levels in local ditches, the Foudry Brook or newly created flood relief channel, or high water levels in the Kennet backing up the system.

Flood levels have been estimated for the site and the estimated 100 year flood level for Plot 17 is 39.0m AOD. Comparing this to the existing ground levels indicates that the site is subject to flooding in this event.

As with all analyses of extreme events there is uncertainty in the final answer. This uncertainty is associated with design rainfall, runoff, hydraulics and more global issues such as climate change.

Protection levels for the proposed buildings should be set with a view to this uncertainty. This is normally referred to as freeboard. Proposals for the fill platform level and building protection levels are given later.

It is worthwhile noting that flood levels at Green Park Phase III site are dominated by Kennet levels at the tail of Fobney Weir. The Kennet is a navigable river with a series of weirs and locks which are not drowned out in flood events. Thus the flood levels upstream of Fobney Weir (and to the west of the Basingstoke to Reading railway line) are significantly higher than those downstream of Fobney Weir. Green Park is protected from these higher levels by the railway line embankment and by high land of the Halls Landfill Site on the right bank of the Kennet.

Te risk of floodwater spilling over the Basingstoke – Reading railway line from Kirtons Farm Lake has been assessed. It appears there will only be overflow in extreme flood events. However, recognising the uncertainty implied in the analysis, the provision of flow routes to pass any spill will be undertaken in order to maintain the 1 in 200 year defence standard.

7 Structures Influencing Local Hydraulics

Fobney Weir

It was discussed in the previous section that the Kennet has a series of locks and weirs which means that the flood gradient of the Kennet includes a series of steps. The Kennet level appropriate for the Green Park Plot 17 Application Site is below Fobney tail, with the railway embankment and Halls Landfill Site providing a barrier against levels from above Fobney Weir.

Local Ditches and Culverts

The local ditch network (with culverts under roads), will be reinforced if the assessment of spill over the railway indicates the need. This network provides a west to east route for local land drainage and flow from minor culverts penetrating the railway line.

The local ditch network referred to above needs to be kept clear and the schedule of maintenance which was agreed as part of the Section 106 Agreement allows for regular inspection and maintenance to achieve this.

8 Probabilities and Trends

No particular information is available for this application site. The comment in Appendix A to PPG25 Development and Flood Risk for 20% flow increases is noted.

Recommend building protection levels are based on modelling work for the 200 year event, plus 20%, with a freeboard allowance.

9 Cross Section

Plan D shows cross sections through the site together with:

- Existing site levels
- Proposed platform levels
- Proposed building levels.

Peter Brett Associates recommendation is for buildings to be protected to a level of 40m AOD or greater. This provides a freeboard above the 200 year level.

10 Assessment of Flood Impact

The raising of ground levels on Plot 17 to provide a development platform is part of an agreed Floodplain Management Scheme.

The flood storage area originally located on Plot 17 has already received planning consent for relocation in Area H (ref 99/009566/FUL).

However the western part of Area H is designated for a potential minerals rail depot in the Replacement Local Minerals Plan for Berkshire.

Consequently Plot 17 has previously only received temporary consent (ref 99/01156/FUL) for filling (storage of topsoil) in case the implementation of the Minerals Rail Depot required some of the flood storage on Area H to revert to plot 17.

The present application adds further flood storage to Area H outside the designated Minerals Depot area, as shown on Plan E enclosed as "Revised Flood Storage Area" which will be lowered to 37.80m AOD.

The whole 16 ha agreed flood storage area for the GreenPark development can therefore be accommodated without use of the Minerals Rail Depot site, or Plot 17, as shown on Plan C.

This page amended 22.10.02

11 Drains and Sewers

The Plot 17 site is undeveloped and there are therefore no surface water drains or sewers. Once developed the roofs and hard surfaces will drain down to the ditch network and the flood relief channel via surface water sewers. Sustainable urban drainage techniques will be used wherever practicable.

Details of surface water drainage for Green Park have been agreed with the Environment Agency, including consideration of petrol interceptors. Plot 17 will follow the same principles.

12 Displaced Floodwater and Runoff

The Floodplain Management Scheme for Green Park was set out in Section 4, and comprises:

- Creation of a flood relief channel.
- Provision of 16 hectares of flood storage to a level of 37.8m AOD (or lower).
- Creation of raised fill platforms for development.
- Ongoing maintenance in accordance with a schedule agreed with the Planning Authority and the Environment Agency.

The development of Plot 17 and displaced floodwater (lost flood storage) is within the parameters of the agreed Flood Scheme.

Regarding runoff, the percentage runoff from a developed area will be less than runoff from a floodplain (which is 100% in times of flood) so in general there would be a slight reduction in runoff.

13 Impact of Displaced Water

As previously noted the development of Plot 17 does not add to the displaced water (lost flood storage) over and above the agreed Flood Scheme.

14 Morphology

The development will not have a significant effect on river or ditch morphology.

15 Hydrological and Climate Change Uncertainty

As previously indicated a freeboard is recommended for building protection levels to allow for uncertainty. Although modelling has been undertaken it is considered that there is still uncertainty in:

- Flows which may increase with climate change
- River and ditch cleanliness; blocked river and ditches can lead to high flood levels
- Maintenance regime which can improve conveyance efficiency significantly
- Leakage through or spill over the Basingstoke to Reading railway line.

The proposed freeboard makes an allowance for these.

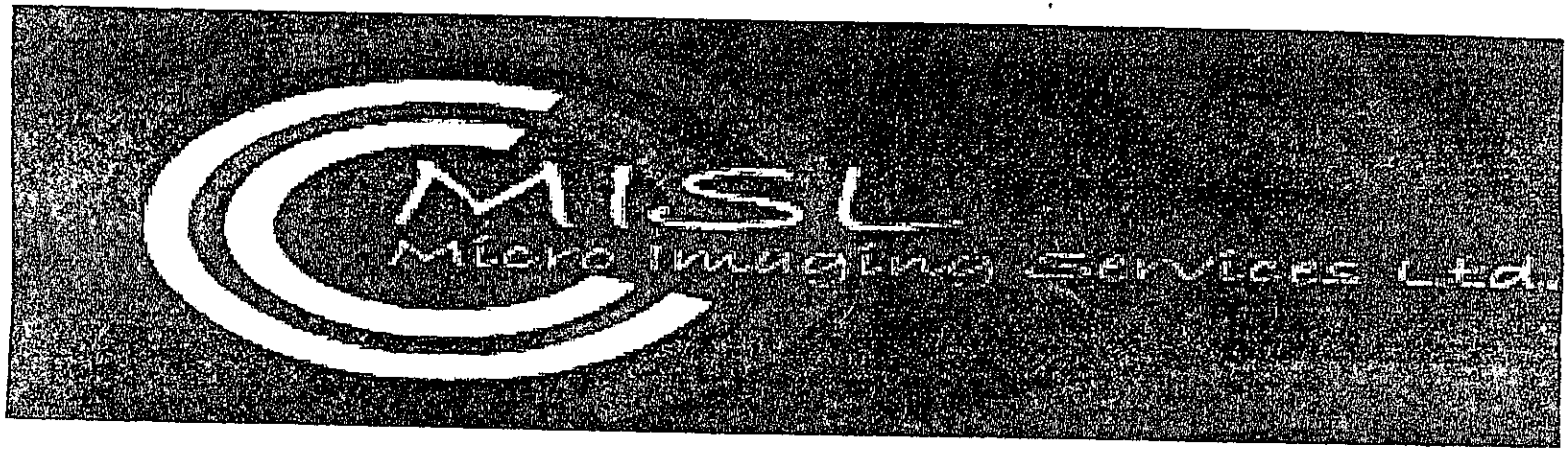
16 Residual Risks

Residual risks to the buildings is dealt with by way of a freeboard for the development levels.

Appendix 1

Extract from Section 106 Agreement

THE FOLLOWING SCANNED IMAGES ARE DOCUMENTS OF BAD QUALITY OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY APPEAR UNREADABLE ON SCREEN

EXTRACT FROM SECTION 106 AGREEMENT 26 JULY 95

Fifth Schedule hereto such provision to be made in accordance with the phasing provisions as set out in Clause 28 and the Second Schedule hereto

6. No retailing activity for a period of twenty years from the date of this Agreement shall be carried on from the Site save from a building or buildings within Area A (being in total no greater than 10,000 square feet of which no more than 2000 square feet shall be for uses within Class A2 of the Town and Country Planning (Use Classes) Order 1987) specifically designed for uses within Classes A1 A2 and A3 of the Town and Country Planning (Use Classes) Order 1987 the Gross Floorspace of which building or buildings shall not form part of the total Gross Floorspace referred to in Clauses 1, 2 and 3 above. The use of the building or buildings as aforesaid shall be subject to the obtaining of all necessary planning and other consents

PART II

FLOOD ALLEVIATION WORKS AND FILLING

7. The Developers shall carry out the construction of the Flood Alleviation Works entirely at their own expense and (subject to Clause 14 hereof) in accordance with the plans approved by the Council under Permission 85/TP/880 the plans approved by Wokingham District Council under the planning permission granted in respect of Application Number 24564, the plans approved by the County Council under planning permission granted in respect of Application reference 337105 and a detailed scheme to be approved by NRA prior to commencement of the Flood Alleviation Works

8. (a) The Flood Alleviation Works shall be carried out in accordance with the detailed scheme and programme for the Flood Alleviation Works approved by NRA or any such variation thereto as NRA may in writing approve (such approval in either case not to be unreasonably withheld or delayed) and in

accordance with the phasing provisions of the Second Schedule

(b) With regard to any variations to the Flood Alleviation Works aforesaid which are intended to be carried out in the Council's administrative area the Developers shall submit details thereof to the Director for his written confirmation (such confirmation not to be unreasonably withheld or delayed) that the proposed variation is within the landscape characteristics of the Landscape Works as specified in the First Schedule and with no long-term or permanent damage or impact upon those characteristics The Director shall be deemed to have given his confirmation if he has been in receipt of the variation details referred to above for more than 56 days without having indicated to the Developers that his confirmation is refused or that specified further information is reasonably required to be provided by the Developers before a decision can be made by him and it is hereby agreed that the period of 56 days may be extended by agreement between the Developers and the Director

9. No other part of the development of the Site other than

(a) filling levelling and grading of the Site which is not detrimental to the Flood Alleviation Works

(b) works connected with the provision of a replacement access to Smallmead Stadium in consequence of the construction of the A33 Relief Road Phase 1 and

(c) the Landscape Works

shall be commenced until such part or parts of the Flood Alleviation Works as are required by the programme approved under Clause 8(a) have been constructed in accordance with the detailed scheme referred to in Clause 7 and the said programme (amended in each case to take account of any variation or relocation of the Flood Alleviation Works approved under Clause 14) to the satisfaction of NRA as notified to the Developers by its consent in writing such consent not to be unreasonably withheld or delayed

10. The Developers shall obtain all necessary agreements and consents to enable those parts of the Flood Alleviation Works

which are outside the Site to be undertaken and in respect of land required for the Flood Alleviation Works not being under the control of any of the Developers the agreement and consent of the freehold owner or owners of such land (or such other persons with an interest in such land) as shall be necessary shall be obtained

11. Prior to the completion of the Flood Alleviation Wor. Developers shall submit to NRA for approval a scheme for the future maintenance of all Flood Alleviation Works (such approval not to be unreasonably withheld or delayed)

12. The Developers shall carry out at their own expense all necessary works of maintenance to the Flood Alleviation Works in accordance with the approved maintenance scheme and also any further minor works which may in the reasonable opinion of NRA be reasonably required within a period of 5 years from the date of completion of the Flood Alleviation Works in order to provide a satisfactory river regime within the Development Area for the purposes of pollution control and protection of fisheries

13. The Council hereby agrees and declares that in order to preserve the integrity of the Flood Alleviation Works it will retain the Council land affected by the Flood Alleviation Works shown shaded on Plan 7 undeveloped at all times hereafter and that such land shall not be used other than as a surface water drainage channel

14. At any time whether or not the Flood Alleviation Works have been commenced or completed the Developers may vary any part of the Flood Alleviation Works including the relocation of the same or any part thereof to land outside the Development Area and also including (after the Relevant Date as regards Area B) a variation which does not allow for the use of land as a nature reserve subject to obtaining any necessary planning permissions and the approval of NRA (such approval not to be unreasonably withheld or delayed) and

subject also to compliance with Clause 8(b) hereof as far as applicable

15. The respective Developers for each Area shall not in relation to the development of the Site use any filling materials (which for the avoidance of doubt shall be defined for the purpose of this Agreement as sand and gravel) for the purposes of raising ground levels within Area A or Area B as the case may be which have been obtained from the administrative area of the County Council (with the exception of filling materials obtained from within the Site or the Englefield Site or from the three areas of land shown on Plan 11) without obtaining the prior approval of the County Council and the Council (whose approval will be forthcoming if the approval of the County Council is secured or deemed to have been given) and any and all other necessary consents from the relevant authorities

16. (1) Each application for the approval of the County Council referred to in and required by clause 15 for use of filling materials obtained from within the administrative area of the County Council shall be made in writing to the CEO and if the applicant is not informed in writing by or on behalf of the County Council within 10 working days from receipt by the CEO of each written application that the application is refused or that specified further information is reasonably required from the applicant before a decision can be made approval to the application shall be deemed to have been given by the County Council

(2) The County Council shall give such approval if it is reasonably satisfied by the applicant that the filling materials the subject of the application for approval are unlikely to be used otherwise than in connection with the development of Area A and/or the Englefield Site

Appendix 2

Agreement on Schedule of Hydraulic Maintenance

2942/05

Our ref: SU76NW/21/1/IT/DH/L0020
Your ref: 2942/05/WSJ/RJO/ACM3

Direct Telephone: 01734 533397

Date: 19 March 1996

NRA

National Rivers Authority
Thames Region

Peter Brett Associates
16 Westcote Road
Reading
RG30 2DE

For the attention of Richard Dawson

2942
FC ✓

PH

Dear Sirs

RD
DH
PP

READING BUSINESS PARK

Thank you for your letter of 4th March 1996 and please accept my apologies for this very late response to your two letters dated 16th January 1996.

The amended "Schedule for Hydraulic Maintenance" for the flood alleviation works is satisfactory and I note that the maintenance responsibility will be assumed by an estate management company acting for the riparian owners. The NRA will exercise its permissive powers over main river channels which will entail the need for the management company to obtain this Authority's prior consent for certain maintenance activities.

As far as the potential sites for flood storage south of the motorway are concerned I do not envisage any particular problem in utilizing the two alternative sites identified if they have received our approval in the past and the agreed design principles are adhered to.

Yours faithfully

FOR CATCHMENT PLANNING MANAGER (WEST)

West Area Isis House Howbery Park Wallingford Oxon OX10 8BD Tel: (01734) 535000 Fax: (01734) 535035

NAPM APPROVED SUPPLIER

2942/05/WST/RJD/ACM3

16 January 1996

Mr Ian Tiller
National Rivers Authority
West Area
Isis House
Howbery Park
Wallingford OX10 8BD

Dear Ian,

READING BUSINESS PARK
MAINTENANCE OF FLOOD ALLEVIATION WORKS

A Schedule of Hydraulic Maintenance of the Flood Alleviation Works was agreed with NRA some time ago and this now needs to be updated to reflect the new land ownership.

It also needs to be updated to amend a section which had NRA maintaining the Foudry Brook Relief channel north of the Prudential site upon payment of a commuted sum.

I therefore enclose an amended schedule (together with the original schedule) to reflect these changes, and you will note that the Reading Business Park Estate Management Company will be responsible for maintenance for the relief channel both within the Business Park, and north of the Business Park in land currently owned by Reading Borough Council.

Prudential would also seek to obtain contributions from those who use the flood relief channel for the disposal of their surface water drainage.

I hope this is satisfactory and I would be grateful if you could confirm this to me.

Regards.

Yours sincerely,

RICHARD J DAWSON

Encs: Proposed Schedule of Hydraulic Maintenance (January 1996)
Former Schedule of Hydraulic Maintenance (September 1990)

c.c.

Kevin Ashman	-	Prudential
Tony Butler	-	CPM
Tony Edwards	-	Edwards Gale
Joe Burns	-	G&T
David Hunter	-	PBA
Peter Hollely	-	PBA

READING BUSINESS PARK

FLOOD ALLEVIATION WORKS

SCHEDULE OF HYDRAULIC MAINTENANCE

JANUARY 1996

PURPOSE

This schedule defines maintenance required to preserve the hydraulic function of the Flood Alleviation Works in accordance with the design parameters and normal river works practice.

Management of the Estates may also include gardening, maintenance of landscaping, husbandry and cosmetic works to standards in excess of normal river works practice. However, these are not included within this Schedule of Hydraulic Maintenance.

RESPONSIBILITY

Responsibilities for each area are defined in the attached table.

INSPECTION

The Flood Alleviation Works will be inspected every two years jointly by an NRA Officer and the Developers, or representatives.

STANDARDS

1) Main Channels

- Clearance of refuse or extraneous matter.
- Removal of flood debris as necessary.
- Repair of banks as necessary (where the flow area is jeopardised).
- Control of vegetation to river standard (i.e. limited weed or rush growth).

2) Overland Flood Routes

- Clearance of refuse or extraneous matter.
- Removal of fallen trees.
- Preservation of clear flood routes.
- Control of vegetation to floodplain standard (i.e. meadow grasses/light brush and occasional trees).

3) Structures

- Preservation of structural integrity.
- Works to maintain the hydraulic function.
- Clearance of vegetation or extraneous matter in openings.

FURTHER WORKS

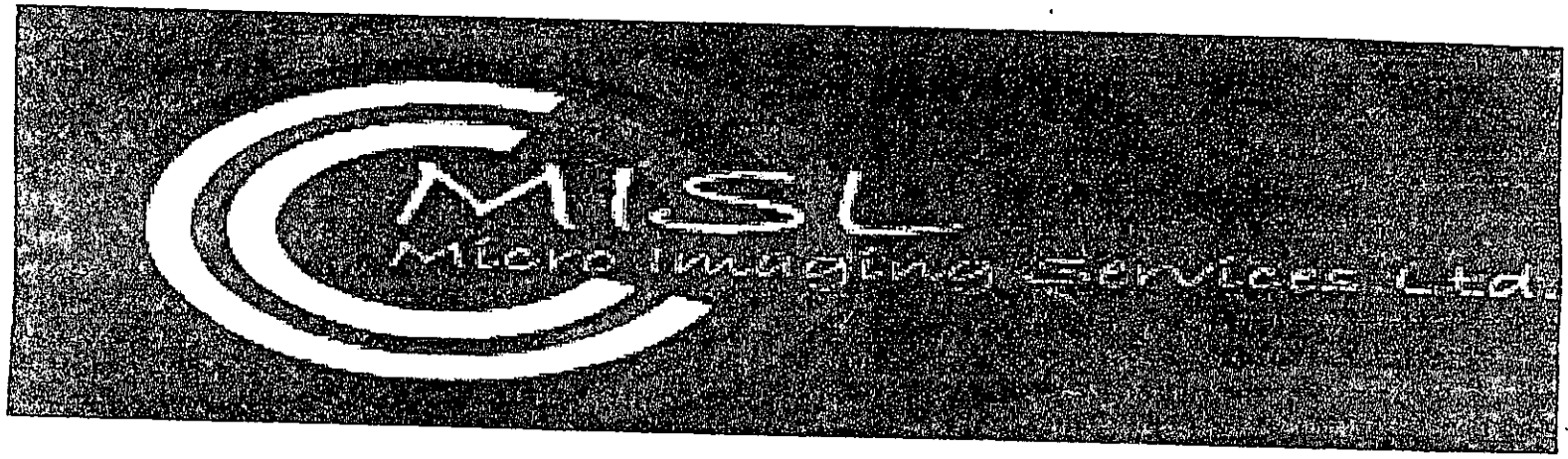
The Developers will make all reasonable minor amendments to the Works in order to achieve satisfactory River Regime within the Development Area for the purpose of pollution control and protection of fisheries.

R J DAWSON
JANUARY 1996

READING BUSINESS PARK - FLOOD ALLEVIATION WORKS - HYDRAULIC MAINTENANCE RESPONSIBILITIES				
AREA	RIPARIAN OWNER	MAINTENANCE		COMMENTS
		MAIN CHANNEL	OVERLAND FLOOD ROUTE (FLOODPLAIN)	
Relief Channel: Reach within Business Park Site	PRUDENTIAL	Riparian Owner with NRA having permissive powers once the channel is Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance
Relief Channel: Reach north of Business Park Site, adjacent to Sludge Beds, north of Island Road to Kennet Outfall	READING BOROUGH COUNCIL	Estate Management Company with NRA having permissive powers once the channel is Main River	Estate Management Company	Under licence/agreement between Estate Management Company and Reading Borough Council
Foudry Brook: Reach adjacent to Business Park Site	PRUDENTIAL	As existing. Foudry Brook is already Main River	Riparian Owner	Estate Management Company (to be formed) to take responsibility for maintenance.

JANUARY 1996

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



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DJ

DRIVERS
JONAS

DRIVERS JONAS

02131H

Prudential Assurance Company Ltd

Supporting Statement

Application for Outline Planning Permission at 500-600 Longwater Avenue, Plot 17, GreenPark

October 2002

Drivers Jonas
60 Fountain Street
Manchester
M2 2FE

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John Adams

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johnadams@driversjonas.com

Drivers Jonas
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London
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Caroline McDade

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carolinemcdade@driversjonas.com

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2.	**Background to the Proposals**	5
3.	**The Form and Timing of Development**	7
4.	**Planning Policy Considerations**	9
5.	**Proposed Mitigation Measures**	15
6.	**Conclusion**	22

Schedule of Drawings submitted:

Forming Part of the Application

- Site Location TP 002 B
- Site Analysis TP 004 B

For Illustrative Purposes Only

- Illustrative scheme design TP 001 B
- Illustrative sections TP 003 B
- Context within masterplan TP 005 B
- Indicative landscape sections C 114-002 Rev C
- Indicative landscape proposals C 114-003 Rev A

Documents Submitted with the Application:

Transport Assessment prepared by Peter Brett Associates

Flood Risk Assessment prepared by Peter Brett Associates

Draft s106 Agreement prepared by SJ Berwin

1. Introduction

Application for Outline Planning Permission

1.1 This Supporting Statement accompanies an application for outline planning permission by The Prudential Assurance Company Limited for the construction of 22,540 sq m (gross) of buildings falling within Business Class B1 (a) and (b), for offices and research and development, at 500-600 Longwater Avenue (Plot 17), GreenPark.

1.2 The application seeks approval of siting and means of access. Details of external appearance, design and landscaping are reserved matters. However, the application is accompanied by illustrative drawings prepared by SBT Architects and EDCO Design Ltd, which illustrate the broad scale and massing, and landscaping framework of the proposals.

1.3 The application was submitted in draft to Reading Borough Council in March 2002. Reading Borough Council requested that a formal pre-application consultation was undertaken to agree as much as possible of the application, and narrow any issues, prior to the application being formally registered. This was to enable the application to be formally considered within the Council's target programme of determining major applications within 13 weeks.

1.4 Detailed discussions have taken place with officers of the Borough Council over the past 4 months, and considerable progress has been made in agreeing technical information that accompanies the application, and, in particular, in identifying a package of measures which the Borough Council has requested to mitigate any potential implications of the development on the labour market, housing market and sustainable transport, within Reading.

1.5 The application is accompanied by:

(i) A Transport Assessment, prepared by Peter Brett Associates;

(ii) A Flood Risk Assessment, prepared by Peter Brett Associates;

(iii) A draft Section 106 Agreement, prepared by SJ Berwin, which identifies those matters where agreement has been reached, and the respective position of the applicants and the Borough Council on issues which require further discussion, before the agreement can be concluded.

1.6 The application is also accompanied by the following drawings:

Description	Drawing no.
SBT Drawings	
Illustrative scheme design	TP 001 B
Site location	TP 002 B
Illustrative sections	TP 003 B
Site analysis	TP 004 B
Context within masterplan	TP 005 B

EDCO Drawings	
Indicative landscape sections	C 114-002 Rev C
Indicative landscape proposals	C 114-003 Rev A

Source: SBT Architects

Supporting Statement

1.7 The Supporting Statement provides a brief description of the background to the proposals, and how they would integrate with GreenPark, provide the necessary flexibility and additional space required to meet the needs of businesses, particularly in the period up to 2006, and contribute towards strategies relating to sustainable transport, training and skills programme within Reading, and affordable housing.

1.8 The Supporting Statement also identifies the relevant planning policy considerations, and explains how the proposals, and the proposed Section 106 Agreement, will contribute towards the achievements of the objectives of approved and emerging planning policies.

2. Background to the Proposals

GreenPark

2.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

2.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

2.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

2.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

2.5 In short, GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park. The first phases have also provided small, flexible accommodation, with supporting training and conference room facilities, particularly suited for smaller and growing businesses. 100 Longwater Avenue (Plot 1) is occupied to a range of businesses with a strong emphasis on technology, particularly software design, the Internet and telecommunications. Further accommodation for smaller businesses has recently been constructed on Plot 13, alongside the Park's amenities. In addition, Costco is now established on Plot 14, serving businesses throughout the Reading area.

2.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

500-600 Longwater Avenue

2.7 The Site Location Plan, drawing ref: 12664.TP002B, identifies 500-600 Longwater Avenue, which is the subject of this application, and its relationship to the existing buildings, infrastructure and landscaped areas at GreenPark. This plan should also be read in conjunction with the Site Analysis, drawing ref: 12664.TP004B, which contains an aerial photograph of GreenPark, taken in 2001, and 500-600 Longwater Avenue.

2.8 The principal physical and planning characteristics of the application site are summarised below:

(i) 500-600 Longwater Avenue is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan, Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) The site is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) The site has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) The site is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters. As can be seen from the site location plan, 500-600 Longwater Avenue is within 800m walk of the majority of buildings at GreenPark, including the amenities at Plot 13. It is, therefore, an integral and well connected phase of GreenPark;

(v) The site is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east/west through the Park, along which is located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site. To the west and south of Kybes Lane, are Plots 9 and 10, which form part of the approved GreenPark site, the Basingstoke to Reading railway line and electricity pylons, which form a major feature in the landscape, the new electricity substation, which has been constructed to meet the power requirements of existing and future occupiers of GreenPark. To the north of Smallmead Road, is an area of existing mixed commercial use, a water body on a former gravel extraction area, a waste to transfer site, and the site of the proposed South Reading railway station, which is the subject of a separate outline planning permission; and

(vi) The application site has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

2.9 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

3. The Form and Timing of Development

3.1 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional five buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

3.2 The illustrative scheme design, drawing ref: 12664.TP001B, and the illustrative sections ref: 12664.TP003B, represents the broad siting, scale and massing of the proposals, and the landscaped framework. The design statement explains that the proposals for 500-600 Longwater Avenue adopt a higher plot ration than has been implemented on other plots within the Park, but maintains a site cover which enables 30% of the gross area of the site to be landscaped.

3.3 The higher density is thought to be wholly in line with optimising the use of land within built up areas. This accords with recent government guidance, and the overall strategy being promoted by Reading in its 20/20 vision.

3.4 The potential visual impact on open countryside of the proposals has been taken into account. The buildings will be well screened from open countryside by the proposed landscaping, and existing major physical infrastructure, which includes Kybes Lane, the Kybes Lane Bridge across the motorway, the M4 itself and the Basingstoke to Reading railway line. The site will be further screened by the committed development on Plots 9 and 10.

3.5 The increased density of the site is, therefore, regarded as an advantage in terms of efficient use of the land and maximising the occupancy of the Park to support existing and future infrastructure and amenities.

3.6 The site is connected to all essential utilities, and there is adequate capacity to meet the demands arising from 500-600 Longwater Avenue, in addition to the full occupation of the existing phases of GreenPark.

3.7 The existing, committed, phases of GreenPark will support about 8,000 people. This is likely to vary over time depending upon the density of occupation of buildings on the site, for example, a significant proportion of space occupied by Cisco is devoted to computer and Internet related hardware, training and conferencing facilities.

3.8 It is estimated that the buildings proposed on 500-600 Longwater Avenue would support between 900 to 970 employees. In short, both in terms of accommodation and people, 500-600 Longwater Avenue will increase the capacity of GreenPark by about 10-12%.

3.9 In conclusion, 500-600 Longwater Avenue is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential

implications for the labour and housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

4. Planning Policy Considerations

4.1 The application has been considered in the light of Planning Policy Guidance, Regional Planning Guidance of the South East, the adopted and emerging part of Structure Plan, and the adopted Reading Borough Local Plan. In particular, consideration has been given to:

- Planning Policy Guidance Note 1 (PPG1): General Policies and Principles;
- PPG4: Industrial and Commercial Development and Small Firms;
- PPG6: Town Centres and Retail Development;
- PPG13: Transport;
- RPG9 Regional Planning Guidance for the South East;
- Adopted Berkshire Structure Plan;
- Draft Berkshire Structure Plan; and
- Reading Borough Local Plan.

PPG1 – General Policies and Principles

4.2 The most relevant themes of PPG1 include the need for sustainable patterns of development and transport, the emphasis on increasing the proportion of development that takes place within built up areas, particularly on previously developed land, and a role of the plan led system. The guidance also recognises that the locational requirements of businesses should be taken into account in the preparation of development plans.

4.3 The development of 500-600 Longwater Avenue contributes towards these objectives in several ways:

(i) It forms a natural extension of an established business location, and will be highly accessible by bus, fully integrated to footpath and cycle networks which link to other businesses within GreenPark and in the South Reading area, and to a range of amenities that are provided on the Park.

(ii) The proposal will contribute towards extending and improving public transport services, and cycle access to GreenPark. It will also be contributing towards the development of the training and skills programme and the provision of affordable housing within Reading, which is consistent with the objectives of sustainable living and working communities within the Reading area.

(iii) The site is identified for employment uses within the adopted Reading Borough Local Plan, and within the settlement boundary within which development is to be focused.

PPG4 – Industrial and Commercial Development

4.4 PPG4 seeks to ensure that the needs of businesses are met within the planning system, both in terms of their location and availability of suitable accommodation.

4.5 GreenPark has demonstrated that it meets the needs of a range of modern businesses, which have a particularly important role to play both within the Greater Reading area, and the Thames Valley. They form part of a nationally important cluster of high technology industries. 500-600 Longwater Avenue consolidates the range of accommodation at GreenPark, providing greater flexibility and capacity to meet the needs of businesses as the existing committed phases are taken up and fully occupied over the next three-four years.

PPG6 Town Centres and Retailing

4.6 One of the objectives of PPG6 is to focus office based activity in town centres, and in other locations, which are well served by public transport, and where the proximity of businesses facilitates competition, link trips, and other combined activities.

4.7 PPG6 states that where major travel generating uses cannot be located in town centre or edge of centre locations, it may be appropriate to combine them with existing out of centre developments which are well served by public transport, and to seek further improvements to public transport.

PPG13 – Transport

4.8 PPG13 develops the theme of focusing major travel generating uses in town centres or in locations that are well served by public transport. It also promotes the accessibility of work places to other uses such as shopping and leisure facilities to reduce the need to travel, particularly by single occupancy car.

4.9 PPG13 encourages the implementation of Travel Plans to provide real alternatives to the car, and encourage the use of public transport, cycling and walking. PPG13 also promotes the use of maximum car parking standards as part of the overall strategy towards encouraging non-car modes of travel.

4.10 Taking the guidance of PPG6 and PPG13 together, 500-600 Longwater Avenue would contribute towards the following objectives:

(i) Increasing the density of development at GreenPark, which promotes a greater concentration of activity within an established business location, which is well served by public transport. Increasing the occupancy of GreenPark will support the viability of bus services. The proposed Section 106 Agreement makes a specific contribution to extend bus services through the Park.

(ii) The Green Travel Plan for GreenPark will be extended to 500-600 Longwater Avenue, and all occupiers will be required to work within the guidelines, and contribute towards the delivery of the objectives of the Travel Plan. This will be formalised through the Section 106 Agreement.

(iii) 500-600 Longwater Avenue is within walking distance of a major concentration of modern businesses, supporting up to 8,000 jobs, and a range of amenities, which are already established including crèche, health and fitness, shops, cafes, restaurants, training and conferencing facilities, landscaped recreational areas and hotel. The proximity of other businesses and supporting amenities will reduce the need to travel, and encourage combined trips.

(iv) The proposed 106 Agreement will specifically promote the incorporation of a long distance cycle route through the Park, again enhancing the accessibility of GreenPark and south Reading by cycle.

(v) The expansion of GreenPark, increasing its capacity by between 10%-12%, will not conflict with development in the town centre or on the Gateway, where major development is unlikely to be brought forward before 2006/7. The consolidation of GreenPark will not conflict with proposals to invest in Reading Town Centre or the Gateway, but ensures a continuity of supply at GreenPark as the existing committed phases of development are taken up over the medium term. This factor, combined with the existing status of the site within EMP1 of the Reading Borough Local Plan are consistent with government guidance which seeks to give priority to locating business development in town centres or failing that on sites which are well served by public transport and located next to existing major concentration of businesses and other uses.

RPG9 – Regional Planning Guidance for the South East

4.11 Regional planning guidance reflects national planning guidance in seeking to give priority to the development of previously developed land and to focus development in town centres and public transport corridors. For the reasons outlined above, it is felt that 500-600 Longwater Avenue is consistent with this overall strategy, focusing investment in an established major public transport corridor, in advance of the major planned expansion of Reading Town Centre, and the Reading Gateway.

4.12 RPG9 highlights the role of the south east as one of the main Gateways between the UK and Europe. It recognises that the south east has an enterprise and innovation culture that needs to be harnessed, and that the clusters of growth industries in the high technology sector are of regional and national importance.

4.13 RPG9 seeks to strike a balance between the facilitating development of clusters of industries in growth sectors, such as software design, the internet, and telecommunications, with the desire to encourage regeneration in East London and other areas of deprivation.

4.14 RPG9 also identifies the Thames Valley as falling within an area of restraint within which great care should be exercised in permitting new employment development which may give rise to additional pressures on the housing and labour market, and to unsustainable patterns of transport.

4.15 The full utilisation of land within the settlement boundary, which is fully integrated with GreenPark, will contribute towards sustaining the cluster of modern businesses located within Reading. Research undertaken by the Prudential has demonstrated that the only

location with a capacity to accommodate growth within these sectors over the next 10-15 years are Reading Town Centre, Gateway and GreenPark. Whilst some redevelopment within existing older industrial estates may be achievable, this is likely to be relatively constrained by existing patterns of ownership, and is only likely to make a relatively small contribution to meeting the needs of modern businesses.

4.16 Other major business locations have limited or no real capacity for growth, such as Thames Valley Park, the Newbury Business Park and the Winnersh Triangle, all of which are close to their physical capacity.

4.17 It is recognised by the Prudential and Reading Borough Council that business parks have played an important role in meeting the requirements of modern business, in particular larger organisations, over the past 10-15 years. Three major business parks have been developed over the period 1990-2001 – Thames Valley Park, Newbury Business Park and GreenPark. In addition, during this time, major business development has taken place at Winnersh and Reading Town Centre.

4.18 Confidence in the town centre has been retained in parallel with the growth of business parks within the Greater Reading area. Major investment in offices, shopping, leisure and more recently, residential accommodation has, and continues to be, attracted to the town centre.

4.19 Business parks have helped support the growth of the Reading economy, played a role in the emerging cluster of high technology businesses, particularly in communications, the Internet, software and computers, and have generally been complementary to the vitality and viability of the town centre.

4.20 The rate of growth in employment in the Greater Reading area over the next 15 years is unlikely to be sustained at the same level that was experienced in the 1990s and 2000/2001. Nevertheless, it is confidently predicted that a range of new business accommodation will be required to sustain the expansion of established businesses within Greater Reading, and to accommodate some new investment.

4.21 Choice in business accommodation, and consistency of supply over time, will be necessary to maintain the competitiveness of the Reading economy.

4.22 The development of 500-600 Longwater will play a role in ensuring the consistency of supply, particularly in the medium term, prior to the implementation of major growth in Reading Town Centre, the Gateway, and planned further expansion of GreenPark.

4.23 RGP9 requires new employment development to mitigate its impact on the employment and housing market, and to contribute towards patterns of sustainable transport. This is mirrored in the emerging policies of the draft Berkshire Structure Plan Review.

Draft Berkshire Structure Plan

4.24 A key objective of the emerging draft Berkshire Structure Plan, which the Prudential believes encapsulates what is achievable at GreenPark, working in partnership with Reading Borough Council, Woking and West Berkshire District Councils, and other partners:

"Sustainable economic growth has national and international significance in a natural and built environment with exceptional attributes".

4.25 The application for 500-600 Longwater Avenue contributes towards this objective by:

(i) Providing for the future business needs of existing firms, incoming firms and new enterprises;

(ii) Making the maximum use of existing resources within the settlement boundary;

(iii) Concentrating business development in a location which is well served by public transport, and contributing towards improvements to public transport infrastructure;

(iv) Locating and concentrating business development where it is close to, and will support, a range of other uses, including child care and leisure activities;

(v) Contributing towards affordable housing; and

(vi) Contributing towards the delivery of training and skills programmes which will reduce barriers to the local labour supply, and enable local residents of Reading to participate in the industries represented at GreenPark and elsewhere by providing improved access for public transport, child care facilities, training opportunities and better information and access to recruitment.

4.26 Specifically, Policies DP1 and DP2 seek to concentrate new development within settlement boundaries as defined in local plans, and at principle intersections of public transport routes, or elsewhere on public transport corridors.

4.27 The application accords with these objectives.

4.28 Policy E2 states that new employment development will be required to mitigate potential impact on housing and labour markets, and transport.

4.29 The proposed Section 106 Agreement, which is explained in more detail later, in the statement, contains a range of measures to mitigate the impact of the application.

Reading Borough Local Plan

4.30 The Reading Borough Local Plan was adopted in 1998.

4.31 Policy EMP1 allocates GreenPark for business, industry, storage and distribution. Development of the site will "normally be in accordance" with these principles.

4.32 Policy EMP3 sets out a number of criteria in which employment development is acceptable. These include that there should be no loss of residential land, the proposal is environmentally acceptable in terms of character and amenity, the level of vehicle traffic generated is acceptable and that planning benefits are provided. The proposal is not located on existing residential land, will enhance the existing site and will not impact on the adjacent natural environment. Any increase in vehicle traffic is mitigated by developer contributions towards public transport provision.

4.33 The Plan supports the provision of affordable housing (Policy HSG2) through planning contributions, acknowledging that the ability of proposals to provide affordable housing, and its scale and type, would be established through negotiation.

4.34 Policy TRN1 supports the provision of a balanced transport strategy for Reading relying on contributions to assist the Council's transport proposals in the wider Reading area. Policies 11A and 11B require that development is located to minimise the need to travel and should not have an adverse effect on the existing transport network. The provision of a high quality public transport service to and from Reading town centre is one part of the integrated approach to transport taken by the applicant throughout the development of GreenPark.

4.35 The proposal should be viewed in the light of the package of measures the applicant will provide through the Green Travel Plan, an increased public transport service and reduced on-site car parking (to the Council's current standards). This approach compliments (rather than conflicts with) the Council's Integrated Transport Strategy.

4.36 Policy TRN12 sets car parking standard for Use Class B1 of 1:25 sq m. However, the policy has been superseded by PPG13 and the draft Berkshire Structure Plan which supports B1 standards of between 1:30 and 1:100 sq m. The proposed ratio of 1:30 sq m linked to effective public transport and other sustainable travel measures accord with this advice.

4.37 In relation to environmental policies in the Plan, namely Policy NE4 and Policy KEY5, there would be little impact on the open spaces in the Kennet Valley, adjacent to the development. The proposed scheme will not intrude into the natural environment, but seek to enhance and improve the existing environment. The Park provides a natural landscape which creates new habitats for wildlife connecting into wildlife corridors through South West Reading. It is considered that there will only a small increase in the use of Kennet Meadows by Park employees that Policy LE13 on leisure activities seeks to protect and enhance.

4.38 Policy CUD14 requires buildings to be provided to a high standard of design, including high quality landscaping and car parking areas. Where traditional materials are not proposed schemes need to demonstrate that alternatives will fit into the surrounding townscape. Other items are the need to design with energy conservation and a safe and secure environment in mind.

4.39 The Council's Planning Brief for South West Reading states that new development should be of high quality design and materials and should respect the character of the surrounding area particularly where any development site adjoins land in the Kennet Valley. New development should incorporate opportunities to enhance, and where possible, create improvements in species diversity and create a landscape that integrates with the Kennet Valley.

5. Proposed Mitigation Measures

Employment

5.1 Albert Golding of Broadway Malyan has been working with the Prudential and Reading Borough Council preparing a skills and training strategy for the Borough.

5.2 Albert and Geoff Hamby of Quality Economic and Social Research have advised on the employment strategy for Plot 17.

Background

5.3 Our work in developing the Training & Employment Strategy for Reading Borough Council in 2001, and the Labour Market Impact analysis for Prudential in 2002, has enabled us to understand and clarify key issues which will impact on further development at Green Park.

5.4 Several key issues were identified in these studies. These include the fact that in 2001 there was a labour supply exceeding demand as the figure below indicates.

2001	Effective labour demand	Effective labour supply	Balance	Job seekers	Net commuting
Reading	**88**	**75**	**-13**	**4**	**-17**
West Berkshire	73	80	7	4	3
Wokingham	55	73	18	3	15
Greater Reading	**216**	**228**	**12**	**11**	**1**
Bracknell Forest	55	57	2	0	2
Slough	70	50	-20	2	-22
Windsor & Maidenhead	69	58	-11	4	-15
Berkshire	**410**	**393**	**-17**	**17**	**-34**
Rest of Thames Valley	466	478	12	13	-1
Thames Valley	**877**	**874**	**-3**	**30**	**-33**

5.5 Future projections about labour supply and demand are subject to many variables. It is expected that labour demand in Greater Reading will increase however over the next decade, although the scale of that increase is subject to scrutiny and debate.

5.6 In addition our work assumed that some 50% of the new employees required at Green Park would be graduates, many coming from the existing labour supply as well as attracting a greater in-commuting flow from London.

5.7 Recognising this important element of the Greater Reading Labour Market we supported the successful University of Reading Technology Institute programme, involving 4 other Universities in West London and the Thames Corridor, to provide a direct graduate labour supply route in the Green Park development.

5.8 We intend, therefore, to use this new initiative to attract a significant proportion of the estimated 970 employees required for the Plot 17 development. This is yet another example of Prudential proactively creating a sustainable employment development, which will also have significant broader benefits for the Greater Reading and Thames Valley economy.

5.9 Other issues relevant to the consideration of the Plot 17 development that have been identified in our studies in 2001 and 2002 include:

- A need to attract into, and reintroduce back into the labour market, over 11,000 job seekers estimated to be outside the Greater Reading labour market in 2001.
- The need to provide an attractive and integrated programme of training and employment for those residents most marginalised from the labour market.
- The provision of a clear progression employment pathway for local residents in order that they can maximise their career prospects in a booming labour market.
- To ensure that future commercial development is, as far as it can be, sustainable and/or demonstrates how it is assisting Reading wide employment sustainability.

5.10 We have been working closely with Reading Borough Council, the Berkshire Joint Structure Planning Unit, the TEA shop and Reading University to construct a range of employment and training programme, promoted by Prudential, to *make a difference* in the Reading, and Berkshire, employment sustainability debate. A range of mitigation measures have been developed of which the three most important are:

- The creation of an integrated data base for training and employment to maximise employment choice for local residents
- Supporting the University of Reading Technology Institute programme.
- The establishment of a Whitley TEA shop annexe to target some of the most deprived areas of Reading with focussed training and employment measures.

5.11 Both measures are extremely important for Reading Borough Council for different but interrelated reasons.

Reading Employment and Training Database

5.12 The need to establish this database was identified in the 2001 Reading Training & Employment Strategy. Reading had a number of separate and incremental training and employment programmes, which it was felt were sometimes duplicating provision and also

not providing a clear pathway for employment choice. This has in part been addressed, as recommended in our Training & Employment Strategy, with the opening of the new Town Centre TEA shop and the new partnership with Reading training and employment partners.

5.13 We have already supported the development of the new TEA shop through revenue funding from our existing Section 106 agreement on Green Park as well as initiating the development of a successful EQUAL bid, that brought in some £380,000 of European Union funding to support the TEA shop and other employment and training initiatives across Reading.

5.14 However there still exists a need to further support the TEA shop programme, and indeed the Technology Institute programme, by providing a computerised management information system linked to the employment needs of the main companies in Reading. This will strengthen the link between employment need and labour supply and enable 'customised training' to meet specific employer needs. Not only could this have important benefits for Green Park tenants in ensuring a well skilled and committed local labour force but could also assist in retaining Reading residents who currently commute from the town to seek employment.

5.15 Our proposed £50,000 contribution to the computerised data base will supplement funding secured through the Technology Institute programme to enable both the TEA shop and the University of Reading have the best quality computerised employment and training database in the UK. We will also assist, if required, in the formal commissioning of the technical work for the database by providing support on the development of the brief, the tendering process and award of contract.

5.16 Any measure, which keeps local residents working in the Reading area, will help to close the gap between labour supply and demand and assist the sustainability employment agenda. This should have a significant bearing on the way in which local planners view new commercial development.

The Whitley TEA Shop

5.17 The provision of a new TEA shop at Whitley has long been a high priority of Reading Council in order to provide employment to some of the most socially and economically deprived residents in Reading. The Whitley TEA shop therefore performs to critically important roles:

- It helps to secure an important political and officer objective of providing training and employment support to one of the most deprived areas of Reading.
- It assists in tackling one of the most important aspects of the employment sustainability agenda, that of increasing labour supply into the Reading employment market.

5.18 While recognising the need to support the TEA Shop network through the provision of the Whitley satellite, we also appreciate that there are other stakeholders in this process who will also benefit from the TEA Shop Network. It is a global resource. The TEA Shop will may allow us to attract a proportion of employees at Plot 17 that will not be graduate skilled.

5.19 Our commitment to providing a quality skilled workforce, with linked local employment, in Reading is a long term commitment to improve the overall 'well being' of local residents. Our contribution to facilitating the provision of the Whitley TEA shop must also be seen in the context of whatever contribution is provided by the preferred developer of the Whitley Estate PFI programme, as well as other Reading wide Section 106 contributions.

Construction Training Facility

5.20 The Prudential is also committed to providing a construction skills training facility at GreenPark. The facility is a joint proposal prepared by Reading College and the Prudential for the Construction Skills Training Facility. The facility would act as a satellite to the Faculty of Technology at Reading College.

5.21 There is a direct relationship between the Reading TEA initiative, which Reading College will be managing for Reading Borough Council, and the objectives, in terms of upskilling, training, and bringing the long term unemployed into employment, of Reading College. The facility also fits in with the aims of Central Government in ensuring minimum skill levels for all construction workers by 2003.

Transport

5.22 The advice on the location of new development is reinforced by the Planning Policy Guidance Note on Transport (PPG13), which was published in March 2001. The key aims of the guidance, which are reflected in the Reading Local Transport Plan, are set out in the introductory text, namely to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

5.23 Opportunities for development for travel intensive uses should be focused in locations with the clear potential to be well served by public transport. The guidance supports reduced parking requirements in locations which have good access to other means of travel and complementary traffic management measures.

5.24 The proposal may increase the demand on car use in the south Reading area. However, the site is well served by public transport and within walking distance of a range of amenities which will reduce the need to travel.

5.25 A commitment from the applicant to provide new contributions and extend the range of measures already provided at the Park, will increase access by public transport to the Park and improve the range of traffic management measures available.

5.26 The applicant proposes to extend and maintain the Green Travel Plan to include Plot 17, to encourage more car-sharing and the use of public transport, as well as increasing the

proportion of people walking and cycling for journeys to/from work. This is considered in more detail in the s106 Agreement.

5.27 One of the main contributions considered essential by the applicant is the extension of the existing frequent bus service along Longwater Avenue. It is proposed to progressively extend the present service to suitable temporary bus turning points to serve the development along Longwater Avenue as the remaining plots become occupied. When the consented development nears completion the bus service routes and timings will be reviewed with the Borough Council and the operator to ensure that GreenPark continues to be covered with an efficient and attractive service.

5.28 The applicant is also working in partnership with the Borough Council and Sustrans, the sustainable transport charity, to provide part of the National Cycle Network through GreenPark in order to continue the network link. The National Cycle Network currently provides 6,500 miles of cycling and walking routes throughout the UK. By 2005, this will be extended to 10,000 miles.

5.29 National Cycle Route 23 between Reading and the South Coast will pass through GreenPark and the applicant will facilitate a new direct cycle connection to Kybes Lanes, and the route to the south, from Longwater Avenue in conjunction with the development of Plot 17. The national designation of this route will raise the profile of the convenience of cycling between the centre of Reading and GreenPark and will encourage commuting by emphasising the good accessibility of the Park by cycle.

5.30 The applicant is willing to consider a more restrictive car parking standard than provided to date on the development, currently an average of 1:26 sq m, in accordance with national and regional planning guidance.

5.31 These measures will all be significant contributions to achieving the Borough Council's policy aims in managing travel demands in south Reading by capitalising on progress already made in pursuing Green Travel Plan aims, and provision for public transport and other alternatives to the private car for employees and visitors at GreenPark.

Affordable Housing

5.32 Regional and strategic policies require affordable housing to be linked to employment growth: RPG9 policy RE8 (which of the sides is set in the western policy area there should be a greater emphasis on affordable housing and development "hot spots" and Policy H4 (which requires that a range of housing tenures should be provided to meet all the needs of all sectors and create balanced communities and affordable housing should be provided to meet locally assessed need).

5.33 Draft Structure Plan Policy E2 (acceptability of employment development) requires that major employment development mitigates its impact on the demand for housing, labour and skills and specifically recognises the roles that contributions can make in employment schemes to increase the overall housing supply.

5.34 Policy EMP2 and the underlying objective of Policy HSG2 (affordable housing) of the local plan advises that proposals which give rise to such pressures or demand should mitigate these concerns.

5.35 The Borough Council has indicated that a contribution towards the general affordable housing objectives of the Council is required in order to mitigate the concerns relating to pressure on the housing market.

5.36 The Prudential recognise that an appropriate contribution towards the provision of affordable housing, or the direct provision of affordable housing are to the occupation of buildings on 500-600 Longwater Avenue, is appropriate.

5.37 The Prudential would wish to agree the detail of the mechanism for either making a contribution, or providing directly affordable housing, with the council in the Section 106 Agreement.

The Environment

5.38 Reflecting the high quality environments created within Phases 1 and 2, the outline application for Plot 17 embodies the principles of the high density commercial proposals of plot development.

5.39 The existing plot lies lower than Longwater Avenue and Phases 1 and 2. The plot is bounded by Smallmead road to the north, Kybes Lane to the southwest and Longwater Avenue to the east. This triangular site occupies a prominent position halfway along Longwater Avenue and has the existing Kybes Lane as the backdrop of the site.

5.40 The outline application proposes six independent and separately demisable buildings on individual plots, presenting faces towards Longwater Avenue and creating intimate courtyard arrival spaces as seen elsewhere on the Park.

5.41 Five buildings to the north of the site provide 17,340m² (186,652ft²) of B1 commercial office space, set over four storeys, and are proposed to enclose a central courtyard that provides for a quality hardscaped and landscaped setting. Car parking is provided at a rate of one space per 30m² of gross external area, excluding plantrooms and street/reception areas, and is proposed to be housed in deck car parking that could be constructed with the lowest floor 1.2m below ground level and the upper floor 1.2m above ground level, to minimise the impact of deck parking on the landscape. Visitor and disabled car spaces are proposed to be at grade in close proximity to building entrances.

5.42 A single building to the south of the site provides 5,200m² (55,974ft²) of B1 commercial office space, set over five storeys, and provides for a landmark building visible from the M4 corridor at the heart of the site, as well as providing a key building along Longwater Avenue.

5.43 The low lying land provides for the opportunity of undercroft car parking, constructed above flood level but concealed by the building platform over it, and with quality landscaping built up to and around the base of the building, obscuring views of the car park. Pedestrian access to the path network and bus stops directly serve the reception entrance area and a link to the pedestrian and cycle network is made to Longwater Avenue and all along the north

face of Plot 17 to Statutory Footpath No. 11, with new pedestrian/cycle only bridges linked to Smallmead road. Further pedestrian and cycle links have been proposed at the Kybes Lane and Longwater pinch point to provide even greater accessibility and permeability through this site. Bus stops in close proximity to the plot along Longwater Avenue also provide greater transport access to this plot.

5.44 Access off Longwater Avenue to the southernmost part of the site avoids any highway conflict, with opposite access points into Plot 3.

5.45 The outline application proposes a density of up to 30,000ft²/acre, with 242,530ft² of office space on an 8.01 acre (3.24ha) net developable plot within a 10.1 acre (4.08ha) gross plot. Landscaping is provided at a minimum of 30% coverage, in compliance with the standards set out elsewhere on Phases 1 and 2.

5.46 The undeveloped site to Longwater Avenue is proposed to provide a new cycle and pedestrian/service pathway that leads into each site.

5.47 The boundary to Longwater Avenue provides for culverts below the road, leading to Phases 1 and 2, along with a linear flood ditch adjacent to Longwater Avenue that can be culverted at road and pathway crossovers. The inclined banks either side are proposed to have quality estate landscaping of a minimum of 10m depth, to reflect the landscaped corridor created along Longwater Avenue to Phases 1 and 2.

5.48 The variety of office sizes provides for diversity across the Business Park, and allows for smaller scale commercial space to provide alternative business accommodation to that seen elsewhere on Phases 1 and 2.

5.49 The natural environment along Kybes Lane is maintained and enhanced alongside the opportunity to develop Plot 17 with existing mature and new planting envisaged to strengthen the tree screen. No impact to the open countryside beyond Kybes Lane and across the railway line is envisaged, since the development on Plot 17 is part of Phases 1 and 2 development area, situated within a single secure and self-contained triangular site with no need of impacting on the land west of Kybes Lane. Kybes Lane also provides for the natural boundary to any impact also on Plots 9 and 10 along the M4 boundary.

Summary

5.50 The applicant is satisfied that the proposal will not have a material impact on views of or the character of the surrounding open countryside. GreenPark provides a natural landscape which creates new habitats for wildlife and connects into wildlife corridors throughout South West Reading.

5.51 Demand for cyclists, pedestrians arising from the development will be adequately met by the existing, high quality network of footpaths and cycle ways (in accordance with Policy TRN4) within GreenPark, which link to footpaths and cycle ways in South Reading. The exceptionally attractive environment that has been created within GreenPark will provide an important source of recreation for employees on 500-600 Longwater Avenue.

6. Conclusion

6.1 GreenPark is already established as one of the leading locations in the Thames Valley, and arguably in Europe, for modern businesses.

6.2 The first phases of GreenPark, which comprise a total of about 220,000 sq m, are now well advanced. Over 100,000 sq m of space has been built and let. The landscape framework for GreenPark is well established, creating an exceptional environment for the employees on the site. The highway infrastructure is in place and the Park is already well served by high quality and frequent bus services to and from Reading town centre and Reading Station.

6.3 The Park's amenities are now being established on Plot 13, including a crèche, health and fitness centre, shops and restaurants, all within walking distance of the buildings on the Park, through the integrated footpath and cycle network.

6.4 An Occupier Forum is already in place, and active, implementing, amongst other initiatives, the Travel Plan for GreenPark, and actively progressing aspects of the Reading Training & Skills Strategy, which was prepared by Reading Borough Council, working alongside the Prudential, who contributed towards the initial research which was undertaken by Broadway Malyan.

6.5 GreenPark is already established as a first class working environment for modern businesses, attracting companies such as Cisco, Logica, Veritas, who have established European headquarters and research and development functions on the Park.

6.6 GreenPark has already created new habitats for wildlife. Over 50 species of birds have already been recorded on the Park.

6.7 The application site:

(i) is located within the allocation of employment land in South Reading within the adopted Reading Borough Local Plan, Policy EMP1, and within the boundary of the existing outline planning permission for GreenPark (reference 85/TP/690);

(ii) is within the existing Settlement Boundary, as defined in the Proposals Map of the Adopted Reading Borough Local Plan;

(iii) has an extensive frontage to Longwater Avenue, which is one of the main spine roads through GreenPark and is already an important public transport route, with high quality double-decker bus services to Reading town centre, and Reading station every 7 minutes throughout the working day. The bus services will be extended to the full length of Longwater Avenue, and there will therefore be bus stops within 100m of all of the buildings at 500-600 Longwater Avenue;

(iv) is opposite 200, 250 and 350 Longwater Avenue, which are in various stages of completion and Cisco are considering various options for occupation as part of its European headquarters;

(v) is bounded to the north by Smallmead Road, and the line of Willows which form one of the main landscape features running east/west through the Park, along which is

located one of the main footpaths and cycle routes. The western boundary of the site is formed by Kybes Lane, which is on an embankment, physically enclosing the site; and

(vi) has been the subject of enabling works related to GreenPark. It also forms part of the agreed flood storage for GreenPark. As part of the proposals, as explained in the Flood Risk Assessment, an alternative area for flood storage will be designated to the north, as an extension of the existing Trout Lakes. The boundary of the proposed flood storage area is identified on the site location plan.

6.8 In summary, the site is exceptionally well integrated with the established GreenPark, capable of being connected seamlessly to the public transport and footpath and cycle networks through the Park. It will also be embraced within the established Travel Plan and employment and skills strategies and other initiatives being implemented by the Prudential, in partnership with Reading Borough Council at GreenPark.

6.9 The Prudential estimate that the existing buildings, and remaining plots, will be built out and fully occupied by about 2005. 500-600 Longwater Avenue would provide an additional six buildings, with a capacity of about 23,000 sq m. This will provide additional flexibility in meeting the requirements of businesses seeking to expand within GreenPark, or move onto the Park over the next 3 to 4 years. Even allowing for the slowdown in the rate of take-up of buildings over the past 12 months, following the exceptional level of demand experienced between 1998 and 2001, 500-600 Longwater Avenue will be required to meet demand from businesses over the period, up to about 2006.

6.10 The proposal is expected to complement rather than hinder any other planned locations for major commercial development in Greater Reading, particularly in the town centre and Reading Gateway.

6.11 The proposal will assist in balancing the commercial needs of the area against the management of growth in the economy by:

- making the maximum use of existing resources, including previously used land, by locating additional commercial development adjacent to existing in a natural extension to GreenPark;
- creating partnerships between businesses and the community;
- investing in enhancing public transport provision and cycleways and facilitating interchange between different modes of transport, offering alternatives to the private car, to assist in a sustainable transport strategy;
- reducing barriers to the local labour supply, and enabling local residents to participate in the local employment market access; and
- facilitate the provision of affordable housing.

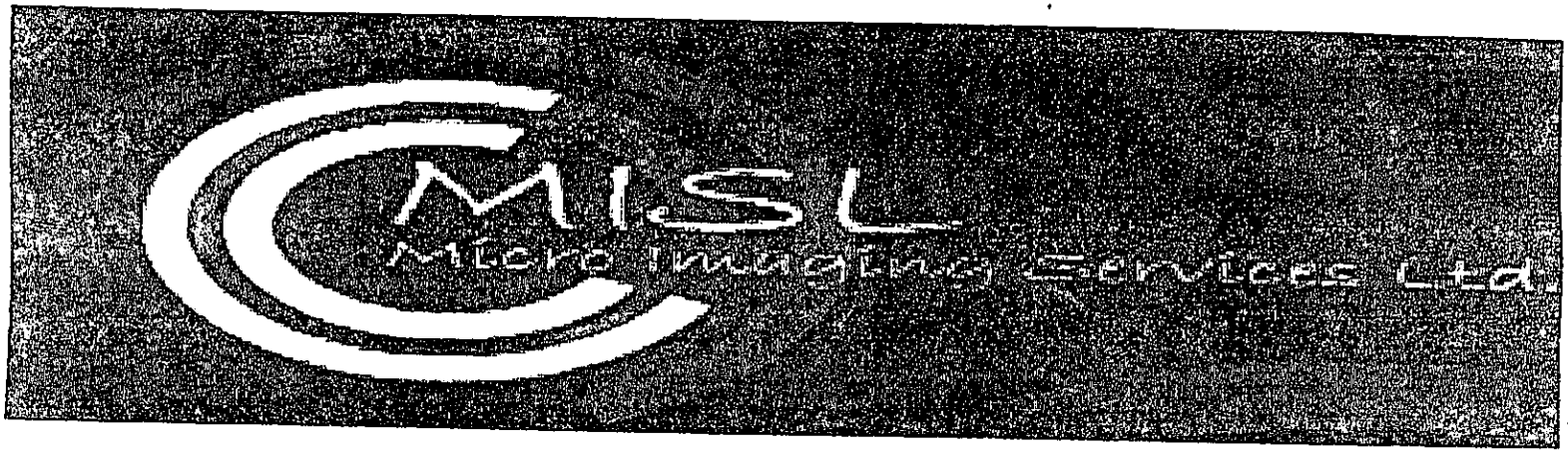
6.12 To conclude, the site is ideally suited to accommodating B1 development of the scale proposed, provided that an appropriate range of measures are introduced in parallel with the occupation of the development to mitigate any potential implications for the labour and

housing markets within Reading, and to ensure the development contributes towards the sustainable transport strategy which is already being established at GreenPark.

6.13 The applicants would welcome further discussions with Reading Borough Council and other consultees to conclude the s106 Agreement and clarify and resolve any issues arising from the application.

Drivers Jonas
October 2002

THE FOLLOWING SCANNED IMAGES
ARE DOCUMENTS OF BAD QUALITY
OR ARE PHOTOCOPIES.



FOR THIS REASON THEY MAY
APPEAR UNREADABLE ON SCREEN



DRIVERS
JONAS

WORK SHEET FOR : Kerrin Lithgow

Application Number : CON/2002/7900

Applicant : Prudential Assurance Co Ltd C/O Drivas Jonas.

Location : 500 - 600, Longwater Avenue, Green Park, Reading.

Proposal : Consultation from Reading BC on outline application for the development of 22,540 sq m of B1 (a) & (b) floorspace, car parking , landscaping and related works.

Site Notice Displayed ? :	YES	NO	DATE
			No.

Date of Neighbour Notifications : .....

Date of Site Visit : 13th November 2002.

Date Registered : 28/10/2002

Earliest Date for Decision : 18/11/2002

Latest Consultation Date/Site Notice Expiry Date : 18/11/2002

This application will have expired on: 25/11/2002. You need to make a decision 1 day prior to this date for this application to count as determined in less than 8 weeks.

Consultation Responses :

Planning Issues :

Application Number: CON/2002/7900

Appraisal :

Recomendation : Approval: ☐ **Refusal:** ☐
(tick appropriate box)

Application Number CON/2002/7900
Conditions/Reasons for Refusal

No	Std Con	Std Reas	Non Std Conditions / Reasons for Refusal

RECORD OF SITE VISIT

SITE ADDRESS: 500 - 600 Longwater Avenue Green Park Reading.

APPLICATION NUMBER: CON/2002/7900

OFFICER: Kerrin Lithgow

DATE OF SITE VISIT: 13/11

1 SITE/STATUTORY NOTICE DISPLAYED ? No.

2. DESCRIPTION OF SURROUNDINGS Green Park commercial buildings Rural other side of Kybes Lane.

3. DESCRIPTION OF SITE/BUILDING
Topsoil currently removed. Trees on Kybes Lane - quite extensive screening in summertime (at present without foliage).

4. RELATIONSHIP TO ADJOINING PROPERTIES
Cottages other side of Kybes Lane - to check on consultation? Will be easily able to view site - particularly Unit 1.

5. SITE CONSTRAINTS

TREES Bank of trees against Kybes Lane

ACCESS/PARKING Flat site, access not going to be off Kybes Lane (construction traffic will possibly be off there).

LEVELS Flat.

BOUNDARY TREATMENT Trees.

OTHERS

ADDITIONAL NEIGHBOUR CONSULTATION SHEET

APPLICATION NUMBER: CON/2002/7900
CASE OFFICER: Kerrin Lithgow

ADDRESS OF ADDITIONAL NEIGHBOUR CONSULTATION	NUMBER OF DAYS FOR RESPONSE	DATE LETTER ISSUED (for Admin use)

CONDITION MONITORING RECORD SHEET

APPLICATION NO: **CON/2002/7900**
CASE OFFICER: **Kerrin Lithgow**
SECTION 106 AGREEMENT Yes ☐ No ☐

STAGE OF DEVELOPMENT	CONDITION NUMBER	DATE CONDITION DISCHARGED	DATE COMPLIANCE OBSERVED	DATE BREACH OBSERVED
PRIOR TO COMMENCEMENT				
COMMENCEMENT				
DURING CONSTRUCTION				
COMPLETION				

S. 106 Heads of terms for Green Park CON/2002/7900.

1. Upon issue of planning permission for the Plot 17 development to pay the sum of £50, 000 to be applied by the Council towards the establishment of a satellite training and enterprise facility at Whitley
2. Upon commencement of Plot 17 development to pay the sum of £75,000 to be applied by the Council towards the establishment of a skills and vacancies database, subject to the Reading Technology Institute not having already provided this and subject to the agreement that a brief for the database and the Council seeking a competitive tender
3. To extend the existing GreenPark Employment and Training Initiatives (provide for in accordance with previous GreenPark Section 106 agreements) to Plot 17
4. To extend the existing Green Travel Plan to include Plot 17, submit the extended plan to the Council for its written approval and implement it
5. To provide at least 15 affordable housing units in Reading, or, at Prudential option, to pay an equivalent commuted some to the Council for such purposes, to be paid on occupation of 50% of the permitted floorspace within Plot 17
6. To provide a bus route facility to Plot 17, equivalent to that provided to the rest of GreenPark, for a period of five years or at Prudential's option to make a contribution of up to £280,000 towards such a facility
7. To make a contribution of up to £70,000 towards the proposed study into the possibility of mass rapid transit for Reading
8. The Council is to carry out an complete the housing study (which is already funded by virtue of GreenPark Section 106 agreements) within a specified timescale and is to include in the Housing Study the possibility of "mini-pods" being built at GreenPark
9. Provision of cyclelink (phasing to be agreed) along Longwater Avenue linking to Kybes Lane