

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO. 10

PLANNING APPLICATIONS COMMITTEE: 18 July 2018

Ward: Battle

App No.: 180319/FUL

Site Address: Battle Hospital Site, Portman Road, Reading,

Proposal: Application for 211 dwellings with associated access, cycle path provision, parking, landscaping and open space provision, following demolition of existing buildings (amended description).

Applicant: Bellway Homes Ltd (Thames Valley)

Date valid: 2 February 2018

Target Determination Date: 28 September 2018 (agreed extension)

26 Week Date: 21 August 2018

RECOMMENDATION

Delegate to Head of Planning, Development and Regulatory Services to:

i) GRANT Full Planning Permission, subject to the satisfactory completion of a S.106 legal agreement to secure:

1. Affordable Housing

a) To secure 50 (fifty) dwellings, as Affordable Housing within the site as shown on submitted drawing 031610-BEL-TV-06 'Tenure Plan', received 5 July 2018 and as follows:

- 14 (fourteen) houses (plots 26,27,28,29,30,31,32,33,34,36,37,38,39 and 40) as Social Rent tenure.
- 11 (eleven) flats, all units in 'Block 5', as Affordable Rent tenure.
- 17 (seventeen) flats, all units in 'Block 4', as Shared Ownership tenure.
- A further eight houses (Plots 19,20,21,22,23,24,25 and 35) as Shared Ownership tenure.

The 11 Affordable Rent units (Block 5) to be provided prior to first occupation of the 75th market housing unit, with the remaining Affordable units to be provided prior to first occupation of the 150th dwelling on site.

b) In the event that a Registered Provider is not secured for the provision of the Affordable Housing, the Units to be offered to the Council to be provided by the Council as Affordable Housing.

c) In the event that an Affordable Housing provider is not secured. The developer to pay to the Council the sum equivalent to 12% of the Gross Development Value of the development for provision of Affordable Housing elsewhere in the Borough. To be calculated (the mean average) from two independent RICS valuations to be submitted and agreed by the Council prior to first occupation of any Market Housing Unit. To be paid prior to first occupation of any Market Housing Unit and index-linked from the date of valuation.

2. Highways:

i) The sum of £54,000 (fifty four thousand pounds) towards provision by the Council of a cycleway link from the site to Cow Lane roundabout along the southern verge of Portman Road and highway improvement works at the Cow Lane roundabout junction. Payable prior to commencement and Index-linked from the date of permission

ii) To enter into a s.278 agreement to carry out the off-site highway works to (a) form

the junction of the site with Portman Way and (b) provide pedestrian links to Portman Way/Valentia Road within adopted Highway land as shown on approved Hard Landscape Boundary Treatment and 'Access Inset' drawings. Works to be completed in accordance with a timetable to be agreed.

iii) To secure works on-site to integrate with adjacent highway land - removal of existing fences, provision of pedestrian links to Portman Way/Valentia Road as shown on approved Hard Landscape, Boundary Treatment and Access Inset plans. Prior to first occupation, or timetable agreed in writing prior to first occupation.

iv) A contribution of £7,500 (seven thousand five hundred pounds) (index linked from date of permission) towards Traffic Regulation Order to introduce parking controls within the site (and requirement for private parking enforcement if unadopted). Parking to be in dedicated parking bays only.

3. Open Space:

i) provision prior to first occupation of the Public Open Space, including Locally Equipped Area of Play (LEAP) on site in accordance with approved drawings, subject to detailed design of play equipment and maintenance strategy being submitted for approval prior to first occupation, POS and LEAP to be maintained as approved, in good repair, and accessible to members of the public, at all times thereafter.

ii) To pay the sum of £160,000 (one hundred and sixty thousand pounds) towards improvements to Portman Road NEAP (including ongoing maintenance) prior to commencement. Index-linked from date of permission.

4. Employment Skills and Training Plan for the construction phase (including monitoring fee), or payment in lieu of a plan (£2,500 x Gross internal floor area of scheme (22,724 m²) / 1000m²) = £58,938 (fifty eight thousand nine hundred and thirty eight pounds). The Plan, or payment in lieu, to be provided at least one month prior to commencement. Payments to be index-linked from the date of permission.

5. Public Art

a) To secure the provision of Public Art (sculpture or equivalent physical artwork) to the value of £25,000 (twenty five thousand pounds) (index linked from date of permission) prior to occupation of the 190th dwelling.

b) The design of the Public Art shall be submitted to the Council for approval in writing prior to installation.

c) If the Owner and Developer are unable to provide the Public Art, to pay £25,000 (twenty five thousand pounds) (Index linked from date of permission) to the Council prior to Occupation of the 190th dwelling to fund a piece of art within the site, or on public land within Battle Ward.

(The S106 to be subject to such terms and conditions that the Head of Legal and Democratic Services considers appropriate and in the best interests of the Council.)

And

Subject to conditions to include the following:

(pre-commencement conditions labelled '(PC)')

1. Full details of external materials to be submitted for approval in accordance with those submitted (PC - **excepting demolition**).

2. Construction and Demolition Method Statement - Highways, noise, dust and bonfires. (PC)

3. DC2 - Vehicle accesses, roads, footpaths and cycleways within site to be provided in accordance with approved plans and in accordance with full technical details and a timetable that shall have been submitted to and approved in writing by the Local Planning Authority. (PC - **excepting demolition**).

4. SUDS - Full details in accordance with submitted strategy to be submitted prior to commencement (excepting demolition). Provision prior to first occupation. (PC -

- excepting demolition)
5. L2A Landscaping - Notwithstanding details shown on approved drawings, full details of soft landscaping to be submitted including timetable for implementation - to include tree pit details and wildlife-friendly planting **(PC - excepting demolition)**
 6. L2B Landscaping - Implementation in accordance with timetable.
 7. L3 - Landscaping maintenance (replacement of failed landscaping) - 5 years
 8. L5 - Landscaping Management Plan (10 year) for all communal landscaped areas to be submitted **(PC - excepting demolition)**
 9. L6 Arboricultural Method Statement and Tree Protection Plan for all trees not shown as being removed **(PC)**
 10. Hard Landscaping and Boundary Treatment to be provided in accordance with approved details. In accordance with a timetable that shall have been submitted for approval prior to commencement. **(PC-excepting demolition)**
 11. Biodiversity Enhancements to include bird and bat boxes/bricks and other measures outlined in submitted Ecological Report ref. ECO5108 and a timetable for their provision. **(PC - excepting demolition)**
 12. Acoustic fence to southern boundary - details to be submitted for approval and designed such that the indoor ambient noise levels at nearest receptors do not exceed the values detailed in Table 4 of BS 8233:2014. Approved fence installed prior to first occupation of dwellings at Plot numbers 1 to 25 and maintained as approved at all times thereafter. **(PC - excepting demolition)**
 13. Water Infrastructure - Development shall not commence until a drainage strategy detailing all on and off site drainage works has been submitted to, and approved in writing by, the local planning authority, in consultation with the sewerage undertaker (Thames Water). All drainage works referred to in the approved strategy shall be provided before first occupation of any part of the development. **(PC - excepting demolition)**
 14. Contaminated Land - Site Characterisation report to be submitted for approval **(PC - excepting demolition)**
 15. Contaminated Land - Submission of Remediation Scheme to be submitted, including a timetable for implementation and for validation reporting **(PC - excepting demolition)**
 16. Contaminated Land - Implementation of Remediation Scheme in accordance with timetable. Validation reporting in accordance with timetable.
 17. Contaminated Land - Reporting of unexpected contamination.
 18. Land Gas - Site investigation and characterisation. **(PC - excepting demolition)**
 19. Land Gas - Remediation Scheme to be submitted for approval including a timetable for implementation and for validation reporting **(PC - excepting demolition)**
 20. Land Gas - Implementation in accordance with approved timetable - Validation reporting in accordance with timetable.
 21. Details of all external lighting to be submitted for approval, including a timetable for its provision. (Ecology, residential amenity, safety) **(PC - excepting demolition)**
 22. SU1 Evidence (Design Stage Standard Assessment Procedure) that 50% of the dwellings will achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in The Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). **(PC - excepting demolition)**
 23. SU2 Evidence (As Built Standard Assessment Procedure) that 50% of the dwellings as identified at Design Stage Assessment have achieved a minimum of a 19% improvement in the Dwelling Emission Rate over the Target Emission Rate to be submitted for approval prior to first occupation of the dwelling to which it relates.
 24. Electric Vehicle Charging points to be provided in accordance with submitted strategy in Technical Note JDW/ITB12282-008A TN dated 30 May 2018 - prior to first occupation of the dwellings to which they relate.
 25. No construction above ground floor slab level shall take place until details of the means by which the dwellings hereby approved are to be provided with superfast broadband connectivity have been submitted to and approved in writing by the LPA. Each dwelling

- shall be enabled to host Superfast Broadband in accordance with the approved details prior to its occupation.
26. Windows shown as obscure glazed on approved plans to be obscure glazed and non-openable (below 1.7 above floor level) prior to first occupation.
 27. Floor levels of all dwellings to be as detailed on approved drawing 16-361/007 Rev. E Preliminary Levels (above modelled flood level of 39.04 metres AOD in accordance with submitted FRA addendum dated 13 June 2018).
 28. SUDS implementation and future maintenance.
 29. Noise insulating glazing and mechanical ventilation equipment shall be installed in accordance with the specifications recommended within the acoustic assessment submitted with the application (Ian Sharland Limited, 19th February 2018, ref M3965-01) prior to first occupation of each dwelling to which they relate.
 30. DC1 - Vehicle parking to be provided in accordance with approved plans prior to first occupation of the dwellings to which they relate.
 31. DC5 - Bicycle Parking - details, to be submitted for approval prior to commencement and to be provided in accordance with approved details prior to first occupation of dwellings to which they relate.
 32. DC6 - Refuse bin storage - to be provided in accordance with approved details prior to first occupation of the dwellings to which it relates.
 33. Standard hours of demolition and construction.
 34. Vegetation clearance and building demolition outside the bird nesting season. Or if this cannot be avoided, the areas to be surveyed by qualified ecologist immediately prior to works. No works to disturb active nests where present.
The garage buildings and car ports hereby permitted shall not be occupied at any time other than for purposes ancillary to the use of the dwelling to which they relate.
 35. PD Rights removal - Extensions and outbuildings (Part 1 Classes A, B and E).

Informatives

1. Positive and Proactive Approach
2. Groundwater management during construction (Thames Water)
3. S106
4. CIL

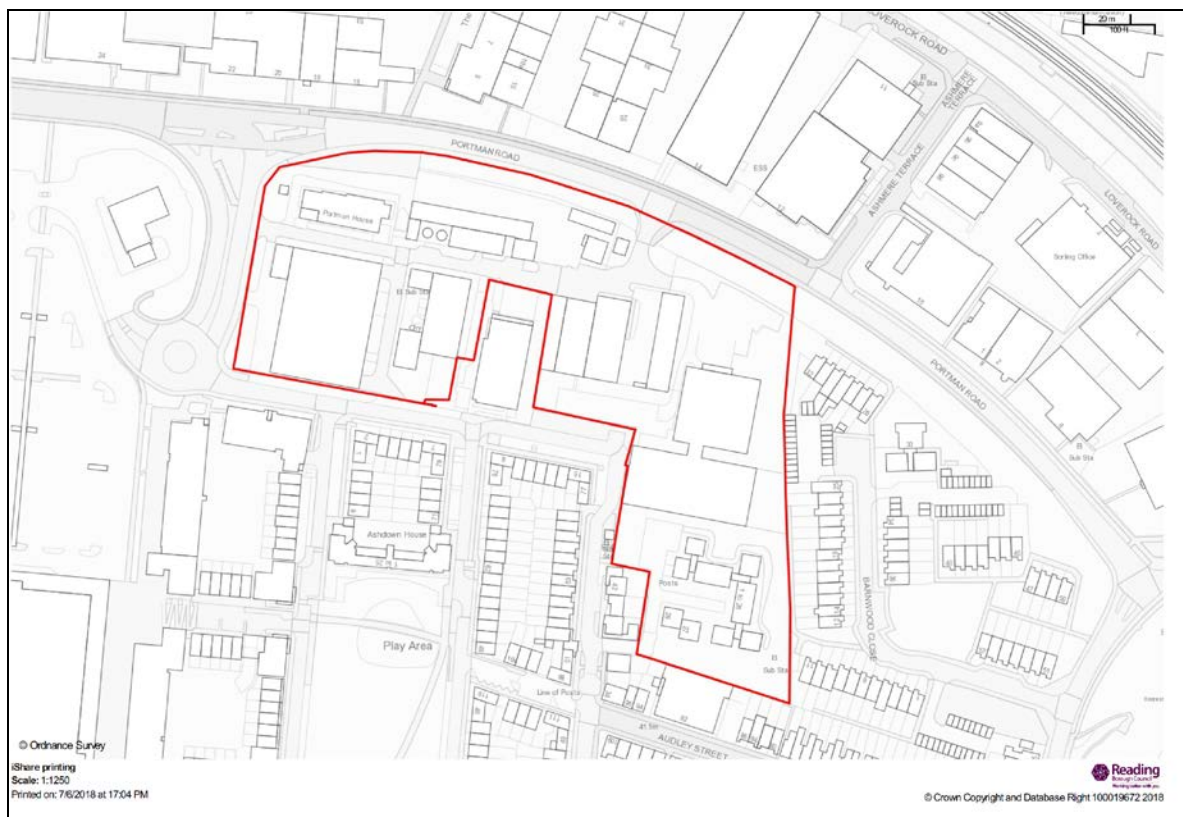
Or

ii) to REFUSE permission should the S106 legal agreement not be completed by 28 September 2018, unless the Head of Planning, Development and Regulatory Services agrees to a later date for completion of the agreement.

1. INTRODUCTION

- 1.1 The application site comprises the remnant of the former Battle Hospital and comprises a medical facility consisting of various functions including NHS offices (disused), storage, medical waste treatment and ambulance maintenance. A block of nurses' accommodation is located at the southern tip of the site, which is currently unoccupied. The last lawful use appears to be a C2 hospital use notwithstanding the subdivision of the Battle Hospital Site.
- 1.2 The site is located to the southern edge of Portman Road with the mainline railway beyond to the north. The site is bounded by Portman Way and Valentia Road to the south. The former Battle Hospital site lies beyond and is now redeveloped as housing. A large supermarket lies to the west. A commercial building backs onto the site at 90-92 Audley Street, in use as a welding workshop.

- 1.3 The site is currently accessed via a temporary road from Portman Road. Various smaller accesses exist around the perimeter, blocked by fencing.
- 1.4 Trees subject to a TPO exist within the site, notably those around the north and western perimeter. A large Birch tree exists to the south of the nurses' accommodation block.
- 1.5 The site is within Flood Zone 2 (between 1 in 100 and 1 in 1000 year probability of flooding).
- 1.6 The site is allocated for housing under Policy SA8f "Part of Former Battle Hospital, Portman Road" in the adopted Sites and Detailed Policies Document 2012 (altered 2015) and as "WR3i Part Of Former Battle Hospital, Portman Road" in the Submission Draft Local Plan 2018



Site location plan - not to scale



Site Photograph

2. RELEVANT PLANNING HISTORY

- 2.1 **06/00011/FUL** (new ref.051348/FUL) Erection of 434 no. dwellings and health care/social care/community care facility with associated car parking, open space, landscaping and new access arrangements. Approved
- 2.2 **111609/VARIAT** - Variation of condition 13 for planning permission 06/00011/FUL for Erection of 434 no. dwellings and health care/social care/community care facility with associated car parking, open space, landscaping and new access arrangements. Approved
- 2.3 **170256/PRE** - Pre-application Enquiry for Residential Development of 222 dwelling (flats and houses). **Observations Sent**
- 2.4 **180261/SCR** - Screening opinion request - Residential development of approximately 215 dwellings, with associated access, parking, landscape and open space provision following demolition of the existing buildings. Screening Opinion Adopted - **Environmental Statement not required.**

3. PROPOSALS

- 3.1 Full planning permission is sought for the demolition of all existing buildings within the site and the erection of houses to the southern side of the site with blocks of flats arranged around the northern and western perimeter.
- 3.2 The proposed residential accommodation is as follows:
 - 45 no. 1-bed flats
 - 105 no. 2-bed flats
 - 14 no. 3-bed flats
 - 1 no. 2-bed 'coach house' (flat above parking spaces)
 - 46 no. 3-bed houses

- 3.3 A sole vehicular access is proposed from Portman Way at the southern boundary of the site, close to the junction with Battle Square.
- 3.4 Pedestrian accesses are proposed around the perimeter linking to Portman Road, Portman Way and Valentia Road.
- 3.5 The proposals have been amended during the course of the application, including changes to the layout.

CIL

- 3.6 Based on the figures and table of existing buildings provided by the Applicant the relevant Gross Internal Area floorspace to be demolished is 6,611.12 sqm. The open sided 'Canopy' is excluded as per the RICS guidance. Portman House and Former Laundry are also excluded as they have been vacant for more than 3 years.
- 3.7 Based on the current stated floor area of 22,724 sqm GIA, the proposals would result in a basic Community Infrastructure Levy charge of £2,373,266.09 [two million, three hundred and seventy three thousand, two hundred and sixty six pounds and nine pence], based on the current 2018 rate of £147.29 per square metre. This is subject to the usual exceptions and reliefs that exist in the CIL Regulations. This gives an indication of the likely CIL outcome but is provided without prejudice to further examination of the CIL application by the Council.

- 3.8 Information Submitted with the Application:

Drawings:

Topographical Survey S616/0334/P/001

Topographical Survey S616/0334/P/002

Topographical Survey S616/0334/P/003

031610-BEL-TV-01 Rev.B Presentation Layout (dated 5 July 2018)

031610-BEL-TV-02 Rev.B Supporting Layout (dated 5 July 2018)

031610-BEL-TV- Rev.B Storey Heights Layout (dated 5 July 2018)

031610-BEL-TV-04 Rev.B Unit Type Layout (dated 5 July 2018)

031610-BEL-TV-05 Location Plan

031610-BEL-TV-06 Tenure Layout (dated 5 July 2018)

031610-SS01 Street Scene 01

031610-SS02 Street Scene 02

031610-SS03 Street Scene 03

031610-A-E1 Rev.A House Type A - Proposed Elevations

031610-A-P1 House Type A - Proposed Floor Plans

031610-B-E2 Rev.A House Type B - Proposed Elevations

031610-B-P1 House Type B - Proposed Floor Plans

031610-B-E3 Rev.A House Type B - Proposed Elevations

031610-B-P2 House Type B - Proposed Floor Plans

031610-C-E1 Rev.A House Type C - Proposed Elevations

031610-C-E2 Rev.A House Type C - Proposed Elevations

031610-C-P1 House Type C - Proposed Floor Plans

031610-C-E3 Rev.A House Type C - Proposed Elevations

031610-C-P2 House Type C - Proposed Floor Plans

031610-C-E4 House Type C - Proposed Elevations

031610-C-E5 House Type C - Proposed Elevations

031610-C-P3 House Type C - Proposed Floor Plans

031610-D-E1 House Type D - Proposed Elevations

031610-D-P1 House Type D - Proposed Floor Plans

031610-F224-E1 Rev.A House Type F224 - Proposed Elevations

031610-F224-P1 Rev.A House Type F224 - Proposed Floor Plans

031610-T326-E1 Rev.A House Type T326 - Proposed Elevations

031610-T326-E2 Rev.A House Type T326 - Proposed Elevations

031610-T326-P1 House Type T326 - Proposed Floor Plans

031610-T326-E3 Rev.A House Type T326 - Proposed Elevations

031610-T326-P2 House Type T326 - Proposed Floor Plans

031610-T326-E4 Rev.A House Type T326 - Proposed Elevations

031610-T326-P3 House Type T326 - Proposed Floor Plans

031610-T326-E7 House Type T326 - Proposed Elevations

031610-T326-P6 House Type T326 - Proposed Floor Plans

031610-B1-E1 Rev.A Apartment Block 1 - Proposed Elevations

031610-B1-E2 Rev.A Apartment Block 1 - Proposed Elevations

031610-B1-E3 Rev.A Apartment Block 1 - Proposed Elevations
031610-B1-E4 Rev.A Apartment Block 1 - Proposed Elevations
031610-B1-E5 Rev.A Apartment Block 1 - Proposed Elevations
031610-B1-E6 Rev.A Apartment Block 1 - Proposed Elevations
031610-B1-E7 Rev.A Apartment Block 1 - Proposed Elevations
031610-B1-P1 Apartment Block 1 - Proposed Floor Plans
031610-B1-P2 Apartment Block 1 - Proposed Floor Plans
031610-B1-P3 Apartment Block 1 - Proposed Floor Plans
031610-B1-P4 Apartment Block 1 - Proposed Floor Plans
031610-B1-P5 Rev.A Apartment Block 1 - Proposed Floor Plans
031610-B1-P6 Rev.A Apartment Block 1 - Proposed Floor Plans
031610-B2-E1 Rev.A Apartment Block 2 - Proposed Elevations
031610-B2-E2 Rev.A Apartment Block 2 - Proposed Elevations
031610-B2-P1 Apartment Block 2 - Proposed Floor Plans
031610-B2-P2 Apartment Block 2 - Proposed Floor Plans
031610-B2-P3 Apartment Block 2 - Proposed Floor Plans
031610-B2-P4 Rev.A Apartment Block 2 - Proposed Floor Plans
031610-B3-E1 Rev.A Apartment Block 3 - Proposed Elevations
031610-B3-E2 Rev.A Apartment Block 3 - Proposed Elevations
031610-B3-P1 Apartment Block 3 - Proposed Floor Plans
031610-B3-P2 Apartment Block 3 - Proposed Floor Plans
031610-B3-P3 Apartment Block 3 - Proposed Floor Plans
031610-B3-P4 Rev.A Apartment Block 3 - Proposed Floor Plans
031610-B4-E1 Rev.A Apartment Block 4 - Proposed Elevations
031610-B4-E2 Rev.A Apartment Block 4 - Proposed Elevations
031610-B4-P1 Apartment Block 4 - Proposed Floor Plans
031610-B4-P2 Apartment Block 4 - Proposed Floor Plans
031610-B4-P3 Apartment Block 4 - Proposed Floor Plans

031610-B4-P4 Rev.A Apartment Block 4 - Proposed Floor Plans
031610-B5-E1 Rev.A Apartment Block 5 - Proposed Elevations
031610-B5-E2 Rev.A Apartment Block 5 - Proposed Elevations
031610-B5-P1 Apartment Block 5 - Proposed Floor Plans
031610-B5-P2 Apartment Block 5 - Proposed Floor Plans
031610-B5-P3 Rev.A Apartment Block 5 - Proposed Floor Plans
031610-GAR01 Garage Type 1 - Floor Plan and Elevations
031610-GAR02 Garage Type 2 - Floor Plan and Elevations
031610-SH01 Private Cycle Shed - Floor Plan and Elevations
031610-SEC01 Site Sections
031610-SEC02 Site Sections
031610-SEC-03 Site Sections dated 30 May 2018
6381/ ASP9.1 Boundary Treatment Plan 1of3 Rev.B
6381/ ASP9.2 Boundary Treatment Plan 2of3 Rev.B
6381/ ASP9.3 Boundary Treatment Plan 3of3 Rev.B
6381/ ASP9.0 Boundary Treatment Overview Rev.B
6381/ ASP5.1 Rev.D Hard Landscape Plan 1of3
6381/ ASP5.2 Rev.D Hard Landscape Plan 2of3
6381/ ASP5.3. Rev.D Hard Landscape Plan 3of3
6381/ ASP5.0 Rev.D Hard Landscape Overview
6381/ ASP4.1 Rev.D Planting Plan 1of3
6381/ ASP4.2 Rev.D Planting Plan 2of3
6381/ ASP4.3 Rev.D Planting Plan 3of3
6381/ ASP4.0 Rev.D Planting Plan Overview
6381/LM/ASP7 Rev.D Landscape Masterplan
6381/ PS/ ASP6 Rev.D - Open Space and Play Details
6381 / ASP8.1 Rev. D Access Inset 1
6381 / ASP8.2 Rev. D Access Inset 2

16-361/007 Rev. E Preliminary Levels

ITB12282-GA-012 Proposed Footway/Cycleway Crossing

Documents

Air Quality Assessment ref. 21613 - BHPortmanWay(A).9 Rev.3

Ecological Assessment ref. 5108-EcoAp.vf/LN/DS

Flood Risk Assessment 16-361, 16 February 2018

Flood Risk Assessment Addendum 16-361 Flood Risk Addendum No.1 - June 2018

Flood Risk Assessment Evacuation Plan ref. Figure 130

Noise Assessment ref. M3965-01, 19 February 2018

Light Report

Geo-environmental Site Assessment ref. 28916-R01(00)

Travel Plan ref. JDW/ZB/RS/ITB12282-006A R

Transport Assessment Ref: ZB/JDW/ITB12282-005B R

Statement of Community Involvement January 2018

Planning Statement ref. RW/09116/S001rw

Arboricultural Impact Assessment 9404_AIA.001 Rev.A

Revised CIL Information Form received 7 June 2018

Design and Access Statement 031610-BEL-TV February 2018

4. CONSULTATIONS

RBC Transport

4.1 The site is located to the west of Reading Town Centre and to the north-west of Reading West railway station and forms part of the former Battle Hospital site. The majority of the Battle Hospital site has already been developed for housing and a Tesco Superstore.

4.2 This remaining parcel of land includes a number of hospital and service buildings which are surplus to requirements. Of these buildings, the Synergy Health Sterilisation Service (SHSS) building will be retained for the time being.

4.3 Given the proposal is for the provision of 211 dwellings the application has been accompanied by a Transport Assessment:

Trip Rates and Network Assessment

4.4 To ascertain the existing and proposed number of trips a combination of site surveys and information from the Trip Rate Information Computer System (TRICS) has been provided. This approach was agreed at the pre-application stage.

Existing Use

4.5 The site is currently made up of a number of occupied and non-occupied buildings; comprised of store rooms, vehicle maintenance & storage, Ambulance service, Synergy sterilisation unit and Nurse's accommodation (totalling some 7,983sqm).

- 4.6 To establish the existing trip generation on the site a survey has been undertaken and has been deemed acceptable. However, the Synergy Health Sterilisation Service is to be retained and as such the net traffic impact comparison will not include traffic associated with this building, these trips will however be reassigned from the Portman Road access to the new Portman Way access.
- 4.7 To establish the exact existing trip generation of the Synergy Health Sterilisation Service TRICS data has been used. The applicants have used trip rates associated with an Industrial Unit and this has been deemed acceptable given that an assessment as an Office would result in an increased trip rate which would subsequently increase the base flows.
- 4.8 The assessment of the nursery accommodation which has extant permission has been assessed using TRICS and this has been deemed acceptable.
- 4.9 The existing trip generation for the site can be found below:

Time	AM Peak			PM Peak		
	In	Out	Two-Way	In	Out	Two-Way
Existing Traffic Generation	10	10	20	4	2	6
Nurses Accommodation (Extant Permission)	2	3	5	3	1	4
Total Site Trips	12	13	25	7	3	10
Minus Synergy (Retained Trips)	4	1	5	0	6	6
Total Net Generation	8	12	20	7	-3	4

Proposed Use

- 4.10 The trip rates for the proposed use have been derived by undertaking a survey of the existing units at the Battle hospital site. Given that site is accessed from one single point on Portman Way this has been deemed acceptable.
- 4.11 The original Battle Hospital site generates some 131 and 133 two-way morning and evening peak hour vehicle trips respectively, providing a trip rate of 0.302 in the morning peak hour and 0.306 in the evening peak hour. Of the 434 dwellings on the wider former hospital site, some 43% are houses, with the remaining 57% being flats. It is generally accepted that houses generate more vehicle trips when compared to flats. Therefore, given the proposed site comprises of a higher mix of flats than houses, with only 22% of proposed units being houses, the proposed development is likely to be a lower vehicle trip generation overall when compared to the survey undertaken. As a result the observed trip rate is a robust assessed and has been deemed acceptable. The trips rates for the proposed residential use is therefore as follows:

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Observed Rates	0.111	0.191	0.302	0.214	0.092	0.306
Trip Generation	24	41	65	46	20	66

- 4.12 The net trip generation is therefore as per the below table:

Time	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Residential Trip Generation	24	41	65	46	20	66

Synergy (Retained Trips)	4	1	5	0	6	6
Minus Existing Trip Generation	8	12	20	7	-3	4
Proposed Trip Generation	20	30	50	39	29	68

4.13 Based on this increase in trips (and as agreed at the pre-application stage) an operational analysis has been undertaken at the following junctions:

- Junction 1- Wigmore Lane / Oxford Road / Norcot Road Roundabout;
- Junction 2- Portman Way / Portman Road Signal Junction and Tesco Roundabout;
- Junction 3- Portman Road / Cow Lane / Beresford Road Mini Roundabout; and
- Junction 4- Portman Way / Site Access Priority Junction.

4.14 The principal outputs derived from the traffic models are the Ratio of Flow to Capacity (RFC) (for roundabouts and priority junctions), the Degree of Saturation (DOS) (for traffic signals) and the queue length (for all types of junction). For roundabouts and priority junctions an RFC of 1 means that the traffic demand equals the available capacity. An RFC of less than 1 means that the junction is operating below capacity. An RFC of 0.85 is often used as a threshold, less than this and the junction will be generally 'free flowing'. With regards to traffic signals, a DOS of 100% indicates that the traffic demand has approached the theoretical capacity.

4.15 The impact on each of these junctions is detailed as follows:

Junction 1 - Wigmore Lane / Oxford Road / Norcot Road Roundabout

4.16 The operational analysis identifies that the junction is starting to operate at stress, with some queueing and that this is worsened in the future scenario, without any development. In the future year with the addition of the development, there is no material change to the operation of the junction. In summary, the development is expected to result in negligible impact at the junction remaining within capacity and no increase in the number of queueing vehicles.

Junction 2 - Portman Way / Portman Road Signal Junction and Tesco Roundabout

4.17 To assess the capacity of the existing signals and internal roundabout junction, a LINSIG3 model has been constructed. Given the proximity of the Portman Way / Portman Road traffic signals and the Tesco roundabout and the potential for queueing at one junction to obstruct other junction, these two junctions have been considered in combination.

4.18 The operational analysis undertaken demonstrates that the existing junction arrangement will operate well-within its theoretical capacity in the design years both with and without the additional traffic from the proposed development.

Junction 3 - Portman Road / Cow Lane / Beresford Road Mini Roundabout;

4.19 For background the operation of the Portman Road / Cow Lane / Beresford Road junction has been historically impacted by the operation of the Cow Lane bridges, which created a pinch point on the local network, causing blocking back through the junction, i.e. existing queueing at this location is not necessarily as a

result of capacity constraints at the mini roundabout itself. The final phase of removing the Cow bridges is currently under construction and as such these knock-on delays should be eradicated.

- 4.20 The operational assessment identifies that in isolation, the junction is currently operating close to capacity. In the future year with growth scenario the junction is expected to exceed its capacity with a Ratio to Flow to Capacity (RFC) of 1.02 and maximum queue of 17 vehicles on Portman Road in the morning peak. In the evening peak, the Cow Lane arm is expected to operate close to capacity with an RFC of 0.97 and a queue of 13 vehicles.
- 4.21 It has been identified that in the 2021 opening year (with all development traffic included), the additional traffic from the development increases the ratio of flow to capacity at the junction. The Ratio to Flow to Capacity (RFC) is increased to 1.04 and maximum queue of 21 vehicles on Portman Road in the morning peak therefore resulting in further increases above the capacity of the junction. In the evening peak, the Cow Lane arm is expected to operate closer to capacity with an RFC of 0.99 and a queue of 17 vehicles.
- 4.22 The Applicant has stated that given the overall increases are minimal, it is not considered that the development will have a 'severe impact' on the operation of the junction. However the junction as identified will exceed capacity in 2021 without development and the increased trips on the network only worsens this impact. Improvements to this junction would therefore be required to mitigate this increase in trips.

Junction 4 - Portman Way / Site Access Priority Junction

- 4.23 The operational analysis demonstrates that the proposed site access junction will operate well within capacity in both the morning and evening peak hours, with no expected delays or queueing in either peak period.

Potential Future Improvements:

- 4.24 As part of the removal of the Cow Lane bridges, Reading Borough Council have undertaken an 'Oxford Road Corridor Study' which has reviewed the operation of the local highway network and identified potential improvements that could be made to help reduce delays, increase capacity of junctions and improve pedestrian and cycling facilities within the vicinity of the site.
- 4.25 As part of this study, concept junction improvements have been identified at both the Wigmore Lane (Portman Road) / Oxford Road / Norcot Road roundabout (Junction 1) and the Portman Road / Cow Lane / Beresford Road roundabout (Junction 3).
- 4.26 In line with these concept junction improvements the applicant has undertaken operational assessments of them to identify what impacts the development would have on these proposals.

Junction 1 - Wigmore Lane / Oxford Road / Norcot Road Roundabout

- 4.27 The amendments to the junction, improve its operation, with the junction expected to operate within capacity with a retained RFC of 0.89 and queue of 7 vehicles on the Oxford Road approach from the West in the AM Peak with all the other arms being resulting in reduced queues in the AM and PM Peak.
- 4.28 Junction 3 - Portman Road / Cow Lane / Beresford Road Mini Roundabout 4. The amendments to the junction improve its overall operation, with the junction operating within capacity with a maximum RFC of 0.88 and queue of 6 vehicles in

the AM peak on the Portman Road arm of the junction with the remainder of the junction remaining as per the existing layout for the 2021 future year with development assessment and well within capacity. It should however be stated that the Cow Lane arm has a maximum RFC of 0.98 and queue of 15 vehicles in the PM peak hour which is a slight improvement over the existing layout for the 2021 future year with development assessment. The revised scheme with development also results in an RFC of 0.98 and a queue of 10 vehicles which is an increase over the existing layout for the 2021 future year with development assessment and is only marginally within capacity.

- 4.29 As stated above the assessment identified that the junction including the proposed changes with development will remain with capacity. Although the Wigmore Lane / Oxford Road / Norcot Road Roundabout did not exceed capacity the Portman Road / Cow Lane / Beresford Road Mini Roundabout did and as such the identified scheme would be an acceptable way to mitigate the impacts of the development on the existing junction layout.
- 4.30 The precise amount required as a contribution towards the improvement to the Portman Road / Cow Lane / Beresford Road Mini Roundabout, is £54,000 as costed by the Council's Highways section.

Site Access

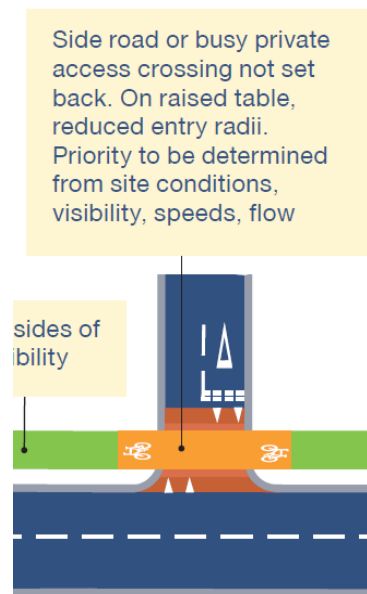
- 4.31 To deliver safe and suitable access, the applicant has proposed an access strategy.
- 4.32 The proposed vehicular access onto Portman Way is to be 5.5m wide priority junction with 6m radii on both sides and in principle is acceptable. Tracking diagrams have been provided to identify that refuse and fire appliances can enter and exit the site in forward gear.
- 4.33 In addition it would appear that an existing lamp column is located with close proximity to the proposed access and this has not been identified on the submitted plans, drawing ITB12282-GA-002 Rev G should therefore be updated to reflect this so that it can be established whether this requires relocation. [Officer comment: The lamp is shown on the latest drawings within the pavement and clear of the visibility splay. It is considered to be acceptable on this basis.]
- 4.34 Visibility splays at the junction have been provided that comply with National Policy and are therefore agreed.
- 4.35 The proposal includes a 1.2m footway to the east of the junction and a 3m wide footway / cycleway to the west both heading in a north / south direction and in principle this is acceptable. An uncontrolled crossing is proposed to the west of the vehicular access running north to south and therefore this establishes acceptable links between the existing and proposed developments.
- 4.36 It has been agreed that an uncontrolled crossing is not required on the eastern side of the proposed junction with Portman Way due to land ownership constraints and parking bays located on the southern side of Portman Way which does not allow for a suitable crossing location. The footway on the eastern side of the development therefore terminates at Plots 47 in a north south direction and runs along the southern boundary of the property. This can then be reconnected when the future site is developed and a crossing point provided to the eastern side of Battle Square.

- 4.37 The 3m wide pedestrian and cycleway within the site extends to Portman Road providing access at the north western corner of the site and linking to the existing infrastructure at the signalised junction of Portman Road / Portman Way link and a proposed 3m footway cycle heading east. However, it is noted that the footway cycleway between the site and the signalised junction is only 2m in width, this is due to an apparent gap between the site boundary and the adopted highway which does not allow the width to be widened within the applicants land ownership.
- 4.38 However a 3m footway / cycleway could be achieved by utilising the area mentioned above which is existing grass verge adjacent to the kerbside. Reading Borough Council has maintained this area despite it not showing as highway on the adoption plan. The Council have agreed with the applicant that a contribution is made towards the provision of this widened footway / cycleway which the Council will investigate and potential adoption assesses under Section 228 of the Highways Act. The actual figure for this work is to be covered below when the contribution for the extended footway / cycleway is assessed.
- 4.39 A new shared footway / cycleway is proposed that runs along the northern boundary of the site running adjacent to Portman Road. Apart from the section mentioned above the remainder will be 3m in width and this will continue to north eastern boundary of the site. In addition to this initial section and the potential improvements being considered to the Portman Road / Cow Lane / Beresford Road roundabout, which could include the provision of a footway on the southern side of Portman Road in the vicinity of the junction the applicant has stated that they are willing to provide a financial contribution towards the continuation of the footway / cycleway from the north eastern corner of the site, on the southern side of Portman Road, through to the Cow Lane mini roundabout, thus replicating the cycle provision currently provided on the northern side of Portman Road. This should also extend to include a crossing to / from the northern side of Portman Road. Although the full designs have not as yet been agreed, the Council agree that a financial contribution is the best approach to delivering these improvements.
- 4.40 Within the site, the north / south footway / cycleway is segregated by a change in surface that is defined by a mixture of kerb edge and bollards. Transport have no concerns regarding the change in surface as this will aid pedestrian / cycle movement due to encouraging slower speeds, however Transport have sought to overcome concerns regarding the design and these are as follows:
- Refuse vehicles were previously required to reverse to or from the junction area to Block 1 which could cause conflict between pedestrian / cyclists. However, the kerb line has been revised by moving the disabled spaces slightly and tracking diagrams provided to identify that vehicles can enter and leave this area in forward gear. The layout plan previously submitted will need to be updated to reflect these changes. [Officer Comment: Revised plans have been submitted showing this change]
- 4.41 A 3m wide pedestrian access is also provided between Blocks 3 and 4 and is acceptable.
- 4.42 A 2m wide footway is proposed in the north eastern corner of the site and has been deemed acceptable given the numerous other access points to and from the site.
- 4.43 Several other access points are provided through the parking areas onto Portman Road Footway / Cycleway and these are deemed acceptable.

- 4.44 Given that the access onto Portman Road was temporary and the Council's Policy is to reduce the number of accesses onto the Classified Road it is accepted that the current access be closed, with the footway / verge reinstated.
- 4.45 An emergency vehicular access to Valentia Way (internal to phase 1) from the existing nurse's accommodation access is to be provided and to be controlled through bollards. This is deemed acceptable and also aids as a pedestrian route through the eastern boundary of the site.

General Access Comments

- 4.46 Access to the main parking area for Block 1 is provided in the form of a 4.8m wide dropped crossing with the cycleway passing across this with a raised table and give way arrangement to give priority to users of the cycleway. This access will accommodate the movements associated with 78 car parking spaces but the width is in accordance with DfT document Manual for Streets.
- 4.47 Give Way markings are to be provided on the footway / cycleway in the vicinity of the main parking access to Block 1 to guide cyclists across the junction / road, and to indicate to motorists where a cycleway crosses the road. This is in accordance with the TSRGD and is therefore accepted. The main access point is also to be a raised table crossing similar to that identified below but the other secondary access at the northern end of Block 1 is to be flush, however this will be provided with Give Way markings and is acceptable.



Source: Sustrans 2018

- 4.48 Formal uncontrolled pedestrian crossing facilities have been provided to and from the amenity area in the north east corner to the footpath on the western side to aid pedestrian movement.
- 4.49 The newly proposed vehicular access between plots 37 and 38 has been increased to 4.1m in width and therefore complies with National Guidance contained within DfT document Manual for streets.
- 4.50 A dedicated footpath is provided along the western boundary of Plot 21 heading south past plots 22-25 concluding in the shared parking to the side of Plot 25.

This is deemed acceptable given that access cannot be gained over the private land to the west between the application site and the adopted road.

- 4.51 A sketch showing the path that runs adjacent to Plots 31 to 33 provided with a crossing to the southern side of the carriageway to assist in linking between the existing and proposed development has been submitted. A formal amended plan is required. [Officer comment: this has now been provided as shown on the revised layout plan drawings]
- 4.52 The disabled bays at the entrance of Block 1 have now been reconfigured and a path provided around them as well as a link to the main north /south footway / cycleway and is deemed acceptable. The layout plans previously submitted will need to be updated to reflect these changes. [Officer comment: Revised plans have been submitted showing this change]

Parking

- 4.53 The applicant has undertaken a bespoke parking demand assessment which utilises 2011 census data for the local area to determine likely parking demand, the principle of which was agreed at the pre-application stage.
- 4.54 To understand car ownership locally a review has been undertaken for the Battle Ward (Census Ref: E05002320), within which the site sits. The average car ownership for Battle Ward is some 0.8 vehicles per household.
- 4.55 Following discussions with the applicant a further assessment of the surrounding areas were requested at the pre-application stage. This further analysis included six local output areas which cover the original Battle site (areas E00082651, E00082652, and E00082654), and areas to the west (broadly Alma Street to Chester Street (areas E00174501, E00174504, and E00174506) has been undertaken.
- 4.56 These six areas identify an average car ownership figure of 0.92 cars per dwelling. This is slightly higher than the average within the Battle Ward as a whole. The difference is likely to be due to the high level of parking restrictions in some parts of the Battle Ward which, contributes to reduced car ownership, as residents will be aware of the limited opportunities for parking in the area. This does however highlight that a combination of reduced parking availability and the proximity of the area to local facilities and public transport means that residents have less reliance on the private car.
- 4.57 Further to the above assessment the applicants have reviewed the 2011 Census data to look at how car ownership within the Battle Ward relates to dwelling size, type and tenure. The tables below summarise the typical parking demand for houses and apartments, both privately owned and affordable.

Typical parking demand for houses in Battle Ward

Houses	Number of Rooms	Beds (Houses)	Typical Demand (No allocated provision)
Owned & Private rented or living rent free	3	1 bed	0.98
	4	2 bed	0.98
	5	3 bed	1.26
Other Social Rented	3	1 bed	0.46
	4	2 bed	0.46
	5	3 bed	0.67

Typical parking demand for apartments in Battle Ward

Apartments	Number of Rooms	Beds (Houses)	Typical Demand (No allocated provision)
Owned & Private rented or living rent free	2	1 bed	0.79
	3	1 bed	0.98
	4	2 bed	0.98
	5	3 bed	1.26
Other Social Rented	3	1 bed	0.46
	4	2 bed	0.46
	5	3 bed	0.67

4.58 On the basis of the above, the following parking provision has been proposed:

- All parking for apartments to be unallocated;
- 1 bed apartments to have a ratio of at least 0.8 spaces per dwelling;
- 2 and 3 bed apartments to have a ratio of at least 1.0 spaces per dwelling; and
- All 3 bed houses to have at least 1.9 spaces per dwelling (with at least one allocated parking space and 0.9 unallocated spaces per dwelling).

4.59 Although the parking levels proposed are slightly below the actual private car ownership figures for the 1 and 3 bed apartments, this is countered by the social rented car ownership which is lower as highlighted above and that the spaces are unallocated ensuring that parking is not allocated to a dwelling which does not require it. Transport are therefore happy that this level of parking complies with National Policy as it is in accordance with local car ownership levels and therefore is accepted. The overall level of parking as per this agreed provision is provided within the table below:

Dwelling Type	Number of Units	Proposed Provision per unit	Number of Spaces
One-Bed Apartments	45	0.8	36
Two-Bed Apartments	105	1	105
Three-Bed Apartments	14	1	14
Two-Bed Coach House	1	1.9	2
Three-Bed Houses	46	1.9	88
Total	211		245

4.60 Following a detailed look at the number of spaces per unit it should be noted that Block 4 is now only provided with 15 spaces when 16 are required as per the applicant's proposed parking provision. A revised drawing will be required increasing this provision. [Officer Comment: It would appear that 10 spaces are required for Block 5 whereas 11 are shown, the spaces would be unallocated, therefore sufficient parking is available for occupiers of Blocks 4 and 5].

4.61 It should be noted that the Council's Policy requires a visitor parking demand of 1 space per 10 flats which would equate to 17 spaces. However it would appear that the visitor parking is included within the provision for the houses in particular the 0.9 unallocated spaces per dwelling. In principle this is deemed acceptable given the car ownership figure for 3 bed houses is 1.26 cars per dwelling when 1.9 spaces per dwelling is proposed. The location of these visitor

spaces has been reviewed and redistributed over the whole site and is therefore deemed acceptable.

- 4.62 Transport previously noted that the proposed car ports have not been included within the car parking provision for the houses and that they did not comply with the Council's design standards of 3m x 5m and therefore could not be included within the car parking provision. These have now been revised to comply with standards and can now be included within the parking provision.
- 4.63 The proposed garages can now be included within the parking provision as they are now provided to the Councils standard of 3m x 7m.
- 4.64 The distance between the parking bays for Plots 22 and 24 is more likely to encourage on street parking within the adjacent development. The parking should be redistributed to ensure the parking bays are to be located within close proximity of the dwelling. [Officer Comment: The bays have been swapped with visitor parking and are now considered to be sufficiently near to the houses they serve]
- 4.65 Tracking diagrams have been provided and identify that access can be gained to the parking area for Plots 18 and 21.
- 4.66 The submitted plans identify the provision of 14 disabled parking bays as per the Council's standards and is therefore accepted.
- 4.67 In accordance with the Council's emerging Local Plan a provision of 10% of all parking should be accessible to electric charging points. The applicant has agreed to this and has stated the following provision:
- All dwellings with a driveway / garage or car port to have a 13 amp IP64 weatherproof socket provided to allow for a vehicle to be charged 'on curtilage'. This equates to 22 properties;
 - 3 charging points (6 spaces) to be provided within Block 1;
 - 1 charging point (2 spaces) to be provided within Blocks 2, 3 4 and 5;
 - Passive provision to be made within Blocks 1 to 5 to allow for future expansion of the vehicle charging network; and
 - The use of vehicle charging points to be monitored through the travel plan.
- 4.68 This provision would exceed the Council's emerging policy and is deemed acceptable.
- 4.69 Cycle parking for each apartment block exceeds the Councils provision and is therefore acceptable, updated information has been provided to demonstrate that the High Density Cycle Rack can have a loop included to attach the frame. However this does not address other concerns regarding the support to the bicycle. The Josta two tier cycle parking (or equivalent) previously suggested by Transport should be provided. Detailed drawings should be provided for the internal cycle stores to ensure that sufficient cycle parking can be accommodated. There is limited space surrounding the flats that could accommodate additional cycle storage and it is therefore imperative that this can be accommodate within the areas specified. [Officer comment: Cycle parking is shown within space saving racks. It is considered that these are acceptable in the interests of making efficient use of the land and precise details can be secured by condition. Any additional details received from the Applicant prior to Committee will be reported in an Update.]

Lead Flood Authority (RBC Highways)

- 4.70 No objection to the proposed SuDS arrangements received, which involve maintaining surface water flows through the use of permeable surfaces, attenuation tanks, and landscaped swales.

RBC Natural Environment (Trees and Ecology) (NE)

- 4.71 NE note that one tree, subject to pre-app discussions, has been retained, that being the Birch (T46 of the tree survey) on the furthest southern boundary. Concern was previously expressed about the loss of the Limes on the western boundary and Alders on the Northern boundary (west end) and it was advised that justification for their removal would be required, along with mitigation planting. An explanation has been provided within the Arboricultural Impact Assessment as to why these trees cannot be retained which is as a result of required ground works. Whilst unfortunate, this is acceptable on the basis of the proposed trees on those boundaries for which adequate room has been left for their mature spread.
- 4.72 The principles of the proposed landscaping are acceptable which provides an appropriate level of landscaping across the site, however NE note that these may be subject to change to take account of ecology and leisure requirements.
- 4.73 Two points to note for future reference (when submitting landscape proposals) relates to tree pits and tree positioning. The notes on the Planting Plan Overview state that *'all tree pits in hard landscape to be 2mx2mx1m, backfilled with compacted Urban Tree Soil'*. Given the species proposed in car park areas/adjacent to car parks, e.g. east of Block 1 and r/o plots 6-9, this soil volume is insufficient to allow the trees to reach their full potential. A greater soil volume, preferably using soil cells, should be provided. In relation to Block 1, the final positioning of new trees should take the layout of the apartments into account and NE would suggest that planting directly in front of the balconies should be avoided.
- 4.74 Conditions requiring submission of full details and subsequent implementation are required. A detailed Arboricultural Method Statement including Tree Protection Plan is needed. A condition securing a 10 year Landscaping Management Plan is also required.

RBC Environmental Protection

Noise

- 4.75 The noise assessment submitted shows that the recommended standard for internal noise can be met at night, if the recommendations from the assessment are incorporated into the design. It is recommended that a condition be attached to consent to ensure that the glazing (and ventilation) recommendations of the noise assessment (and air quality assessment, where relevant) will be followed, or that alternative but equally or more effective glazing and ventilation will be used.
- 4.76 The nearby welding premises do have plant which have been identified via a BS4142:2014 assessment as being likely to cause complaints. The recommendations are that the factory owner is persuaded to mitigate at source or installation of an acoustic fence. EP are of the view that we cannot guarantee through the planning process that the factory owner will carry out the necessary works and that there should be a condition to require that an acoustic screen is installed. The applicants would be required to demonstrate that the fence design specifications would be sufficient to mitigate the sound levels at the proposed affected façades to within acceptable limits. Should the factory owner carry out the works instead then the applicants will need to submit a further noise assessment to demonstrate that

acoustic screening is no longer required.[Officer comment: It is not the responsibility of the factory owner to mitigate noise. A condition is recommended to secure an acoustic fence, provided by the developer].

Air Quality

- 4.77 Reading has declared a significant area of the borough as an Air Quality Management Area (AQMA) for the exceedance of both the hourly and annual mean objectives for nitrogen dioxide. In addition to this recent epidemiologic studies have shown that there is no safe level for the exposure to particulate matter PM10.
- 4.78 The air quality assessment submitted identified that impacts from the development once constructed are insignificant, so no mitigation measures are required.
- 4.79 The proposal does not state how energy will be supplied on the site. Should CHP / biomass boiler form part of the proposals at a later stage, an air quality assessment will need to be carried out to ensure that this does not result in a significant adverse impact on the development and local air quality particularly within the nearby AQMAs.
- 4.80 Dust generated during demolition and construction that are of concern and mitigation measures via ensuring best practice methods are followed is recommended. They should be incorporated into a construction environmental management plan / construction method statement.
- 4.81 The development lies on the site of the old Battle Hospital which has the potential to have caused contaminated land and the proposed development is a sensitive land use.
- 4.82 A phase 1 desk study and Phase 2 intrusive investigation has been carried out for the site. The investigation is limited and further investigation is recommended to more fully determine the extent of soil pollution and land gas on the site. Demolition of existing buildings would allow access to perform further investigations to produce a more complete remediation scheme. Conditions are recommended to secure investigation, remediation and validation reporting.
- 4.83 EP have concerns about potential noise, dust and bonfires associated with the construction (and demolition) of the proposed development and possible adverse impact on nearby residents (and businesses). Fires during construction and demolition can impact on air quality and cause harm to residential amenity. Burning of waste on site could be considered to be harmful to the aims of environmental sustainability.
- 4.84 The dust mitigation best practice measures identified within the air quality assessment should be incorporated into the CMS. Conditions are recommended to secure a CMS and to restrict hours of construction.

RBC Ecologist

- 4.85 The application site comprises large storage buildings, hardstanding, amenity and rough grassland, scrub and trees. It is proposed to build up to 215 dwellings with associated landscaping and parking, following the demolition of the existing buildings.
- 4.86 Overall, the site offers limited opportunities for wildlife and is surrounded by habitat of low value to protected species (the site is neighboured by an industrial

estate to the north, a modern residential development with apartment buildings to the south, a superstore to the west and houses to the east). The ecological implications of the proposals are discussed further below.

Bats

- 4.87 The Preliminary Ecological Appraisal (Aspect Ecology, ECO-5108, January 2018) states that none of the buildings or trees on site are likely to host roosting bats, and the habitats on site are of poor suitability for use commuting and foraging bats. There is an opportunity to enhance the site for bats overall through habitat creation as well as the addition of bat boxes or bricks. Moreover, the external lighting scheme should be sensitive to bats and other wildlife to ensure that they are not deterred from the area post-development. An appropriate lighting scheme and enhancements can be secured through conditions.

Nesting birds

- 4.88 Several species of birds were recorded during the survey, with pigeons observed nesting in building B11. As such, building demolition works and vegetation clearance should be undertaken outside of the bird nesting season (or if that is not practicable, these areas should be checked by a suitably qualified ecologist immediately prior to clearance). This can be secured via an appropriately worded condition.

Other wildlife

- 4.89 The site hosts a pond which has probably dried up. As discussed with Giles Sutton during the pre-app this should be restored, and it should be shown on the landscaping scheme as such.
- 4.90 None of the habitats on site qualify as Priority Habitat, and there are no statutory or non-statutory designated sites nearby that will be adversely affected by the proposals.
- 4.91 The site contains small areas of habitat that may be used by reptiles, but surveys undertaken in 2017 recorded no evidence of reptiles. In addition, the site is unlikely to be used by Great Crested Newts (GCN), considering the lack of nearby accessible ponds and lack of GCN records in the area.
- 4.92 The ecological report details how the site can be enhanced for wildlife through the provision of bird and bat boxes, invertebrate log piles and wildlife-friendly landscaping. These enhancements are not currently shown on the landscaping or elevation plans, but this can be secured through planning conditions.
- 4.93 In summary, subject to landscaping scheme being revised to show the existing pond being restored there are no objects to this application on ecology grounds. Subject to conditions addressing the above points.

Berkshire Archaeology (BA)

- 4.94 In line with pre-application advice for this site and as outlined in the Planning Statement, previous archaeological investigations found there to be extensive truncation across the site removing the potential for archaeological remains to survive. BA can confirm therefore that there are no archaeological requirements associated with these proposals.

Environment Agency (EA)

- 4.95 Confirmed that they do not wish to be consulted and advise the Council to consider the application in line with EA standing advice.

RBC Emergency Planner

4.96 No objection received.

Berkshire Fire and Rescue Service

4.97 No objection received

Ambulance Service

4.98 No objection received

Thames Valley Police

4.99 No objection received

Thames Water

4.100 Following initial investigations, Thames Water has identified an inability of the existing surface water infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree an infrastructure and phasing strategy for surface water but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "No properties shall be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents." The developer can request information to support the discharge of this condition by visiting the Thames Water website. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development>.

4.101 Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, TW would not have any objection to the above planning application, based on the information provided.

Water Comments

4.102 On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, TW would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4.103 There are water mains crossing or close to the development. Thames Water do not permit the building over or construction within 3m of water mains. If planning significant works near TW ur mains (within 3m) TW will need to check that the development does not reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services TW provide in any other way. The applicant is advised to read the TW guide working near or

diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

- 4.104 The proposed development is located within 15m of TW underground water assets and as such TW request that the following informative be attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure the workings are in line with the necessary processes if considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. For further information please contact Thames Water.

Supplementary Comments

- 4.105 Water: A flow and pressure test carried out in May 2017 shows there is sufficient network capacity for this development. The developer must note that this test is valid for 18 months from the date it was carried out and any changes to the proposed development would render this test invalid.
- 4.106 Waste: Thames Water do not envisage concerns with the proposed foul water drainage strategy. Thames Water acknowledge that the developer wishes to connect to an unmapped 300mm surface water sewer and that the overall site surface water drainage strategy represents a reduction in surface water discharge. Thames Water request that the developer confirm the existing surface water points of connection to the sewerage system and the proportion of the flow at those points. The reason for this is to understand whether the proposed surface water connection to the 300mm sewer represents a new discharge of surface water flow at this point. If the proposed connection is a increase in flow to this particular point of connection the Thames Water may need to undertake study work to understand the impact to the existing sewerage system.

RBC Disabled Access Group

- 4.107 No objection received

NHS Berkshire West Clinical Commissioning Group

- 4.108 Responded explaining that the CCG do not comment unless the proposals are for significant development and the CCG advise that this one is not.

RBC Valuation Department (and the Council's Viability Consultant)

- 4.109 Advise that the Applicant's offer of 24% Affordable Housing is acceptable, as set out in more detail in paragraph 6.19 below.

Public Consultation

- 4.110 Neighbours adjoining the site were consulted by letter initially and again on 6 June following receipt of revised plans. The deadline for comment was 20 June.
- 4.111 Site notices were displayed on Portman Road, Portman Way, Valentia Road and Beresford Road/Barnwood Close.
- 4.112 Representations have been received from 13 addresses, summarised as follows:
- Concerned over volume of new traffic at Tesco roundabout and new junction on Portman Way.
 - Lack of open space, lack of play areas, lack of hard surface for ball games.
 - Pressure on NHS and Education facilities.

- Why is existing access on Portman Road being replaced with a narrow entrance on Portman Way.
- Lack of parking. Pressure on existing over subscribed resident/space ratio in West Village. More parking is required for today's lifestyles.
- Additional parking needed to serve the whole estate.
- Wondering where the multi millions of pounds given to RBC have gone in lieu of granting planning content for West Village - this cash payment was for the direct use for public facilities expansion and use by the community.
- Extra damage and maintenance costs that will be incurred by existing residents who pay for the upkeep and insurance of the play equipment and landscaping in Battle Square park, how will the developer compensate residents for this loss.
- Concerned that the roadway that leads from the rear of the new development onto Valentia Road will be barricaded off by even more new properties, hence blocking off all escape routes and emergency services Access into the new development.
- Concerned that pedestrian and cycle access onto Portman Road will have no footpath and only one crossing point at the current pedestrian crossing. even though the developer mentions accessing Cow Lane.
- The road surface on Portman Rd is appalling, I cycle along it frequently and having to dodge potholes makes proximity of passing cars an issue on a 40mph road. (The cycle lane is not appropriate for serious cycling with the rider being fed into numerous T junctions and sharing with pedestrians). Increased traffic flow will make the current road surface worse much faster. I would propose a more appropriate access from the Bellway development would be direct onto Portman Road, but I see this is undesired in the planning documents.
- Having two T junctions onto Portman Way offset from each other isn't safe (one from Battle Square and the other from Bellway site). This is compounded by parked cars adjacent to the existing flats on the left hand side blocking visibility to the West. The whole of Portman Way should be double yellow lines.
- The traffic light controlled right turn filter from Tesco onto Portman Road only lets through 4/5 cars a time, this route would become busier and need addressing by changing the traffic light sequence.
- The existing access from Oxford Road to Portman Road is inadequate, even without the Bellway development. A mini roundabout should be installed at the junction between Beresford Road and Oxford Road.
- The traffic light controlled right turn filter from Tesco onto Portman Road only lets through 4/5 cars a time, this route would become busier and need addressing by changing the traffic light sequence.
- Portman Road is extremely busy; especially during peak hours causing an already unacceptable 15-30 minutes delay, only to get to the mini roundabout connecting Beresford Road, Portman Road and Cow Lane. The additional traffic of circa 330 vehicles from this new development will only make matters worse.
- Thereby, **FIRSTLY** it is prudent to consider to re-design the section of the Portman road FROM Tesco Petrol Station with separate lanes for turning left(cow lane) and right(Beresford Road) for connecting traffic all the way to Oxford Road for access, removing archaic 6'6 width restrictions and further widening Beresford and Oxford Road with buses stopping off the middle of the road.
- Loss of privacy to windows in Basing House
- The travel plan is inadequate. No increase in public transport availability is proposed.
- Battle Square has a communal play area, which is paid for by residents it does not appear Bellway propose a similar feature in their development (I can only see grass areas). Therefore, please consider the likelihood that new residents / children will use that play area, contributing to the wear and damage of it. I realise that it is not a private play area but I believe this is an unfair burden on

Battle Square residents, when a lot of its use is from footfall to/from Tesco and from other adjacent areas in West Reading. I can only see this situation getting worse. It is already one of the largest expenses on Battle Square's yearly accounts.

- I would be interested to know how Bellway would minimise the impact on Battle Square residents during construction. If the proposed 'vehicular access' from Portman way is used for all site traffic then this will impact on Battle Square residents. As a result of the overflow of cars from Battle Square, there is a line of cars on Portman Way just off the Tesco round-a-bout. This is effectively a single file road way round a blind corner, to come face to face with construction traffic or even increased traffic flow is unsafe. Also the days and times that the development would be permitted to conduct construction activities are of importance.
- 14 Portman Road - We have concerns regarding building housing next to an industrial estate. We purchased the property here because it was next to the railway and not next to a housing estate, so it avoids any complaints regarding noise and lorries. We run 24 hrs a day.
- Buildings on the plan are looking to be higher than expected originally and for more occupants than expected. Extra 215 flats in 5 Blocks is a lot for the plot space allocated. This is stretching further the local infrastructure, policing the area etc.
- Noise from goods trains and other railway activity.

5. LEGAL AND PLANNING POLICY CONTEXT

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.

5.2 Relevant Planning Policy

National

National Planning Policy Framework
National Planning Practice Guidance

Reading Borough Local Development Framework: Core Strategy (2008) (Altered 2015)

CS1	Sustainable Construction and Design
CS2	Waste Minimisation
CS3	Social Inclusion and Diversity
CS4	Accessibility and Intensity of Development
CS5	Inclusive Access
CS7	Design and the Public Realm
CS9	Infrastructure, Services, Resources and Amenities
CS14	Provision of Housing
CS15	Location, Accessibility, Density and Housing Mix
CS16	Affordable Housing
CS20	Implementation of Reading Transport Strategy
CS22	Transport Assessments
CS23	Sustainable Travel and Travel Plans
CS24	Car/Cycle Parking
CS29	Provision of Open Space
CS30	Access to Open Space
CS31	Community Facilities

- CS34 Pollution and Water Resources
- CS35 Flooding
- CS36 Biodiversity and Geology
- CS38 Trees, Hedges and Woodlands

Sites and Detailed Policies Document (2012) (Altered 2015)

- SD1 Presumption in Favour of Sustainable Development
- DM1 Adaption to Climate Change
- DM2 Decentralised Energy
- DM3 Infrastructure Planning
- DM4 Safeguarding Amenity
- DM5 Housing Mix
- DM10 Private and Communal Outdoor Space
- DM12 Access, Traffic and Highway-related Matters
- DM16 Provision of Open Space
- DM17 Green Network
- DM18 Tree Planting
- DM19 Air Quality

Submission Draft Local Plan 2018 (not adopted)

- WR3i Part of Former Battle Hospital, Portman Road

Supplementary Planning Documents

- Sustainable Design and Construction (2011)
- Revised Parking Standards and Design (2011)
- Employment Skills and Training (2013)
- Affordable Housing (2013)
- Planning Obligations under Section 106 of the Town and Country Planning Act 1990 (Supplementary Planning Guidance).
- Battle Hospital Planning Brief (2005)

Other

- Reading Borough Open Spaces Strategy (2007)

6. APPRAISAL

Principle and Mix

- 6.1 The site is allocated for housing under Policy SA8(f).
- 6.2 The requirement in Policy DM5 for at least 50% of the dwellings to be three-bedroom is considered to be a key policy requirement, given the findings of the recent Berkshire SHMA (2016).
- 6.3 Policy DM5 also requires half of the dwellings to be in the form of houses. The current proposals are for 22% houses, 68% flats. However the circumstances of the site and the need to make efficient use of the land are material considerations. Portman Road is a busy road and would lend itself in general terms to larger blocks of flatted accommodation enclosing the remainder of the site, providing a substantial visual presence to compete more effectively with the large scale industrial units and extensive highway layout to the north. This approach also ensures the efficient use of this previously-developed site. Reducing the number of flats simply to achieve the policy target would result in the site failing to achieve its potential and would not make efficient use of previously-developed land.

- 6.4 The mix of houses and flats would appear acceptable on the basis that the opportunity to maximise the scale of buildings on Portman Road frontage necessarily results in a greater proportion of flats than houses. The proposed mix results in 28% of the units being three bedroom, which falls short of the 50% policy target. However all the proposed houses (46) are three-bedroom and it is considered that the lower percentage is a necessary consequence of the increased number of flats referred to above.

Scale and Layout

- 6.5 The scale and layout of the proposal is the result of detailed discussions at pre-application and application stages. Block 1 would be the largest block at five storeys rising to six storeys at the Portman Way/Tesco roundabout opposite Radcot House. The main bulk of the block has a relatively narrow footprint, with the building extending further at ground floor level to provide a covered car park with podium garden deck above. It is considered that this arrangement suitably addresses the existing scale of development at Battle Hospital (Radcot House is 7 storey). Block 1 would sit to one side of the main access into the development. It is considered that the mass of the building is sufficiently set back from the new road into the site to provide sufficient relief to the scale of the building. The open space surrounding the building is sufficient to allow for good quality tree planting and other landscaping. Outside the site, the building would be viewed within the context of existing large buildings to the south, industrial buildings to the north and an expansive highway arrangement and supermarket car park. It is considered that the building would not appear excessively large in this situation.
- 6.6 The scale of the proposal diminishes eastwards along the Portman Road frontage with Blocks 2, 3 and 4 rising to four storeys and Block 5 limited to three storeys. It is considered that this approach suitably addresses the transition in scale down to two storey houses at Barnwood Close.
- 6.7 The areas between these blocks have been suitably designed to address the need to accommodate a significant amount of vehicle parking whilst maintaining a pleasant residential environment. This has been achieved by allocating half the ground floor of each block for use as flats with the other half for vehicle parking. This allows for half of the gaps between buildings to be provided as a landscaped space with the remainder for vehicle parking and access. The land to the north is proposed to be landscaped, with raised earth bunds and planted swales to improve the main road frontage and deflect views upwards to the wholly residential upper floors. This would also serve to soften the appearance of ground floor parking areas where these exist.
- 6.8 The development is proposed to take the form of two and three storey houses across the remainder of the site to the south. These are generally arranged within loose perimeter blocks, although the irregular shape of the site has restricted this to some extent. Phase 2, the remaining medical facility, is shown indicatively to demonstrate that additional housing could be provided within the layout currently proposed.
- 6.9 Where parking courts exist, officers are satisfied that these are an appropriate response to the difficulties that exist in gaining access from Portman Way and Valentia Road. For instance, Plots 26 and 29 offer clear design benefits in providing a street frontage to the corner of Valentia Road and Portman Way, however a small parcel of land left by the developer of the Battle Hospital land to the south prevents direct access. The substation on Valentia Road similarly prevents vehicle access to Plots 22 to 25, resulting in a need for a rear parking court. It is considered that these courts are appropriately landscaped and suitably

overlooked by houses and would not result in 'dead spaces' within the development.

- 6.10 Integration with the existing Battle Hospital development is considered to be a key Planning requirement in this case, especially given the land ownership constraints along Portman Way and Valentia Road. The revised proposals include details of pedestrian links, to join the adopted highway at Portman Way and Valentia Road. A link to the front of Plots 19 to 21 is considered to be a particularly important route, both visually and functionally, as it would ensure that the development appears as a continuation of Portman Way. It would allow for pedestrian desire lines into the development towards the open space; it would also provide access out of the development towards the wider area of housing to the south and west, the existing supermarket, and Oxford Road beyond. It is recommended that these links be included within the proposed S106 agreement to ensure their provision.
- 6.11 The proposals do not include all land currently forming part of the remaining Battle Hospital facility. The single storey unit currently occupied by Synergy Healthcare is not under the control of the applicant and is shown indicatively as 'Phase 2' on the plans. It is considered that the current proposal relates adequately to this building and its retention has not prevented a reasonable layout being provided for the current scheme. It is also considered that the current layout would not prejudice the redevelopment of this parcel of land for housing in the future.

Appearance

- 6.12 The blocks of flats are proposed in a contemporary style with flat roofs and simple detailing. The facades are proposed to be largely brick, with a mix of red/orange (Ibstock Parham Red), Staffordshire blue multi and grey (Ibstock Leicester Grey) bricks to reflect those used around Reading. Pitched roofs would be finished with 'Rivendale' Fibre Cement slates which are considered to give a good impression of a traditional slate.
- 6.13 It is considered that the flats would have an acceptable appearance which would sit comfortably with the neighbouring flats to the south and would not appear out of place within the wider Portman Road streetscene. The proposed houses also show a contemporary approach but with pitched roofs which reflect those of older housing in the area.
- 6.14 It is considered that the appearance of the development would create an acceptable sense of place within the site whilst integrating with existing housing to the south and east. The provision of structural planting, and tree planting in particular, will be critical to the success of the development. The landscaping scheme submitted is sufficiently detailed to demonstrate that trees would be placed in suitable locations to provide visual softening, a sense of place, definition to streets and key routes and provide an attractive streetscene. Full details, including tree pit design, methods of plant establishment and aftercare, and longer term maintenance will need to be secured by condition.

Parking and Access

- 6.15 Policy SA8f states that "*Development should:*
- *Be accessed from the south rather than directly from Portman Road;*
 - *Enhance pedestrian and cycle permeability through the site, including provision of a footpath/cycleway along the northern frontage of the site;*
 - *Mitigate any impacts on Cow Lane Bridges and the Norcot Road/ Oxford Road/Portman Road roundabout...*"

- 6.16 The proposed single vehicle access from Portman Way complies with this policy. It also serves to integrate the site more effectively as part of the wider Battle Hospital development.
- 6.17 The proposals include a cycleway which links effectively with the existing provision through Battle Square and running northwards through the site to meet with a proposed cycle-path to run along the site's northern edge. The developer has also agreed to fund a continuation of this path to the Portman Road/Cow Lane roundabout, to be delivered by the Highways Authority.
- 6.18 The detailed comments of the Highways Authority are included in Section 4 above, which include an assessment of the impacts of additional traffic on surrounding junctions. It is considered that these comments suitably address all matters relating to access, traffic and parking and the proposals are considered to comply with Policies CS20, CS22, CS23, CS24 and DM12 on this basis.

Housing Need and Affordable Housing

- 6.19 Officers have been involved in detailed negotiations with the Applicant, resulting in an offer of 24% of the dwellings to be provided as Affordable Housing.
- 6.20 The negotiated tenure mix is as follows, as shown on submitted drawing 031610-BEL-TV-06 'Tenure Plan', received 5 July 2018 (appended to this report):
- 14 (fourteen) 3-bed houses (plots 26,27,28,29,30,31,32,33,34,36,37,38,39 and 40) as Social Rent (Target Rent) tenure.
 - 'Block 5' (all eleven flats) as Affordable Rent tenure.
 - 'Block 4' (all seventeen flats) as Shared Ownership tenure.
 - A further eight dwellings houses (Plots 19,20,21,22,23,24,25 and 35) as Shared Ownership tenure.

The overall mix, including size, type and tenure of dwelling is set out in the table below:

Description	Qty	%	Affordable				Qty	%
			Rent	Shared	Target			
One Bedroom Apartment	45	21.3%	2	4	0	6	12.0%	
Two Bedroom Apartment	105	49.8%	6	9	0	15	30.0%	
Three Bedroom Apartment	14	6.6%	3	4	0	7	14.0%	
Two Bedroom Coach House	1	0.5%	0	0	1	1	2.0%	
Three Bedroom House	31	21.8%	0	3	9	12	42.0%	
Three Bedroom Townhouse	15		0	5	4	9		
			11	25	14	50		
TOTAL	211	100%	5.2%	11.8%	6.6%	23.7%		

Source: extract from drawing 031610-BEL-TV-06 'Tenure Plan'

- 6.21 The Council's Housing Officer has considered this and has confirmed that this would be an acceptable provision in terms of meeting local housing need. The 14 Social (Target) Rent units are particularly welcome.
- 6.22 The Council's Valuer and Viability Consultant have considered the amount and type of Affordable Housing offered, taking into account the specifics of the case, and advise that exceptional costs exist which support a reduced provision. These include additional build costs associated with the reinforced concrete frame construction of the apartment blocks. There is also some uncertainty over the

final sales values of the units. Other costs include those associated with contaminated land remediation and flood risk mitigation which affect the profitability of the scheme. Valuer advice confirms that the proposed amount of Affordable Housing and the tenure mix is the maximum which can be viably provided on this site.

- 6.23 On the basis of the specific circumstances of the case it is considered that the development would appropriately meet the housing needs of Reading Borough and the need to provide sustainable and inclusive mixed and balanced communities. As such the proposal is considered to comply with national policy in the NPPF, Policy CS16, and Affordable Housing Supplementary Planning Document 2013.

Trees and Landscaping

- 6.24 The proposals involve the removal of existing trees to the western and northern edges of the site. The only tree to be retained within the site is a Birch (T46 on the survey), close to the southernmost boundary of the site. The tree removals have been subject to detailed consideration by the Council's Natural Environment Officer and it is considered that this would be acceptable due to the amount of groundwork required to demolish, remediate contaminated land, and construct the new development, (including new landscaping and SuDS). Whilst the loss of existing trees is unfortunate it is considered that the new development would provide sufficient tree planting as shown on the submitted landscaping and site layout drawings.
- 6.25 Although the submitted proposals are detailed, there are a number of discrepancies between the planting layout (which shows no trees to Portman Way) and the site layout drawing (which does). The planting plan shows 124 new trees, with semi-mature specimens being provided to the northern and western boundaries of the site. The principle of the landscaping is accepted by the Council's Natural Environment Officer.
- 6.26 Full tree pit and other planting details are required and there are also likely to be some adjustments as the detailed design progresses nearer to construction. For these reasons and notwithstanding the submitted details, it is considered necessary to include a condition requiring all landscaping detail to be submitted for approval, prior to commencement.
- 6.27 The proposals are considered to comply with Policies CS7 and CS38 on this basis.

Residential Amenity

Future Occupiers

- 6.28 The proposed flats are largely single-aspect but are all of an acceptable size and provided with reasonable outlook and daylight.
- 6.29 Flats are provided with a reasonable amount of amenity space in the form of the decked garden (Block 1), balconies and landscaped areas around the blocks. The proposed open space will also contribute to the amenity of residents.
- 6.30 Each house is provided with a garden which is considered to offer a suitable amenity for occupiers.
- 6.31 Housing within the site is relatively closely spaced and gardens are not particularly large. It is considered that uncontrolled extensions or outbuildings, including those possible under Permitted Development could harm neighbouring amenity and restrict garden areas within the development. It is therefore

recommended that permitted development rights should be controlled by condition.

- 6.32 The submitted noise assessment includes recommendations for insulation from environmental noise. This has been assessed by the Council's Environmental Health team and found to be acceptable. It is considered that noise, including noise from nearby industrial/commercial premises and the railway, would be suitably mitigated by this provision, including enhanced glazing requirements, ventilation, and an acoustic fence to the southern boundary adjacent to the neighbouring welding workshop. Conditions are recommended to secure this.

Neighbouring Amenity

- 6.33 The separation distance between windows in Block A and Radcot House, Portman Way is shown as being between 19.5 and 20 metres. It is considered that this meets the basic privacy distance requirements set out in Policy DM4. It is also relevant that any overlooking would exist across the street, which is generally accepted as being fronted by the less private, public-facing facades of a building. This relationship is also typical of the wider Battle Hospital development which is characterised by a close relationship between buildings and a degree of overlooking between.
- 6.34 The relationship between Plots 10 and 25 and numbers 38-42 Valentia Road is considered to be acceptable on the basis that the flank wall would lie approximately 12 metres from the rear façade of number 38 and the scale, at two storeys, would not be excessive. This particular dwelling is also partially screened by a pitched roof outbuilding. It is considered that the proposals would not be harmful in terms of overbearing impact or loss of daylight and would not be an unusual relationship within the wider context of the densely-developed Battle Hospital housing site.
- 6.35 The first floor windows of Plot 10 would allow views towards the rear garden of 36 Valentia Road at a distance of 10 metres. This is considered to be acceptable on the basis that a privacy distance of 20 metres building-to-building would normally result in a neighbouring garden boundary sited 10 metres from the rear façade of the neighbour. This relatively close arrangement is also considered to be consistent with the wider Battle Hospital housing site.
- 6.36 The northern elevation of Radcot House would face the six storey southern flank of Block 1 at a distance of 20 metres. It is considered that this gap would allow sufficient daylight to remain so as not to harm the amenity of neighbouring occupiers and would not be dissimilar to the relationship between buildings elsewhere in the wider Battle Hospital site.

Open Space

- 6.37 An area of open space is proposed to the eastern end of the site. It is considered that the location and dimensions of this space, as well as its accessibility to residents would ensure that this is a suitable provision, in accordance with Policies CS29 and DM16. The space offers suitable opportunities for the provision of a Locally Equipped Area of Play in an appropriate layout. The Council's Leisure Service have raised concerns over the precise type of play equipment proposed. It is recommended that this be resolved post-decision through the requirements of the S106 legal agreement.

- 6.38 In addition the open space lies at the lowest part of the site and would also offer surface water attenuation benefits. It also allows for floodwater storage in the event of a flood.

Flood Risk and Drainage

- 6.39 The site has been sequentially tested as part of the site allocations process. The acceptability of siting of houses within Flood Zone 2 in this location has therefore already been established.
- 6.40 The arrangement of dwellings within the site follows a suitable sequential assessment of flood risk within the site and avoids the lowest parts of the site, which is proposed to be open space.
- 6.41 The applicant has provided a suitable Flood Risk Assessment, which demonstrates that the development would not result in additional flood risk within Flood Zone 2. National guidance and guidance in the recent 2017 Reading Borough Strategic Flood Risk Assessment is that floor levels should be set 300mm above the 1 in 100 year (Flood Zone 3) flood level with a 35% adjustment for climate change. The site is in the lower risk 1 in 1000 year Flood Zone 2 and buildings within this zone are therefore above this level. A risk of flooding remains and therefore a condition requiring flood resilience measures for the buildings to ensure they recover from flooding if it does occur is recommended. The applicant has submitted a flood evacuation plan drawing which indicates that a range of safe routes exist during a flood.
- 6.42 Uncontrolled extensions or outbuildings could significantly reduce flood storage and increase flood risk within Flood Zone 2. It is considered that this is an additional reason to restrict permitted development rights for these structures.
- 6.43 The Sustainable Drainage proposals are considered to be suitable in this context and would reduce the amount and discharge rate of surface water from the site. The proposed swales to the site frontage would receive a proportion of the water and would have landscaping, ecological and water quality benefits in addition to surface water control. The proposed underground attenuation tanks and flow control equipment would provide a reliable means of slowing and reducing surface water discharge. The Thames Water comments (section 4 above) are noted. It is considered reasonable to expect the proposed SuDS scheme to be capable of controlling surface water, subject to precise technical design and any improvements required by the sewerage undertaker. Conditions requiring the full SuDS design and sewerage improvements where required (in consultation with TW) are recommended.
- 6.44 The proposals are considered to comply with national flood risk policy and Policy CS35.

Ecology

- 6.45 The Council's Ecologist has considered the proposals and accepts the proposals subject to conditions to secure 'wildlife-friendly' planting within the landscaping scheme and other ecological enhancements including bird nesting boxes and bat boxes. Controls on external lighting are required to ensure that excessive or poorly-designed lighting does not affect bats. These matters are proposed to be dealt with by condition as per the recommendation above. The suggestion that the existing pond should be re-provided has been considered with the applicant. It transpires that the existing feature is an abandoned loading bay which has flooded. It is considered that a pond would interfere with use of the open space for recreation in this instance. The proposed swales to Portman Road would

appear to allow opportunities for ecological enhancements instead - a mix of wetland grasses is indicated on the landscaping plans. The existing Green Link to the Portman Road frontage would be enhanced by the new planting to this frontage. The proposals are considered to comply with Policies CS36 and DM17 on this basis.

S106 Matters

6.46 In addition to securing the Affordable Housing described above, a S106 legal agreement is required to secure the following as per the recommendation at the beginning of this report:

Highways:

- A contribution of £54,000 towards provision by the Council of a cycleway link from the site to Cow Lane roundabout along the southern verge of Portman Road and associated highway works.
- To enter into a s.278 agreement to carry out the off-site highway works to i) form the junction of the site with Portman Way and ii) provide pedestrian links to Portman Way/Valentia Road within adopted Highway land as shown on 'Access Inset' drawings.
- To secure works on-site to integrate with adjacent highway land - removal of existing fences, provision of pedestrian links to Portman Way/Valentia Road as shown on approved plans.
- A contribution of £7,500 (seven thousand five hundred pounds) (index linked from date of permission) towards a Traffic Regulation Order to introduce parking controls within the site (and requirement for private parking enforcement if unadopted). The S106 to limit parking to within dedicated bays only as shown on the approved drawings.
- *Open Space:*
 - i) provision prior to first occupation of the Public Open Space, including Locally Equipped Area of Play (LEAP) on site in accordance with approved drawings, subject to detailed design of play equipment being submitted for approval prior to first occupation (RBC Leisure are not satisfied with the existing suggested equipment).
 - ii) To pay the sum of £160,000 (one hundred and sixty thousand pounds) towards improvements to Portman Road NEAP (the multi-use games area 200m to the west of the site).
- *Employment Skills and Training Plan*
In accordance with the Employment Skills and Training SPD, to secure a plan for the construction phase. Alternatively a payment in lieu of a plan of £58,938.
- *Public Art*
In accordance with the Planning Obligations SPD - i) To secure the provision of Public Art to the value of £25,000, the design of which is to be approved by the Council. If the Developer is unable to provide the Public a payment of £25,000 is to be made in lieu to allow the Council to provide the art within the site or (twenty five thousand pounds (Index linked from date of permission) to the Council prior to Occupation of the 190th dwelling to fund a piece of art within the site, or on public land within Battle Ward.

6.47 It is considered that these obligations meet relevant Development Plan Policies and comply with the Regulation 122 tests set out in the CIL Regulations, namely that the obligations are necessary to make the development acceptable in planning terms, they are directly related to the development; and fairly and reasonably related in scale and kind to the development.

7.0 CONCLUSION

The proposal is the result of detailed discussions between officers and the Applicant and is considered to be acceptable for the reasons set out in the above report. The application is recommended for approval subject to appropriate conditions and completion of the S106 agreement as set out in the recommendation at the beginning of the report.

Case Officer: Steve Vigar



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LEGEND - UNIT TYPE

	3 Bed House
	2 Bed House
	Apartments 1, 2 and 3 Bed



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Unit Types Layout
 1:1000 @ A3 scaling
 08.12.2017 model
 Jeff P Horrocks
 031610-BEL-TV04
 Business

Proposed Layout showing unit types



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LEGEND - TENURE

- Private
- Affordable Rented
- Affordable Shared Ownership
- Affordable Target Rent



Description	Qty	%	Affordable				
			Rent	Shared	Target	Qty %	
One Bedroom Apartment	45	21.3%	2	4	0	6	12.0%
Two Bedroom Apartment	105	49.8%	6	9	0	15	30.0%
Three Bedroom Apartment	14	6.6%	3	4	0	7	14.0%
Two Bedroom Coach House	1	0.5%	0	0	1	1	2.0%
Three Bedroom House	31	21.8%	0	3	9	12	42.0%
Three Bedroom Townhouse	15		0	5	4	9	
TOTAL	211	100%	11	25	14	50	23.7%
			5.2%	11.8%	6.6%		

Proposed Tenure Plan



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03 16 10-BEL-TV-24-05-18 - SR-65X
 05.07.2018 revised
 1:1000 @ A3 plotting
 dha / Planning
 reference 03 16 10-BEL-TV-06
 Tenure Layout

no scale for context



Computer Generated Image Block 1 viewed from Portman Road/Portman Way junction. (Page 35 of submitted Design and Access Statement)

Height and Scale

The western and northern boundaries are defined by blocks of apartments of four to six storeys, responding to the scale and form of the development beyond the site boundary in these locations, and also defining the limits of the residential area. The balance of the site is made up of two and three storey houses in response to the scale of the existing adjoining residential development. This approach is illustrated below and opposite.

Proposed 2-Storey Houses



Proposed 3-Storey Houses & 2-Storey Coach House



Proposed 3/4-Storey Apartments



Proposed 5/6-Storey Apartments



Indicative Elevational Treatment - Houses and Flats - Page 22 of submitted Design and Access Statement.