

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT CULTURE & SPORT
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 27th June 2012

ITEM NO. 22

Ward: Whitley

App No.: 12/00481/OUT

Address: Phase 3, Kennet Island, Reading.

Proposal: A 'hybrid' planning application for 546 residential units comprising 444 apartments and 102 houses with associated infrastructure and public open space including: Phase 3B - Blocks A, J, K and Y (submitted in full with no matters reserved as defined in drawing no. 0948_PL157) for the construction of 404 apartments, and Phase 3C - Blocks B, C and D (submitted in outline with all matters reserved as defined in drawing no. 0948_PL163) for the construction of 102 houses and 40 apartments.

Applicant: St. James Group Ltd.

Date received: 28 March 2012

Minor Application: 8 week target decision date: 27 June 2012

RECOMMENDATION:

Subject to i) no objection from the Office for Nuclear Regulation and ii) no intervention from the Secretary of State regarding the contents of the submitted Environmental Statement and having taken into account the submitted Environmental Statement under the Environmental Impact Assessment Regulations 1999, delegate to the Head of Planning and Building Control to **GRANT** permission subject to completion of a Section 106 Legal Agreement by 27 July 2011 or (ii) **REFUSE** permission should the agreement not be completed by 27 July 2011 (unless the Head of Planning and Building Control agrees to a later date for completion of the agreement). The agreement shall secure the following:

- The on-site provision of 19 **Affordable Housing** units, to be transferred to a Registered Social Landlord (RSL). This provision shall comprise 8 flats (4 x 1-bed and 4 x 2-beds) for shared ownership that shall be provided by completion of the 236th unit and 11 x 3-bed houses for rent that shall be provided by completion of the 500th unit.
- Deferred contributions towards **Affordable Housing** provision in the South Reading area to a maximum of £3,098,514 that would be payable in the event that the deemed developer profits from the development exceeded a minimum profit threshold percentage.
- Financial contributions totalling £729,290 towards **Transport** infrastructure improvements towards schemes identified within the Southern and Central Reading action plan areas of the Council's Local Transport Plan, in conjunction with Reading Borough Core Strategy Policies CS9: Infrastructure, Services, Resources and Amenities and CS20: Implementation of The Reading Transport Strategy (Local Transport Plan 2006-2011). Payments to be index linked from the date of permission and paid at the following triggers:
 - Phase 3B - £200,000 on implementation of first unit, £104,201 on 150th unit and £104,201 on 300th unit, and
 - Phase 3C - £160,444 on commencement of Phase 3C; i.e. 405th unit

and £160,444 on occupation of 500th unit.

- Financial contributions totalling £512,474 towards Education infrastructure improvements towards Primary and Secondary schools and in the South Reading area in conjunction with Reading Borough Core Strategy Policies CS9: Infrastructure, Services, Resources and Amenities. Payments to be index linked from the date of permission and to be paid at the following triggers:
 - Phase 3B - £95,663 on occupation of 1st unit, £95,661 on occupation of 150th unit and £95,661 on occupation of 300th unit, and
 - Phase 3C - £112,745 on occupation of 405th unit and £112,744 on occupation of 500th unit).
- Financial contributions totalling £400,781 towards Leisure/Formal Recreation infrastructure improvements in the South Reading area in conjunction with Reading Borough Core Strategy Policies CS9: Infrastructure, Services, Resources and Amenities and CS29: Provision of Open Space. Payments to be index linked from the date of permission and to be paid at the following triggers:
 - Phase 3B - £74,813 on occupation of 1st unit, £74,812 on 150th unit and £74,812 on 300th unit, and
 - Phase 3C - £88,172 on occupation of 405th unit and £88,172 on occupation of 500th unit).

Conditions to include

- 5 years for submission of Reserved Matters;
- Development to begin before either 3 years from date of this permission or two years from date of approval of last Reserved Matters;
- Approved plans;
- Reserved Matters shall accord with the principles within the submitted Design and Access Statement and Landscape Strategy Document;
- PD Rights removed from Phase 3C;
- Mix of units within Phase 3B and 3C to be restricted to those defined within the Schedule of Accommodation on page 7 of the DAS;
- Landscaping details (to supersede drawing nos. drawing nos. 2249-PP-02 and 2249-PP-03) shall be submitted to and approved by the LPA;
- Details of services to be submitted to and approved by the LPA;
- Replacement planting;
- No development shall take place until a landscape and ecological management plan is submitted to and approved by the LPA;
- Pursuant to approval of the 'Appearance' Reserved Matter, samples of materials shall be submitted to and approved by the LPA;
- No development shall take place until details of proposed balancing ponds are submitted to and approved by the LPA;
- Unexpected contamination to be dealt with;
- No infiltration of surface water drainage into the ground is permitted;
- No piling shall be used unless no resultant unacceptable risk to groundwater is demonstrated;
- Details of external lighting to be submitted to and approved by the LPA;
- Details of bridge link across the Foudry Brook to be submitted to and approved by the LPA;
- Construction Method Statement shall be submitted to and approved by

the LPA;

- Detailed road layout to comply with the LPA's standards;
- Details of adoptable estate roads;
- Pursuant to the above condition, details surface water disposal measures shall be submitted and approved by the LPA;
- Visitor parking management plan to be submitted (approval in consultation with Ward Members);
- Details of compliance with Lifetime Homes for 50% of units to be submitted to and approved by the LPA;
- Code for Sustainable Homes (CfSH) Design Stage Assessments for each block within Phase 3B and Phase 3C shall be submitted to demonstrate a CfSH score of 62.5% (halfway between Code Level 3 and 4).
- Code for Sustainable Homes (CfSH) Post Construction Certs for each block within Phase 3B and Phase 3C shall be submitted to demonstrate a CfSH score of 62.5% (halfway between Code Level 3 and 4).
- Footpath between Gillette Way not to be opened until adjacent land at the DHL Warehouse or Beacontree Plaza is redevelopment.

Informatives to include

- Policy informative
- Terms and conditions
- s106
- Access construction details
- Section 278 of the Highways Act
- Section 38 of the Highways Act
- Works affecting the highway
- Water pressures
- Building regulations
- Fire Fighting access at 3.1m wide

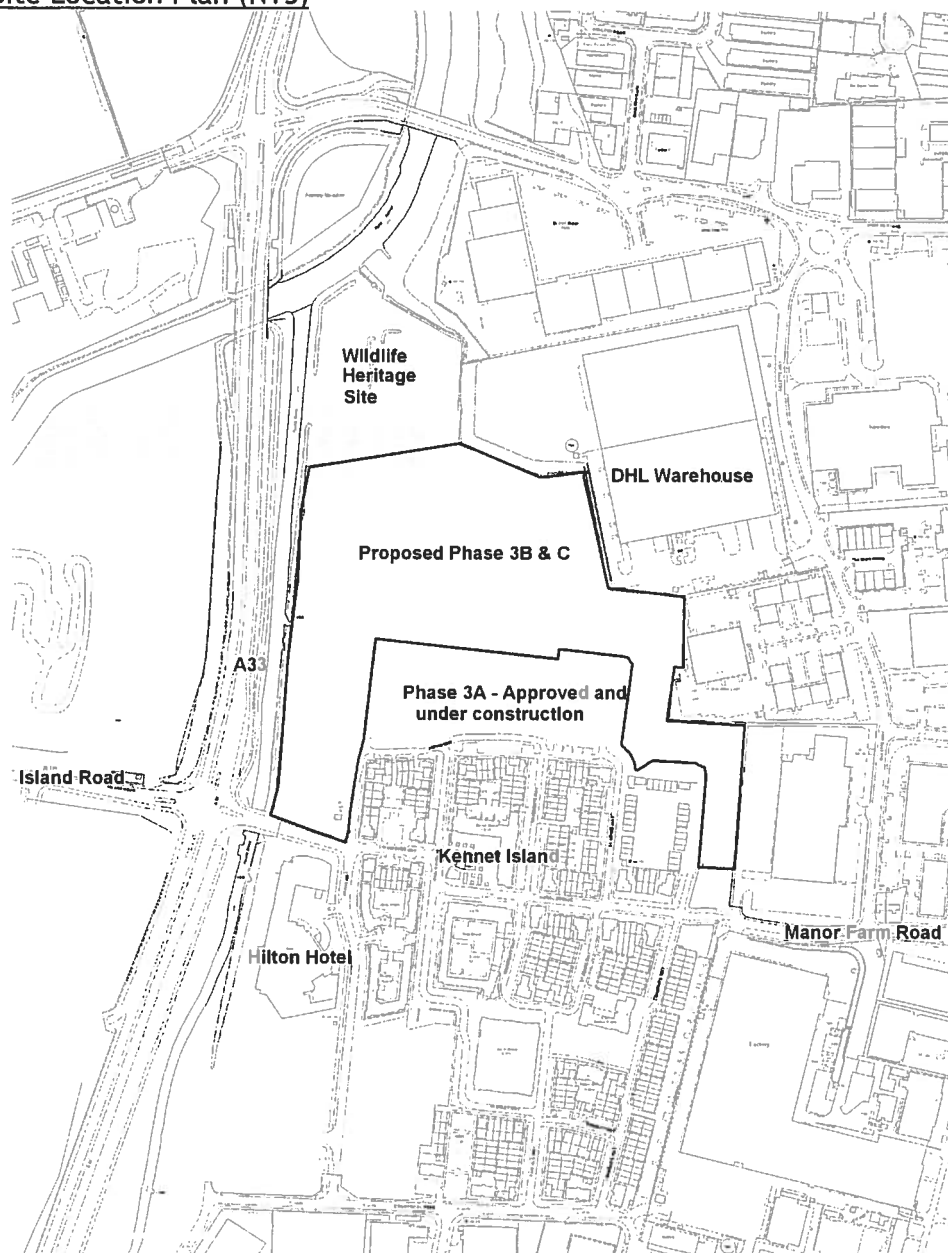
1. INTRODUCTION

- 1.1 The application site forms the unimplemented latter phases of the residential development of Kennet Island. Earlier residential phases of Kennet Island are being built out under the extant planning permission (05/00548/OUT) for 1,150 dwellings that was granted in 2007.
- 1.2 The site is located on the eastern side of the A33 and lies approximately 2.4km from Reading town centre. Prior to redevelopment for housing, the wider Kennet Island site was operated by Thames Water as a waste water treatment plant. These operations were decommissioned and remediation of the land began in 2004. Kennet Island comprises part of the wider 'Reading Southside' Development Area including residential, commercial, retail and community uses over 37ha divided by the A33 relief road. The residential element (Kennet Island) covers 16.5ha located to the east of the A33. The current application relates to the largest and final phase comprising 5.46ha (Phases 3B and 3C as proposed).
- 1.3 To the north of the application site lies the Fobney Meadows 'Wildlife Heritage Site' (WHS) which is defined as a 'Major Landscape Feature' within the Reading Borough Local Plan. The WHS is also defined as a 'Major Landscape Feature' and a 'Local Wildlife Site' within the Council's emerging SDPD proposals map. To the east lie several commercial and industrial uses including the DHL Warehouse, an

Upper Tier Control of Major Accident Hazards¹ (COMAH) site, which stores Gillette products containing liquefied petroleum gas (LPG). Earlier phases of Kennet Island are located directly south of the application site. The Foudry Brook runs directly west of the application site parallel to the A33. The application site lies within Flood Zone 1 which has less than 0.1% probability of river flooding in any given year.

- 1.4 Officers have held detailed pre-application discussions with the applicant over the last two years on an alternative residential development for this site to that approved by the extant planning permission (05/00548/OUT). The latest application is a resubmission of 11/01171/OUT which was withdrawn following concerns from Officer's regarding the visual quality of the proposed development adjacent to the A33. The current application incorporates 38 fewer units than the previous scheme. Members visited the site on 14 June 2012.

Site Location Plan (NTS)



¹ The principal aim of the COMAH regulations is to reduce the risks of potential major accidents that are associated with the handling of hazardous substances such as LPG.

2. PROPOSAL

- 2.1 The applicant has provided a detailed viability appraisal which demonstrates that this application is viable only with significant reductions to planning obligations and contributions that would be sought under the Council's Planning Obligations SPD (refer to Section 6 k. of this report).
- 2.2 The applicant has also advised that the three taller buildings approved under the extant planning permission (05/00548/OUT), (refer to the Illustrative Masterplan at Appendix 1), are no longer financially viable in the current economic climate. This is primarily because the build costs associated with providing the reinforced concrete frames within these buildings would be prohibitively expensive given that they would provide relatively small footplates; e.g. the three 8-storey towers indicatively shown adjacent to the A33 would only accommodate four units on each floor. The applicant has also advised that the current proposal enables the provision of a greater number of houses given that the viability of the scheme is enhanced by the additional numbers of flats proposed which have proven to be much more saleable than houses at Kennet Island.
- 2.3 As mentioned above, land at Kennet Island currently benefits from the 2007 planning permission (05/00548/OUT) that includes 1,150 dwellings. At the time of writing, the applicant has completed 822 of 1,150 dwellings including all of the required 255 affordable housing units. The current application (Phases 3B and 3C) is effectively a revised version of the northern part of the site that would result in an uplift of 218 dwellings and if approved would increase the total number of approved dwellings at Kennet Island to 1,368 (see Table 1 below). NB: The current Phase 3 application includes two sub-phases; i.e. Phase 3B and Phase 3C but not Phase 3A (see Location Plan above) the reserved matters for which were approved last year pursuant to the extant planning permission.

Table 1 - Approved and proposed dwelling nos.

	05/00548/OUT APPROVED	Units already built at Kennet Island.	12/00481/OUT (Phase 3) - PROPOSED	Overall uplift	Resulting total
Dwelling nos.	1,150	822	546	218	1,368

- 2.4 The proposal is in the form of a 'hybrid' application that seeks full planning permission for Phase 3B (404 units) and outline planning permission for Phase 3C (142 units); (refer to Hybrid Planning Application plan - drawing no. 0948_PL151 Revision T). The 218 unit uplift is contained entirely within Phase 3B which would front the A33. The mix of units across both Phase 3B and 3C, as outlined within the submitted Design & Access Statement (DAS), could be fixed should this application be granted (see summary Table 2 below). Phase 3B comprises Blocks A, J, K and Y. Phase 3C comprises Blocks B, C and D.

Table 2 - Summary table of housing mix.

	1-bed flat	2-bed flat	2-bed house	3-bed house	4-bed house	Total units
Phase 3B	194	210	0	0	0	404
Phase 3C	22	18	2	91	9	142

- 2.5 Of the 546 units proposed within this latest application, 19 would be affordable, the breakdown of which is provided in Table 3 below:

Table 3 - Affordable Housing units

Unit Type	Shared Ownership	Social/Target Rent	Phase
1-bed flat	4	0	3B
2-bed flat	4	0	3B
3-bed house	0	11	3C
Total	8	11	-

2.6 The application is supported by the following information:

- Planning Application Statement
- Financial Viability & Affordable Housing Statement
- Environmental Statement (including ES Addendum) - deals with: ground conditions, water and flood risk, ecology, landscape and visual, transport, air quality, noise and vibration, social infrastructure and community impacts.
- Design and Access Statement
- Landscape Strategy Document
- Public Open Space Assessment
- Flood Risk Assessment
- Transport Assessment
- Energy Statement
- Sustainability Statement
- Surface Water Drainage Strategy
- Foul Drainage Strategy
- Daylight Within the Proposed Development Report
- Construction Management Statement
- Statement of Community Involvement
- Plans/Elevations (as detailed at the end of this report)

3. PLANNING HISTORY

11/01299/REM	Reserved Matters application pursuant to Outline Planning Permission 05/00548/OUT for the development for 81 residential units (43 houses and 38 flats) within two separate block layouts with open space and associated infrastructure and landscaping (landscaping only). Phase 3A.	Approved (13/01/12)
11/01171/OUT	Kennet Island Phase 3 - A planning application for residential redevelopment comprising: Phase 3B - construction of 441 apartments and associated internal roads, hard and soft landscaping; Phase 3C - construction of up to 103 houses and 40 apartments.	Withdrawn (23/03/12).
11/00139/REM	Reserved Matters application pursuant to Outline Planning Permission 05/00548/OUT for the development for 81 residential units (43 houses and 38 flats) within two separate block layouts with open space and associated infrastructure and landscaping (siting, design and external appearance only). Phase 3A.	Approved (10/05/11)

10/02108/SCR	Request for a Screening Opinion for Phase 3A at Kennet Island.	Screening opinion: not EIA development (26/01/11)
10/00291/FUL	Construction of a hospital with associated landscaping and car parking (re-submission of 09/02187/FUL).	Approved subject to s106 (19/05/10).
09/00235/REM	Reserved Matters application pursuant to Outline Consent 05/00548/OUT for 234 dwellings (siting, design, external appearance and landscaping). Phase 2 - Private.	Approved (17/03/2008)
07/01662/REM	Reserved Matters Application pursuant to Outline Consent 05/00548/OUT for the construction of 80 dwellings. Phase 2 - Affordable.	Approved (17/03/2008)
07/00346/FUL	Erection of a 210 bedroom hotel and associated parking (re-submission of 06/00044/FUL for 198 bedroom hotel).	Approved subject to s106 (13/06/07).
05/00671/REM	Proposed Reserved Matters pursuant to 04/01215/VARIAT for the construction of 397 dwellings including 90 affordable flats, a community centre and shops. Revised Development Brief, Phase I Affordable Housing Scheme and Public Open Space Strategy. Phase 1.	Approved (16/11/05)
05/00548/OUT	Mixed use development comprising up to 1,150 new homes, offices (126,000 sq m), private hospital, hotel, retail and community uses including cafes, bars, restaurants and health and fitness studios, open space and associated infrastructure including a pedestrian and cycle bridge link across the A33. <i>NB: Phase 2 was implemented under this permission.</i>	Approved subject to s106 (18/09/07).
04/01215/VARIAT	Variation of Condition 11 (Land Contamination) of 00/01215/OUT. <i>NB: Phase 1 was implemented under this permission.</i>	Approved subject to S106 (06/01/05)
00/01215/OUT	Demolition of Manor Farm sewage works. High-density mixed-use development comprising 850 dwellings including affordable units, offices, a hotel and ancillary facilities.	Approved subject to s106 (02/10/01)

4. CONSULTATIONS

4.1 Statutory

- Environment Agency
- Health & Safety Executive (including Office for Nuclear Regulation)
- Thames Water
- Southern Gas Networks
- BT - no objection
- Scottish & Southern Energy

4.2 Non-statutory

- RBC Valuation
- RBC Housing
- RBC Transport Strategy
- RBC Natural Environment
- RBC Education
- RBC Leisure and Open Spaces
- RBC Waste Operations Manager
- RBC Environmental Health
- RBC Building Control
- Royal Berkshire Fire & Rescue Service
- The Council's Access Officer
- The Council's Ecologist
- The Council's Emergency Planning Officer
- Thames Valley Police's Crime Prevention Design Advisor
- Natural England

4.3 Neighbour consultation

Two application notices were displayed on Puffin Way and Havergate Way on 19th April 2012. Consultation letters were sent to 269 neighbouring properties on the following Roads:

- Gillette Way
- Drake Way
- Lindisfarne Way
- Whale Avenue
- Puffin Way
- Havergate Way
- St. Agnes Way
- Rose Kiln lane
- Basingstoke Road
- Commercial Road
- Darwin Close
- Manor Farm Road

The Kennet Island Residents' Association (KIRA) was also consulted on this application.

As a result of the consultation process, one representation has been received from DHL Exel Supply Chain. This representation does not formally object to this application but raises the following issues:

- DHL supply chain in conjunction with the Council's Emergency Planning Officer require important information to be made available to neighbours about hazards and the actions to be taken by residents in the event of an emergency on or close to the DHL site. DHL would like to see St. James' proposals on this matter.

- DHL supply chain would like to draw to the attention of the Council the importance of residents being able to make effective escape from their dwellings in the event of an emergency.
- There has been a significant increase in transport activities on the DHL site (a 24-7 business) since the submitted noise and vibration assessment was conducted in 2010. A revised assessment should be undertaken.

5. RELEVANT PLANNING POLICY AND GUIDANCE

- 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 The following local and national planning policy and guidance is relevant to this application:

- Reading Borough Local Plan (1998) 'saved' policies
HSG5 (Residential Design Standards)
HSG9 (Location of Residential Development)
CUD14 (Standards of Design in Development)
TRN11B (Development and Traffic)
NE6 (Protecting Wildlife Habitats and Natural Features on or Adjoining Development Sites)
NE7 (Creative Nature Conservation)
NE10 (Surface Water Run-Off and Development)
WAT6 (Waterways Cycling Policy)
- Reading Borough Local Development Framework Core Strategy (2008)
CS1 (Sustainable Construction and Design)
CS2 (Waste Minimisation)
CS3 (Social Inclusion and Diversity)
CS4 (Accessibility and the Intensity of Development)
CS5 (Inclusive Access)
CS7 (Design and the Public Realm)
CS8 (Waterspaces)
CS9 (Infrastructure, Services, Resources and Amenities)
CS15 (Location, Accessibility, Density and Housing Mix)
CS16 (Affordable Housing)
CS20 (Implementation of The Reading Transport Strategy - Local Transport Plan 2006-2011)
CS22 (Transport Assessments)
CS24 (Car/Cycle Parking)
CS29 (Provision of Open Space)
CS34 (Pollution and Water Resources)
CS35 (Flooding)
CS36 (Biodiversity and Geology)
CS38 (Trees, Hedges and Woodlands)
- Reading Borough Local Development Framework: Sites and Detailed Policies Document (SDPD) - Submission Draft 2011
DM1 (Adaptation to Climate Change)
DM2 (Decentralised Energy)
DM3 (Infrastructure Planning)
DM4 (Safeguarding Amenity)

DM5 (Housing Mix)
 DM6 (Affordable Housing)
 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)
 DM20 (Hazardous Installations)
 SA1 (South Reading Development Principles)
 SA2c (Land to the North of Manor Farm Road)
 SA14 (Cycle Routes)

- National Planning Policy Framework
 Chapter 4 - Promoting sustainable transport
 Chapter 6 - Delivering a wide choice of high quality homes
 Chapter 7 - Requiring good design
 Chapter 10 - Meeting the challenge of climate change, flooding and coastal change
 Chapter 11 - Conserving and enhancing the natural environment
- Local supplementary planning guidance:
 The Council's 'Revised Sustainable Design & Construction SPD' (July 2011)
 The Council's 'Revised Parking Standards and Design' SPD (Oct 2011)
 The Council's 'Planning Obligations under Section 106 of the Town and Country Planning Act 1990' SPD (Sept 2004)
 The Council's 'Revised South West Reading Planning Brief' (2001)

6. APPRAISAL

(i) Main Issues

6.1 The main issues in determination of this application are:

- a) Principle of development
- b) Densities
- c) Appearance and impact on character
- d) Transport and parking issues
- e) Landscaping and ecology
- f) Quality of housing provision and access issues
- g) Public open space and other community provisions
- h) COMAH and health & safety issues
- i) Noise issues
- j) Sustainable Construction and Design
- k) Viability and planning obligations

a) Principle of development

6.2 Policy CS14 identifies that the provision of new dwellings within the Borough will be partially made up through existing commitments within extant planning permissions. One of the core principles of the NPPF is that *"planning should... encourage the effective use of land by reusing land that has been previously developed (brownfield land)"*.

6.3 This 'brownfield' application site forms part of the wider Kennet Island housing development which currently benefits from planning permission for a 'high density' mixed use development including 1,150 dwellings; 808 of which have

been built thus far. The proposal would result in an uplift of 218 dwellings that would bring the total number of approved dwellings at Kennet Island to 1,368. The Kennet Island site is well served by public transport facilities and has established open space, retail and community facilities that already serve the development. The proposal is therefore considered acceptable in principle subject to assessment of the implications of the proposed uplift in terms of densities, transport issues, ecology, impact of services and facilities, health & safety considerations, the visual impact of the revised development proposals and in respect of the overall viability of the scheme.

b) Densities

- 6.4 Core Strategy Policy CS15 advocates densities between 40 and 75 DPH for sites such as this; i.e. those within 'Urban Areas'. Core Strategy Policy CS4 states that *"the scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities"*.
- 6.5 Phase 3C would comply with advocated densities within Policy CS15 but the densities within Phase 3B would be significantly above (see Table 4 below). However, the design approach detailed within the submitted DAS for Phase 3B outlines the importance of creating two character areas (Phase 3B and C) which respond to different elements of the surrounding environment which, in this instance, is considered to justify the higher density levels proposed within Phase 3B.

Table 4 - Phase densities

Phase	Density
Policy CS15 - Advocated densities for 'Urban' areas	40-75 DPH
Kennet Island 1,150 scheme	70 DPH
Phase 3B	160 DPH
Phase 3C	68 DPH
Kennet Island overall (resulting 1,368 units)	84 DPH

- 6.6 The submitted DAS highlights that a key feature of the extant planning permission (05/00548/OUT) was the provision of taller buildings along the A33 frontage of the site (refer to Illustrative Masterplan at Appendix 1). Indeed, Officers still consider that buildings of significant size, height and bulk can be accommodated along the A33 and may compliment the general scale of other buildings including the Hilton Hotel and the approved 'Southside' office development on the western side of the A33.
- 6.7 The application site is considered to be in a highly sustainable location well provided for in terms of public transport and local facilities (refer to Sections 6 d. and g. of this report) and has established open space, retail and community facilities that already serve the development. As such, the proposed density of Phase 3B is considered appropriate if other policy considerations related to the appearance of the development and its impact in respect of its intensification can be met.

c) Appearance and impact on character

- 6.8 The NPPF states that *"permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area"*. Core Strategy Policy CS7 states that *"all development must be of a high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located"*. Policy CS8 requires

that development in the vicinity of waterways enhances the character and appearance of those areas in addition to strengthening their role as wildlife corridors. RBLP CUD 14 requires that *“where appropriate, all development... will normally be required to exhibit a high standard of design and be compatible with the scale and character of the surrounding environment”*.

- 6.9 Proposed Phase B (Blocks A, J, K and Y) would form the main frontage of this development to the A33 and the building heights are outlined in Table 4 below. In comparison the nearby Hilton Hotel is a four-storey building 15m high.

Table 4 - Phase B - Proposed building heights

Phase/Block	Building heights
Block Y	4-7 storeys (14-26m)
Block K	3-8 storeys (10-28m)
Block J	3-7 storeys (10-24m)
Block A	4-6 storeys (14-19m)

- 6.10 The submitted DAS outlines that Blocks A, J, K and Y would all include the following four distinct building elements (refer to ‘Perspective View of A33 Frontage’ at Appendix 2):

- i) a brick plinth - bottom,
- ii) a projecting render facade - middle,
- iii) a subservient storey - top, and
- iv) belvedere corner features - end.

- 6.11 These four elements provide common architectural themes within Blocks A, J, K and Y which would add interest of their external elevations whilst providing a coherent design and creating a distinct new character of residential building form. In particular, the projecting render facades and belvedere corner features would act as common design elements that would unite the appearance of each block. However, all of these four blocks would be different in terms of height and layout which would create an undulation in building heights thereby avoiding excessive repetitiveness or monotony within the design. The subservient upper stories would be set back from the main buildings and would utilise glazed materials which have a ‘lighter’ appearance that would assist in reducing the appearance of the building’s mass and perception of scale.

- 6.12 The lower building heights proposed would suitably reflect the height of the Hilton Hotel (refer to Computer Generated Images at Appendix 3 and 5) and development permitted to the west of the A33, whilst the upper building heights would be comparable with those established by the extant planning permission (05/00548/OUT). As an example, Block K would be the tallest building facing the A33 with 8-storeys. Block K’s symmetrical west elevation incorporates ‘book-end’ belvedere corner features that would create distinct tower elements either side of the 5-storey central section.

- 6.13 Suitable breaks in built form have been incorporated within this proposal following discussions with the applicant over the previous application (11/01171/OUT); now since withdrawn. These amendments include the opening up of the north-west elevation of Block J (by 18m) to allow for views into the courtyard of the development from the A33 and a 7m wide full height break in the east elevation and generally by a greater spacing provided between all blocks (now approximately 17-20m) than the previous application. These arrangements allow for a suitable rhythm of building blocks and spaces in the context of the

- adjacent Foudry Brook corridor that provides an appropriate landscaped setting for these buildings in addition to the landscaping proposed as part of this application.
- 6.14 Block J would provide the northernmost frontage to the A33 before it turns east to frame the adjacent Wildlife Heritage Site (WHS). The WHS would provide a substantial landscaped setting for both Blocks J and A whilst also accommodating surface water that would drain from the proposed development. Block A would be sited at the northern end of a north-south boulevard that would form a continuation of Whale Avenue. Block A would provide a suitable end vista for this boulevard that would act as key visual reference point within Kennet Island (refer to Computer Generated Image at Appendix 4). In addition, the eastern side of Block A would drop down in height to be more commensurate with the larger 3 or 4 storey corner block that would be provided at the western end of Block B within Phase 3C.
- 6.15 The applicant proposes to utilise high quality materials within Phase 3B including i) brickwork and through render panels on the main buildings, ii) a metal profile cladding system and opaque glazing panels on the belvedere corner elements and iii) composite panels and high pressure laminate timber cladding are proposed as a feature materials within the projecting render façade elements. Further details of these materials will be available at your meeting and a condition is required to secure samples of materials should this application be approved.
- 6.16 Proposed Phase C (Blocks B, C and D) would incorporate a similar layout and design principles to the scheme outlined within the Illustrative Masterplan (refer to Appendix 1) pursuant to the extant planning permission (05/00548/OUT) and would therefore be reflective of the indicative dwelling numbers and densities therein. Phase C would comprise of 2-3 storey buildings with some 4 storey corner blocks. As Phase 3C is in outline only (with all matters reserved), the applicant has submitted a parameter plan (refer to drawing no. PL258) which indicates the maximum heights and footprints for buildings within Phase 3C.
- 6.17 The submitted DAS outlines that the rear elevations of Blocks J, K and Y have been designed to take account of the lesser bulk and height of buildings proposed within Phase 3C. For example, Block K reduces in height to three stories on the eastern elevation (refer to drawing no. 0948_PL213 Rev B) in order to reflect the scale of buildings within the western elevation of Block C.
- 6.18 In addition, the submitted Landscape Strategy incorporates detailed principles for soft and hard landscaping for both Phase 3B and Phase 3C (refer to Cross-Sections at Appendix 7). For example, this 'design coding' would ensure that minimum space is provided for avenue planting, footpaths and defensible space outside the ground floors of apartments and houses within Phase 3C.
- 6.19 A condition is therefore recommended to ensure that any future applications for reserved matters on Phase 3C shall accord with the principles outlined within the both the submitted DAS and Landscape Strategy Document.
- 6.20 Subject to the recommended conditions, the proposal is considered to enhance the character and appearance of the surrounding area by providing a striking and high quality development frontage to a key transport corridor into Reading. The proposal would also provide a strengthened role for the Foudry Brook as an important landscape feature. In these respects, the proposal therefore complies with Core Strategy Policies CS7 and CS8, RBLP saved Policies HSG 5, HSG 9 and CUD 14 and design-based guidance within the NPPF.

d) Transport and parking

- 6.21 Core Strategy Policy CS24 and the Council's 'Revised Parking Standards and Design' SPD outlines the Council's requirements for parking provision on developments. The SDPD emerging Policy DM12 requires that *"development would not have a material detrimental impact on the functioning of the transport network"*.
- 6.22 Access to the site would be via the existing access points from the A33 and Basingstoke Road via Manor Farm Road with secondary access points on Commercial Road. As well as providing access to the road network, these access points provide direct access to Reading's Cycle Network with cycle route R1/ national route 23 provided along the A33 and R10 via Manor Farm Road and Basingstoke Road. These routes provide links into the town centre and Green Park, Whitley Wood and to the new network of cycle routes at junction 11.
- 6.23 Bus services 40, 41 and 53 operate within the site and provide a combined frequency of 1 bus every 20 minutes peak and 1 bus every 30 minutes off-peak. Bus service frequencies have regularly been increasing due to increased customer demand from residents living within Kennet Island. Three bus stops are provided within the Kennet Island development, one of which will be approximately 250 metres from the centre of Phase 3.

Trip generation

- 6.24 The submitted Transport Assessment (TA) explains that trip generation for the proposed development has been derived from actual flows surveyed at the completed part of the Kennet Island development and compared against trip rates acquired from the TRICS database.
- 6.25 The results from the trip generation surveys indicate that the resulting uplift of 218 units would generate an additional 78 vehicular movements in the morning peak and 81 additional vehicular movements in the evening peak. The vast majority of peak hour arrivals and departures will be via the A33. Given the existing flows along the A33, the proposed 78 additional vehicular movements in the morning peak represents 0.87% of total northbound am peak hour flows and 2.7% of total southbound am peak hour flows on the A33 with similar impact during the pm peak hour. The additional peak hour vehicular movements represents only 0.23% of the total daily north and south bound flows on the A33 and will not have a detrimental impact in peak hours.
- 6.26 The Transport Assessment also indicates that some traffic will go via the access onto the Basingstoke Road. However, the turning restrictions onto Manor Farm Road and left onto Rose Kiln Lane will limit the amount of traffic using this secondary access. RBC Transport Strategy advises that, given the low flows going towards the Basingstoke Road, the impact would be minimal and within the daily fluctuations of the existing flows.

Parking

- 6.27 The parking provision for Kennet Island was approved under outline planning permission (05/00548/OUT) via the Kennet Island Development Brief (Revision B 25.02.08) which defines the following parking ratios:

"For dwellings, car parking will be provided up to a maximum of 1.5 spaces for flats and 2 spaces for houses. A minimum standard of 1 space per dwelling will be applied throughout. The average parking provision across the site will not exceed 1.5 spaces per dwelling".

- 6.28 The proposal would provide 2.0 car parking spaces per house and 1.0 parking spaces per flat (1 and 2 bed dwellings), in addition to 1 space per 4.5 dwellings for visitor parking (flats only). The proposed parking ratios comply with the Kennet Island Development Brief although they would fall short of the current revised parking standards outlined with the Council's 'Revised Parking Standards and Design'.
- 6.29 In line with the revised Parking SPD, justification for the proposed level of parking has been submitted as an addendum to the Transport Assessment. An assessment of allocated parking spaces (private and visitor) and unallocated spaces was independently undertaken to assess parking occupation during the time of peak demand for spaces. Residents Travel Questionnaires were also undertaken to establish resident's daily commuting patterns and to understand future travel requirements.
- 6.30 The parking surveys revealed that on each of the survey dates (2 surveys undertaken on separate days), there was spare capacity (30% spare capacity) within the overall existing parking provision within Phases 1 & 2. In respect to visitor parking spaces, the surveys revealed some spare capacity at times of peak demand (10% and 13.6% spare capacity respectively). Applying this, the residential demand at peak times would equate to 608 spaces plus the visitor parking requirement 111 equals a demand for 719 spaces at peak times.
- 6.31 The proposal would provide parking for a total of 747 vehicles and results in a total parking provision for the whole application site as 1.36 spaces per dwelling. Tables 5 and 6 below indicate the exact number of spaces associated with each of the blocks within Phase 3B and Phase 3C.

Table 5 - Phase 3B Parking Provision

Block	No. of Units (Apt)	No. of external (on-street) parking spaces	No. of undercroft parking spaces	Total for Block
A	30	37	N/A	37
J	138	69	99	168
K	163	58	141	200
Y	73	25	64	89
Total units	441		Total no. parking spaces	493

Table 6 - Phase 3C Parking Provision

Block	No. of Apt	No. of House	No. of external (on-street) parking spaces	No. of undercroft parking spaces	Total for Block
B	10	22	57	N/A	57
C		38	76	N/A	76
D	10	27	67	N/A	67
E	20	15	54	N/A	54
Total units	40	103		Total no. parking spaces	254

- 6.32 The visitor parking provision across Phases 3B and 3C would be provided at a level of 22% (1 space per 4.5 flats) equating to 98 No. visitor parking spaces (22% of total flats). The total number of parking spaces available (based on counts from the parking allocation plan) indicates that 90 visitor parking spaces will be available within the Phase 3B application area and 13 visitor parking spaces will be available within the Phase 3C application area although it is anticipated that that this level of provision may increase upon the delivery of the balance of the site (Phase3C).

Layout

- 6.33 In respect of layout, parking areas for the apartments will be provided below raised landscaped courtyards along with some on street parking. Parking for houses will generally be provided in rear parking courts. In line with the extant planning permission (05/00548/OUT), a condition is recommended to secure a visitor parking management plan including details of the allocation of parking spaces for each unit and the allocated visitor parking bays.
- 6.34 The internal road layout of Phase 3B complies with the principles applied to Phases 1 & 2. A series of vehicular routes provides connectivity within the site and links the phase 3 dwellings to the main access onto the A33. The contorted vehicular framework will provide an even spread of vehicular traffic and assist in discouraging rat running through the development. Roads within the development will be provided with a carriageway width of between 4.8 and 6.0 metres, with traffic calming features including raised tables and raised junction utilised to keep vehicle speeds low. The internal layout has been designed to accommodate refuse lorries and emergency vehicles. Swept path analysis drawings have been submitted to demonstrate that refuse lorries and emergency vehicles can manoeuvre around the site. 'Home Zone' design principles in accordance with the Department for Transport Document "The Manual for Streets" and similar to the arrangements within Kennet Island Phases 1 & 2 would be provided as well as natural traffic calming features such as parallel and perpendicular on-street parking areas. Footways would be provided within the site to ensure the development is permeable throughout for pedestrians.

Cycle Storage

- 6.35 Blocks A, J and Y would be provided with Sheffield stands within lockable storage areas in accordance with the minimum cycle parking standards defined with the Council's 'Revised Parking Standards and Design' SPD. In respect of Block K, a combination of Sheffield stands and wall-mounted cycle racks are proposed. However, RBC Transport Strategy has advised that wall mounted racks do not comply with the Council's standards and can be obstructed by parked cars if located to the rear of parking spaces. Therefore, this arrangement is unacceptable and a condition is recommended to secure revised acceptable cycle storage provisions for Block K.
- 6.36 In respect of transport and parking issues and subject to compliance with the above condition, the proposal is considered to accord with the SDPD emerging Policy DM12. In respect of proposals failure to directly comply with Policy CS24 and the Council's 'Revised Parking Standards and Design' in respect of parking provision, other material considerations such as the parking standards defined within the approved Kennet Island Development Brief and the parking surveys that have been undertaken indicate that a refusal on parking grounds could not be substantiated.

e) Landscaping and ecology

- 6.37 Core Strategy Policy CS36 states that *“development should retain, protect and incorporate features of biodiversity or geological interest”*. Core Strategy Policy CS38 states that *“individual trees, groups of trees, hedges and woodlands will be protected from damage or removal”*. RBLP saved Policy NE7 states that *“wherever possible, all new development should introduce creative native conservation measures”*. The SDPD emerging Policy DM4 states that *“new development shall make provision for tree planting within the application site... to improve the level of tree coverage within the Borough”*. The NPPF states that *“opportunities to incorporate biodiversity in and around developments should be encouraged”*.
- 6.38 The submitted Landscape Strategy (refer to extract at Appendix 8) incorporates hard and soft landscaping principles that would be applied throughout Phase 3B and C. The applicant has submitted detailed hard and soft landscape plans for Phase 3B with landscaping being a reserved matter in respect of Phase 3C.
- 6.39 The Landscape Strategy includes detailed principles for the various landscape character areas throughout the site. These include:
- Foudry Brook Corridor & WHS - including a landscape buffer to enhance wildlife habitat including a series of balancing ponds to provide sustainable urban drainage;
 - Northern site boundary - quality planting scheme to what would otherwise become a hard landscaped parking area;
 - Local parks - smaller park to the north of Block C that would incorporate child play facilities in addition to those provided at the Neighbourhood Park which lies within Phase 3A;
 - Linear parks - a sequence of local informal public open spaces connecting the WHS with the Neighbouring Park in Phase 3A, and
 - Residential boulevards and streets - high quality tree and shrub planting along both to a standard that reflects earlier phases at Kennet Island.
- 6.40 The Council's Natural Environment Officer has been consulted on these landscaping proposals and is largely supportive of them. However, they have raised concerns that i) insufficient space would be provided between Block A and the adjacent WHS to provide for additional landscaping and ii) that further tree planting should be provided along the section of the Foudry Brook corridor to the west of Blocks J and K that lies within the application site.
- 6.41 In respect of the issue raised regarding space for additional planting between Block A and the WHS, Officers consider that is not necessary in urban design terms to set this building further away from the WHS. As detailed in Section 6.14 of this report, it is considered that the WHS would provide a suitable landscaped setting for Blocks A and J and that an additional landscaped buffer between the WHS and the proposed Phase 3B buildings is not crucial to the overall success of the scheme in terms of landscape quality.
- 6.42 In respect of the second issue raised, the applicant has subsequently committed to providing additional tree planting along this part of the Foudry Brook corridor. Officers therefore recommend that a condition be added to ensure that revised detailed landscaping plans be submitted to address this point.
- 6.43 The submitted Environmental Statement includes the findings of detailed surveys of mammals, breeding birds, reptiles and invertebrates. No badgers, bats or great crested newts have been found on the site and the ES concludes that no

significant impacts on a scale greater than local value would occur as a result of the proposed development. In addition, the proposed balancing pond west of Block Y would enhance the overall quality of wildlife habitat across the site. The Council's Ecologist has raised no objection to this proposal subject to the conditions recommended at the start of this report.

- 6.44 The Environment Agency was also consulted on this proposal and raises no objection. They have however requested that proposed boardwalk over the pond adjacent to Block Y be limited to viewing platforms rather than a connecting walkway in order to limit human interaction with this part of the Foudry Brook. The EA's comments have been considered by the Council's Ecologist and who doesn't agree that the design of the proposed boardwalks is fundamentally important to the ecological enhancement of this area. Moreover, the proposed boardwalk provides important permeability through the site and is seen as an important feature in design terms that officer's consider should remain.
- 6.45 Subject to the conditions detailed at the start of this report, the proposal is considered to be acceptable in terms of hard and soft landscaping provision and would provide ecological enhancements to the Foudry Brook in accordance with Core Strategy Policies CS38 and CS38, RBLP saved Policy NE7, emerging SDPD Policy DM4 and with guidance contained within the NPPF.
- f) Quality of housing provision and access issues**
- 6.46 Core Strategy Policy CS5 states that *"all buildings should be located, sited and designed to provide suitable access to, into and within its facilities"*. Core Strategy Policy CS15 states that *"the mix of dwellings should include an appropriate proportion of units designed to Lifetime Homes standard"*. RBLP saved Policy HSG5 requires that proposals for residential development will normally be expected to ensure that the potential for noise nuisance is limited between future dwellings and other public areas. The SDPD emerging Policy DM10 states that *"dwellings will be provided with functional private or communal open space"*.
- 6.47 The applicant has submitted a Daylight report which analyses 8 rooms within Blocks K and J that would be on north-facing elevations and would be likely to have the lower daylight levels out of all of the units proposed. The submitted Daylight report highlights that there are no mandatory standards for daylight provision with dwellings but that British Research Establishment (BRE) guidance advises that the following minimum Average Daylight Factors (ADF) should apply:
- 1% for bedrooms;
 - 1.5% for living rooms, and
 - 2% for kitchens.
- 6.48 The report identifies that 7 of the 8 rooms tested met or exceeded the above ADF requirements with only one living/kitchen/diner, that faces northwards over the internal courtyard within Block K, achieving a substandard ADF score of 1.75%. Given that the vast majority of units within Blocks A, J, K and Y would be likely to receive adequate daylight levels and only one room is likely to be marginally below guidance levels the proposal is considered acceptable in this respect.
- 6.49 The proposed internal layout of Blocks A, J, K and Y incorporate suitable stacking of units locating bedrooms above bedrooms and living/kitchen areas above living/kitchen areas in order to minimise the transmission of noise between

- units. All units would be provided with adequately sized rooms and have pleasant outlooks over courtyards or streets.
- 6.50 Outdoor communal amenity space for Blocks J and K is provided in the form of an elevated courtyard design, or 'podium deck', which enables cars to be concealed at ground level whilst providing amenity space above (refer to CGI at Appendix 6). Both of these courtyards would be publically accessible but would have high levels of natural inward surveillance from the surrounding apartments. Thames Valley Police's Crime Prevention Design Officer was consulted on this application and welcomed the design approach to these areas. The podium decks would be accessed via substantial breaks in the elevations of these blocks via either stepped or ramped (wheelchair compliant) approaches. Blocks A and Y would have no direct communal amenity space. However, Block A would be sited opposite a Local Park that would have formal play equipment for children and the future occupants of both Block A and Y would have access to the podium decks within Blocks J and K. These spaces are considered satisfactory in terms of both its size and usability for the residential units proposed.
 - 6.51 Blocks A, J, K and Y would all be served by lifts and all units would have level thresholds. In addition, the applicant has agreed to a condition in order to secure details of how 273 units (50%) of this development would be designed to meet the Lifetime Homes standard. The Lifetime Homes standard aims to ensure accessible and adaptable homes.
 - 6.52 The proposal is therefore considered to provide housing of a good quality that would be suitably accessible to all and offer the potential for future adaptability in accordance with Core Strategy Policies CS5 and CS15, RBLP saved policy HSG5 and the SDPD emerging Policy DM10.
 - g) Public open space and other community provisions**
 - 6.53 Core Strategy Policy CS29 requires that all new development should make provision for the open space needs of the development through appropriate on or off-site provision or through financial contributions. Core Strategy Policy CS32 states that *"where development would have an adverse impact in terms of increasing the need for additional community facilities... mitigation measures should be provided in line with the scale of the impact"*.
 - 6.54 Several areas of open space are proposed within this development. These are identified in the Public Open Space plan (refer to Appendix 9) and include Piazza's (marked O, P and Q), podium decks (marked M and N) and a Local Park with child play facilities (marked K). As this is the latest iteration of a multi-phased development, much of the open space that would serve this development lies outside of the application site; e.g. the Neighbourhood Park within Phase 3A (marked I), a Local Park within Phase 2 (marked J) and the WHS and Foudry Brook (marked H). In addition, earlier phases of Kennet Island also are provided for in respect of open space (refer to Appendix 10).
 - 6.55 With the exception of the podium decks on Block J and K, the level of public open space proposed is comparable with that illustrated within the Masterplan (refer to Appendix 1) that was approved under the extant planning permission (05/00548/OUT). However, the podium decks would provide for additional communal open space that would also be accessible to the public. The open space levels proposed comply with the requirements under the approved Kennet Island Development Brief.

- 6.56 The Council's Leisure & Open Spaces department was consulted on this application and has advised that the informal areas of open space proposed; i.e. podium blocks, would compensate for the lack of any additional dedicated public open space for the proposed uplift of 218 dwellings. In addition, the application site lies within the catchment areas of The Cowsey and Rabson's Recreation Ground which, in recent years, have benefitted from improvements made as a result of earlier financial contributions from the Kennet Island site.
- 6.57 On this basis and in light of the financial contributions that would be secured towards leisure/formal recreation infrastructure improvements through s106, the proposal is considered to comply with Core Strategy Policy CS29 in terms of open space provision.
- 6.58 In respect of other community provisions, the extant planning permission (05/00548/OUT) secures a phased provision of approximately 700sq m of 'Community Centre' floorspace at Kennet Island. At present, a small public meeting space unit (90 sq m) and community gym, both of which can be hired by Kennet Island residents or local community groups at discounted rates, are in place on earlier phases. The additional 'Community Centre' floorspace is due to be provided around the Kennet Island Central Piazza over a phased period over the next few years in order to meet the needs of the expanding population.
- 6.59 This level of community provision is considered adequate to meet the demands of the current population and that of the development as proposed. The proposal is therefore considered to accord with Core Strategy Policy CS32.
- h) COMAH and health & safety issues**
- 6.60 The Council's emerging SDPD Policy DM20 states that *"proposals for... development in the vicinity of hazardous sites... will not be permitted unless it has been adequately demonstrated that it would not pose adverse health and safety risks to the surrounding population"*.
- 6.61 As detailed in Section 1.3 of this report, some of the residential development proposed would be located adjacent to the DHL warehouse on Gillette Way. This factory stores Gillette toiletry products that contain LPG and is notified under the Control of Major Accident Hazards Regulations 1999 (COMAH). The warehouse is subject to 'top tier' requirements which means operations are controlled under stringent health and safety regulations by the Health & Safety Executive and the EA.
- 6.62 For consultation purposes, the HSE assesses new development proposals against current PADHI (Planning Advice for Developments near Hazardous Installations) methodology. As in this case, where less than 10% of the total residential site area is within the HSE's consultation zone, the PADHI advice is to not advise against granting planning permission on safety grounds. Hence, no objection has been raised to this application by the HSE.
- 6.63 The Office for Nuclear Regulation (ONR) was also consulted on this application but no response was received. However, the ONR was also consulted on the previous application (11/01171/OUT), which proposed 38 more dwellings, upon which no objection was raised. Any additional comments received will be reported to your meeting. The RBFRS raises no objection to this application but has highlighted that access for Fire Fighting requirements fall under Building Regulations and that suitable emergency accesses should be provided. An informative to highlight this matter is recommended.

- 6.64 The Council's Emergency Planning Officer objects to this proposal and provides the following comments:
- Although the likelihood of an accident occurring at such a site is extremely low, the consequences are very high. Placement of residential and commercial property around such sites is unnecessary.
 - The Buncefield Report recommends a change to the way planning applications are viewed/permission granted such that a cumulative risk is considered as opposed to focusing purely on developments as they arise.
 - Any development within 200m of a COMAH site should have restrictive covenants imposed on the properties, which restrict them from setting bonfires and lighting fireworks on their properties.
 - Applications should be rejected unless the developer agrees to assist with the dissemination of "public information cards" for any development that is approved, and lies within the "Public Information Zone" of a COMAH site.
- 6.65 As detail in Section 4.3 of this report, the neighbouring warehouse operator DHL Excel Supply Chain has queried how the developer would make information regarding the adjacent COMAH site and health & safety issues available to the public.
- 6.66 In respect of the above points, Officer advise that the HSE is the Government's authoritative advisor on such matter. Without other substantive evidence in respect of potential health and safety concerns a refusal on these grounds would not be sustainable. The recommendations from the Buncefield report have yet to be implemented by Government and the PADHI+ consultation procedure is currently the correct method in which to assess this proposal in terms of COMAH and health & safety issues. Covenants on land cannot be applied through the planning process and a condition to restrict the lighting of bonfires or fireworks would not be reasonable or enforceable. The applicant has agreed to assist in the dissemination of "public information cards" in respect of the proposed development and an informative is recommended to deal with this point.
- 6.67 Subject to no objection being received from the ONR, the proposal is therefore considered to comply with the Council's emerging SDPD Policy DM20 in respect of COMAH and health and safety issues.
- i) Noise issues
- 6.68 Core Strategy Policy CS34 states that *"proposals for development that are sensitive to the effects of air, noise or light pollution will only be permitted in areas where they will not be subject to high levels of such pollution, unless adequate mitigation measures are provided to minimise the impact of such pollution"*.
- 6.69 The neighbouring DHL warehouse is a 24-7 operation and noise emitted from these operations may be audible from locations within the application; most greatly within Block B proposed within Phase 3C.
- 6.70 As outlined in Section 4.3 of this report, DHL Excel Supply Chain who operate the warehouse directly north-east of the application site have identified that there has been a significant increase in transport activities at this warehouse since the submitted Noise and Vibration assessment was conducted in 2010 and submitted

as part of the Environmental Statement for this proposal. DHL has therefore requested that a revised noise and vibration assessment be undertaken.

- 6.71 DHL has outlined the current average and maximum vehicle activity at the site (see Table 7 below) but, importantly, has not been able to accurately define how much greater these movements are than in 2010.

Table 7 - Vehicle activity at DHL warehouse (20:00hrs to 07:00hrs)

Vehicle Type	Average no.	Max no.
HGV > 18t	13	29
Shunt unit - HGV	1	2
LGV > 3.5t	32	49
LGV <3.5t	9	16

- 6.72 Officers have discussed this matter with DHL, the applicant and the Council's Environmental Protection Team. Following these discussions, it has come to light that the additional transport movements referred to relate solely to light goods vehicles and not that of HGV's. The Council's Environmental Protection Team has advised that an additional survey is not considered necessary in this instance and that the condition detailed in the recommendation at the start of this report would be satisfactory to ensure that appropriate mitigation measures (e.g. noise fence, high quality double glazing etc) could be secured to protect the amenities of future occupants within the proposed development.

- 6.73 Subject to adherence to this condition, the proposal is considered to accord with Policy CS34 in respect of potential noise pollution and amenity issues.

j) Sustainable Construction and Design

- 6.74 Core Strategy Policy CS1 and the Council's Revised Sustainable Design & Construction SPD require that major applications for residential development provide a minimum of 50% of the units at Code for Sustainable Homes (CfSH) Level4 with the remainder at CfSH Level 3. Policy CS2 states that "*development should demonstrate measures to minimise the generation in construction...*" RBLP saved Policy NE10 states that "*new development will not normally be permitted where the surface water run-off generated is likely to result in adverse impacts such as an increased risk of flooding*". The SDPD emerging Policy DM1 states that "*all developments will demonstrate how they have been designed to incorporate measures to adapt to climate change*".

- 6.75 The submitted Sustainability Statement includes a pre-assessment estimator for the development which concludes that the overall development could achieve a midway point (a score of 62.5%) between CfSH Code level 3 and 4. This score would be achieved by incorporating a number of sustainable design measures such as increased energy efficiency of buildings, use of natural ventilation, sustainable drainage techniques, potential for energy from renewable sources such a photo-voltaics, sustainable waste and recycling measures, enhancements to biodiversity and the use of selected materials with lower embodied energies.

- 6.76 Subject to a condition to secure design stage and post-completions CfSH certificates, the proposal would comply with Core Strategy Policies CS1 and CS2 and the Council's Revised Sustainable Design & Construction SPD.

k) Viability and planning obligations

- 6.77 RBLP saved Policy TRN11B seeks improvements to mitigate any highway impacts that may result from developments. Core Strategy Policy CS9 states that "*the*

local planning authority will require planning obligations... to secure replacement and enhancement of additional physical and social infrastructure, services, resources, amenities or other assets". Core Strategy Policy CS22 states that "planning permission will not be granted unless development proposals make appropriate provision for works and contributions to ensure an adequate level of accessibility". Core Strategy CS29 states that "all new development should make provision for the open space needs of the development through appropriate on or off-site provision, or through contributions". The SDPD emerging Policy DM3 requires that development proposals make appropriate provision for various infrastructure provisions. The NPPF states that "Planning obligations should only be sought where they meet all of the following tests: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development".

- 6.78 In terms of viability, the NPPF also states that *"To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"*.
- 6.79 A comprehensive report on the financial viability of the proposed development has been submitted with the application and has been assessed by the Council's Principal Valuer. This report indicates that currently, the development is not viable and the imposition of a full contributions package (in line with the Council's SPG) would only serve to worsen the viability of this redevelopment and lessen its chance of being achieved. However, the applicant has advised that this proposal, in financial terms, is preferable to the scheme approved under the extant planning permission (05/00548/OUT) and that they do intend to implement the proposed scheme within the year should it be granted planning permission.

Affordable Housing

- 6.80 The extant planning permission (05/0548/OUT) secured 255 affordable housing units; 22% of the overall provision of 1,150 units, and an additional £1,000,000 towards the provision of affordable housing elsewhere. This equated to a potential overall provision of 30% affordable housing. All of the 255 affordable units have been provided and occupied in earlier phases of Kennet Island. In light of the viability restrictions placed on this development, the applicant has agreed to provide 19 affordable units (as detailed in Table 3 above). These 19 units would equate to 9% of the proposed uplift of 218 units on site.
- 6.81 However, the applicant has also agreed to provide additional deferred contributions to a maximum of £3,098,514 in the event that the deemed developer profits from the proposed development exceeded a minimum profit threshold percentage. This figure has been calculated following discussion with the Council Housing Department and represents a figure that would be required for a housing association to purchase a site, in competition with private developers, and provide 46 additional 3-bedroom houses. Overall, this would potentially equate to the provision of 65 (30%) affordable housing units in respect of the uplift of 218 units proposed as part of this application.
- 6.82 On this basis and taking account of the proposals viability issues, this combined package towards affordable housing provision in the Borough is considered to be acceptable.

Other financial contributions

- 6.83 In addition, the Council and the applicant have been working to agree a solution whereby the outstanding financial contributions due under the extant planning permission (05/00548/OUT) could be 'rolled into' the financial contributions sought under the current application in respect of Education, Transport and Leisure infrastructure improvements. Table 8 below outlines the recommended approach:

Table 8 - s106 calculations

£1,120,000 - Total monies due under 05/00548/OUT permission
£257,000 - Indexation due
£265,545 - Additional monies available following viability assessment
£1,642,545* - Total amount viable for St. James to pay towards s106 contributions for Phase 3.
*This averages out at £3,008.32 per unit (05/00548/OUT averaged out at £2,143.48 per unit).

- 6.84 Based on the Council's 'Planning Obligations' SPD, the proposal would generate the requirement for contributions towards Education, Transport and Leisure infrastructure improvements. These contributions would be proportionally split as follows: Transport - 44.4%, Education - 31.2% and LEISURE 24.4%.
- 6.85 Therefore, applying the above percentage splits to the total s106 monies available; i.e. £1,642,545, would provide the following contributions that have been agreed with the developer and are detailed in the recommendation at the start of this report.
- TRANSPORT - 44.4% of £1,642,545 = **£729,290**) - financial contribution towards schemes identified within the Southern and Central Reading action plan areas of the Council's Local Transport Plan;
 - EDUCATION - 31.2% of £1,642,545 = **£512,474**) - towards Education infrastructure improvements towards Primary and Secondary schools and in the South Reading, and
 - LEISURE - 24.4% of £1,642,545 = **£400,781**) - towards Leisure/Formal Recreation infrastructure improvements in the South Reading area.

- 6.86 Officers consider that the above obligations would be NPPF and Community Infrastructure Levy (CIL) compliant in that they would be i) necessary to make the development acceptable in planning terms, ii) directly related to the development and iii) fairly and reasonably related in scale and kind to the development. These Heads of Terms have been agreed by the applicant and an s106 Legal Agreement is in the process of being prepared to secure these contributions.

ii) Other matters

Equalities impact

- 6.87 *In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. The proposed development may result in beneficial impact in terms*

of disability by providing units that are capable of being easily converted to wheelchair accessible units. Otherwise, there is no indication or evidence (including from consultation on the application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to this particular planning application.

7. CONCLUSION

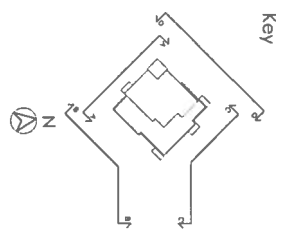
7.1 *The proposal therefore complies with all of the relevant national and local planning policies and guidance and is recommended for approval subject to the conditions and informatives detailed at the start of this report.*

Plans and documents considered:

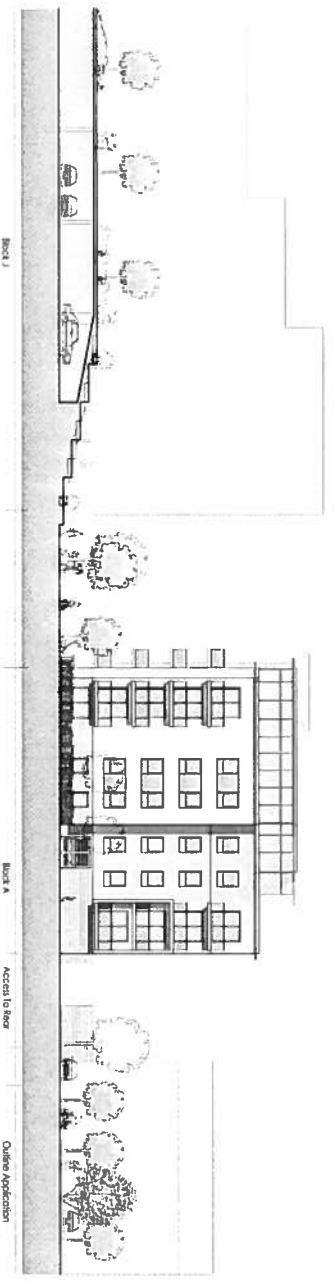
Drawing Nos.	Rev	Title	Scale
PL_101	H	Block Y - Basement to 2nd Floor Plan	1:200
PL_102	H	Block Y - 3rd to 6th Floor Plan	1:200
PL_103	M	Block K - Ground Floor Plan	1:200
PL_104	L	Block K - 1st Floor Plan	1:200
PL_105	M	Block K - 2nd Floor Plan	1:200
PL_106	L	Block K - 3rd Floor Plan	1:200
PL_107	L	Block K - 4th Floor Plan	1:200
PL_108	L	Block K - 5th Floor Plan	1:200
PL_109	L	Block K - 6th Floor Plan	1:200
PL_110	L	Block K - 7th Floor Plan	1:200
PL_111	G	Block J - Ground Floor Plan	1:250
PL_112	G	Block J - 1st Floor Plan	1:200
PL_113	G	Block J - 2nd Floor Plan	1:200
PL_114	G	Block J - 3rd Floor Plan	1:200
PL_115	G	Block J - 4th Floor Plan	1:200
PL_116	G	Block J - 5th Floor Plan	1:200
PL_117	G	Block J - 6th Floor Plan	1:200
PL_119	J	Block A - Ground to 3rd Floor	1:200
PL_120	J	Block A - 3rd to 5th Floor Plan	1:200
PL_151	T	Proposed Full Outline Application Site Plan	1:1000
PL_154	D	Proposed Site Parking Allocation	1:2000
PL_157	A	Proposed Detailed Site Plan	1:1000
PL_159	A	Proposed Basement Car park Blocks K and Y	1:500
PL_163	A	Proposed Outline Application Site Plan	1:2000
PL_165	/	Proposed Building Heights	1:200
PL_201	C	Outline Site Boundary Cross Sections	1:200
PL_202	A	Site Boundary Cross Sections D & E	1:200
PL_203	A	Site Boundary Cross Sections F & G	1:200
PL_210	E	Block Y - West & South Elevations	1:200

Drawing Nos.	Rev	Title	Scale
PL_211	F	Block Y - North and East Elevations	1:200
PL_212	B	Block K - Proposed South and West Elevations	1:200
PL_213	B	Block K - Proposed East and North Elevations	1:200
PL_214	B	Block K - Proposed Courtyard Sectional Elevations A & B	1:200
PL_215	B	Block K - Proposed Courtyard Sectional Elevations C & D	1:200
PL_216	C	Block J - North West and West Elevations	1:200
PL_217	C	Block J - Proposed North and North East Elevations	1:200
PL_218	B	Block J - South and Courtyard Elevations	1:200
PL_219	B	Block J - Courtyard Elevations	1:200
PL_221	C	Block A - Proposed South and West Elevations	1:200
PL_222	C	Block A - Proposed North and East Elevations	1:200
S82067-SK-110	-	Phase 3 Preliminary Foundations	1:750
S82067-SK-012	C	Preliminary Finished Ground Levels	1:500
2249-LA-01	B	Detailed Design Hard Landscape Plan	1:250
2249-LA-02	B	Detailed Design Hard Landscape Plan	1:250
2249-LA-03	B	Detailed Design Hard Landscape Plan	1:250
2249-LA-05	B	Apartment Courtyard Block J - Hard & Soft Detailed Design	1:200
2249-LA-06	B	Apartment Courtyard Block K - Hard & Soft Detailed Design	1:200
2249-PP-01	B	Detailed Design Soft Landscape	1:250
2249-PP-02	C	<i>Detailed Design Soft Landscape - Information only</i>	1:250
2249-PP-03	C	<i>Detailed Design Soft Landscape - Information only</i>	1:250

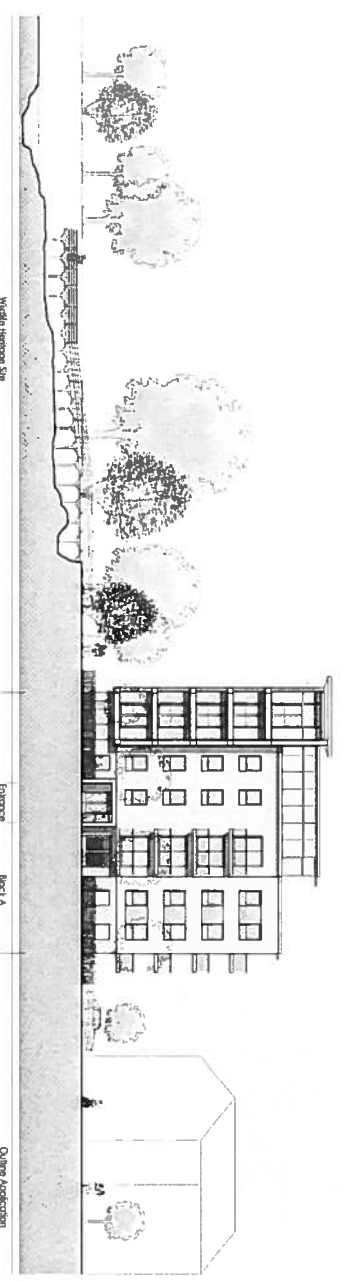
Case Officer: Andrew Chugg



Elevation b-b



Elevation a-a



43, 51 LOWLANDS ROAD
HARLOW, ON THE HILL
ADDRESS: 43, 51 LOWLANDS ROAD
TEL: 0208 844 7200
WWW.PICK.CO.UK

ARCHITECT: NICKY BRADSHAW MULTI-PHASED DEVELOPMENT



Block A - Proposed Elevations		SI Keras Developments	
Sheet	PLANNING	Project	Kennel Island, Reading - Phase 3
Scale	1:200	Drawn by	PJZ
Client	SI Keras	Check by	PJZ
Date	27/03/20	Scale	1:200
Author	PJZ	Project	C

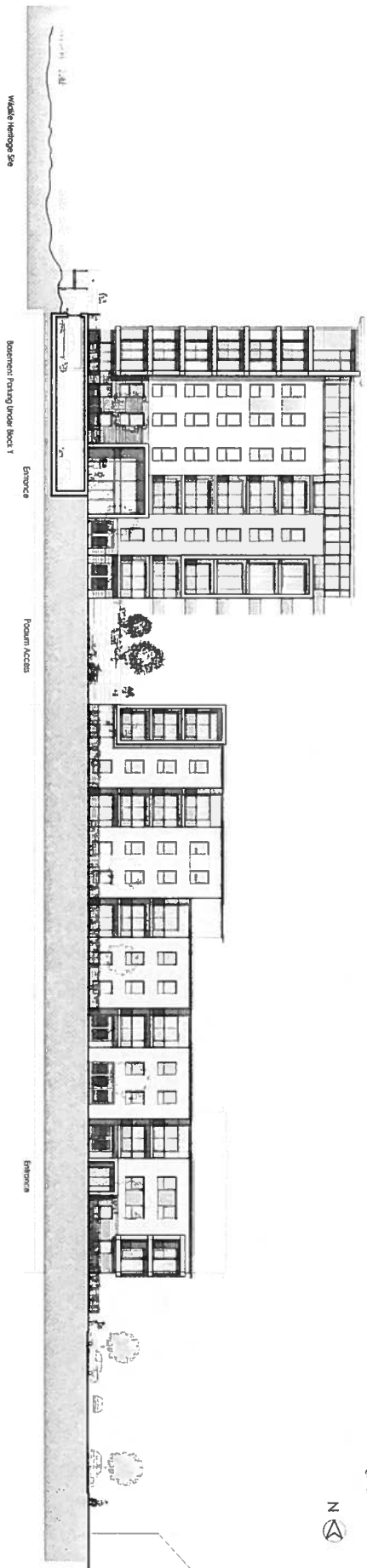


275

[illegible]



South Street Elevation



942

West Street Elevation



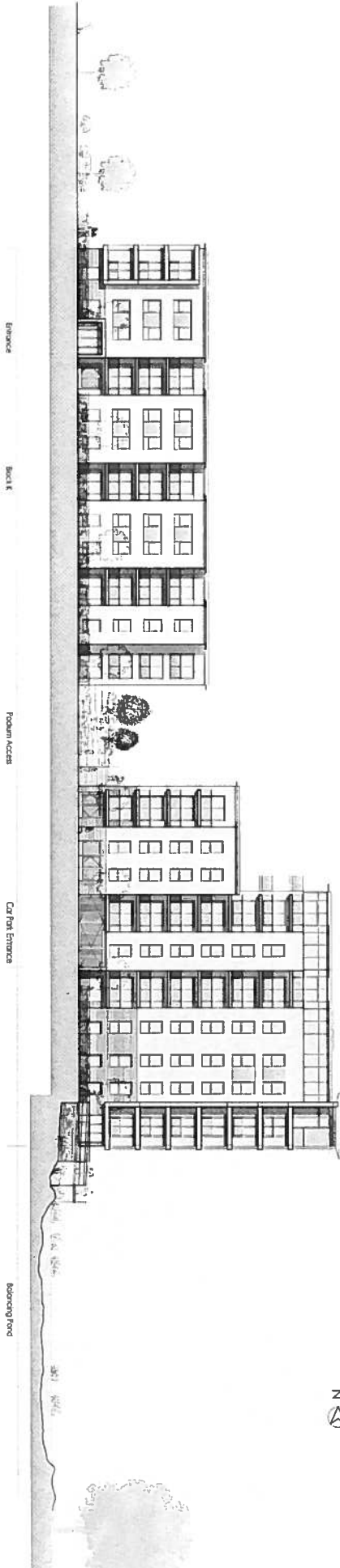
NOTES:
1. All elevations are shown as they appear from the street.
2. The building is shown as it appears from the street.
3. The building is shown as it appears from the street.
4. The building is shown as it appears from the street.
5. The building is shown as it appears from the street.
6. The building is shown as it appears from the street.
7. The building is shown as it appears from the street.
8. The building is shown as it appears from the street.
9. The building is shown as it appears from the street.
10. The building is shown as it appears from the street.

43 S1 DOWNWATER ROAD
HARLOW CH H14 3AW
TEL: 0208 344 7200
WWW.DICKS.CO.UK
ARCHITECT: RICHARD BUCKLEY ARCHITECTS
DRAWN BY: J. BUCKLEY
DATE: 12/04/10
SCALE: 1:500

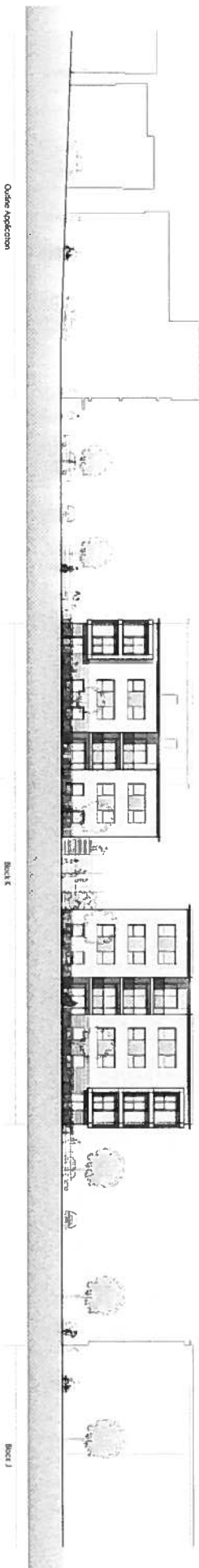


Block K - Proposed South and West Elevations
S1 Jones Developments
Kennel Island, Reading - Phase 3
0948 P/212
B

North Street Elevation



East Street Elevation



Outline Application

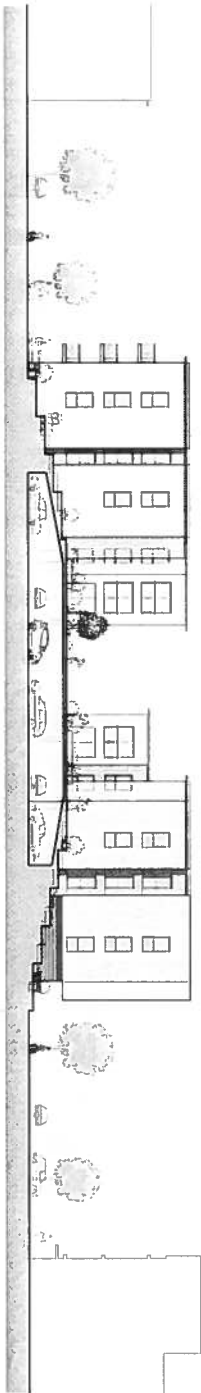
[illegible]

45 51 LOWMEADES ROAD
HARROW ON THE HILL
MIDDLESEX HA-3AW
TEL 0208 864 7330
www.pctco.uk

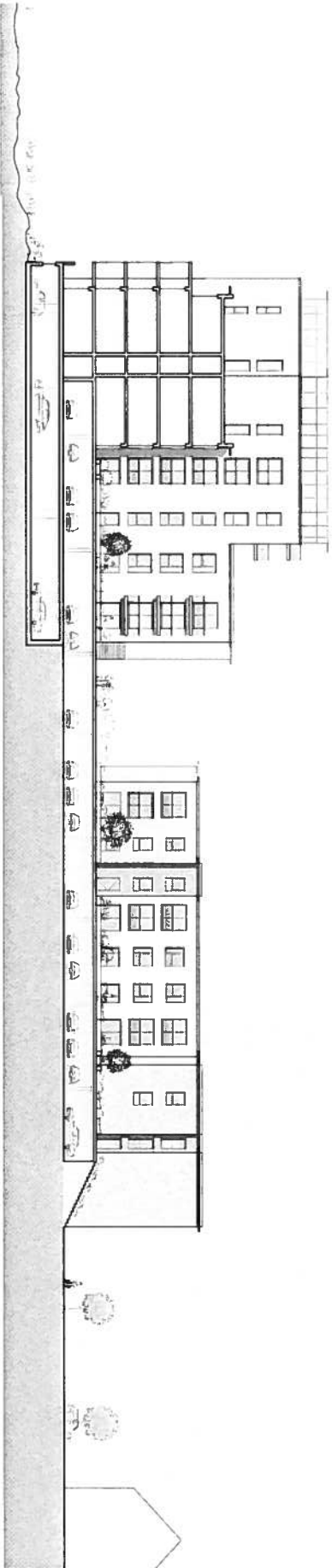


Planning	09/48_P1213	09/48_P1213	09/48_P1213
Design	09/48_P1213	09/48_P1213	09/48_P1213
Construction	09/48_P1213	09/48_P1213	09/48_P1213
Operation	09/48_P1213	09/48_P1213	09/48_P1213
Maintenance	09/48_P1213	09/48_P1213	09/48_P1213
Disposal	09/48_P1213	09/48_P1213	09/48_P1213

Key



Courtyard Sectional Elevation D



Courtyard Sectional Elevation C

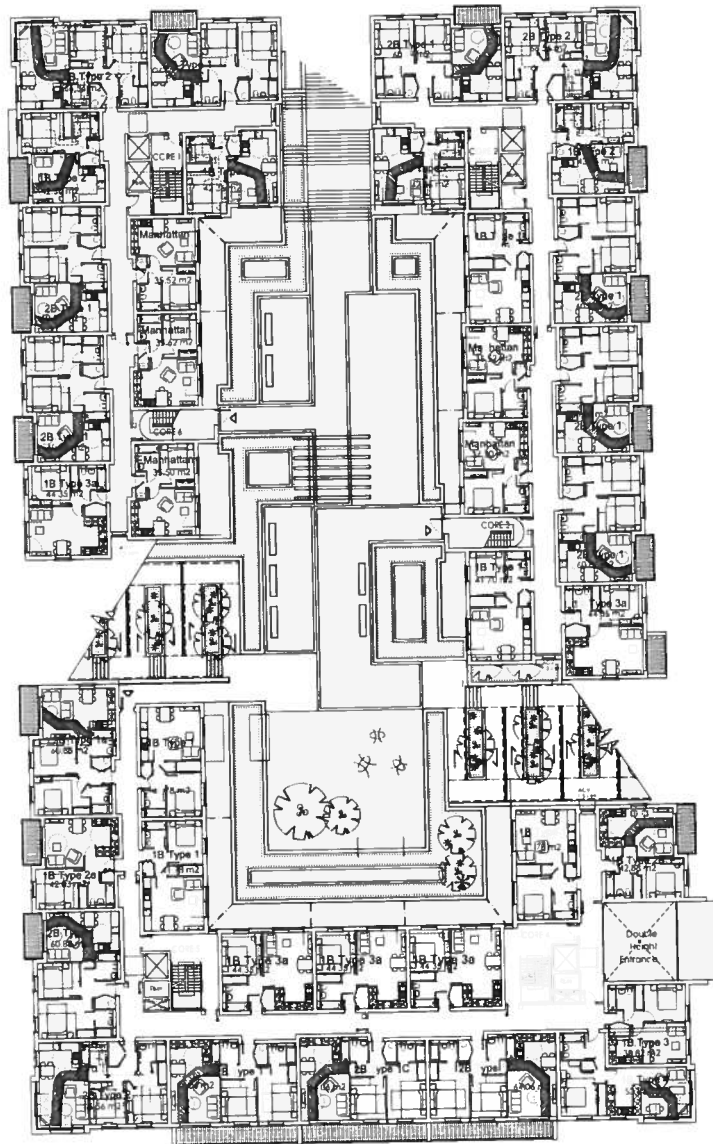
NOTES:
1. ALL DIMENSIONS ARE IN METERS.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

AS ST LONDON ROAD
HATCHWAY ON THE A11
A11 ROAD
TEL: 0203 844 7330
WWW.DC10.CO.UK



Block K, Proposed
Courtyard
Sectional Elevation C KD
PLANNING
DATE: 12/04/11
DRAWN: [Name]
CHECKED: [Name]
DATE: 07/48, P1215
S1 Jones Developments
Kernel Island, Reading - Phase 3
B

GENERAL NOTE
 1. All dimensions are in millimetres (mm) unless otherwise stated.
 2. All dimensions are to the centre of the wall or column unless otherwise stated.
 3. All dimensions are to the face of the wall or column unless otherwise stated.
 4. All dimensions are to the face of the wall or column unless otherwise stated.
 5. All dimensions are to the face of the wall or column unless otherwise stated.
 6. All dimensions are to the face of the wall or column unless otherwise stated.
 7. All dimensions are to the face of the wall or column unless otherwise stated.
 8. All dimensions are to the face of the wall or column unless otherwise stated.
 9. All dimensions are to the face of the wall or column unless otherwise stated.
 10. All dimensions are to the face of the wall or column unless otherwise stated.



PC	
31 James Development	
Karnel Island	
BLOCK 6 - 1st Floor	
PLANNING	
DATE	1/1/2020
BY	1/1/2020
PROJECT	0140_PL 104



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) STANDARDS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND PUBLIC AREAS AT ALL TIMES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND SIGNAGE THROUGHOUT THE PROJECT.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL WASTE MATERIALS IN ACCORDANCE WITH LOCAL REGULATIONS.

7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL WORK DONE AND MATERIALS USED.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND PUBLIC AREAS.

9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND SIGNAGE THROUGHOUT THE PROJECT.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL WASTE MATERIALS IN ACCORDANCE WITH LOCAL REGULATIONS.

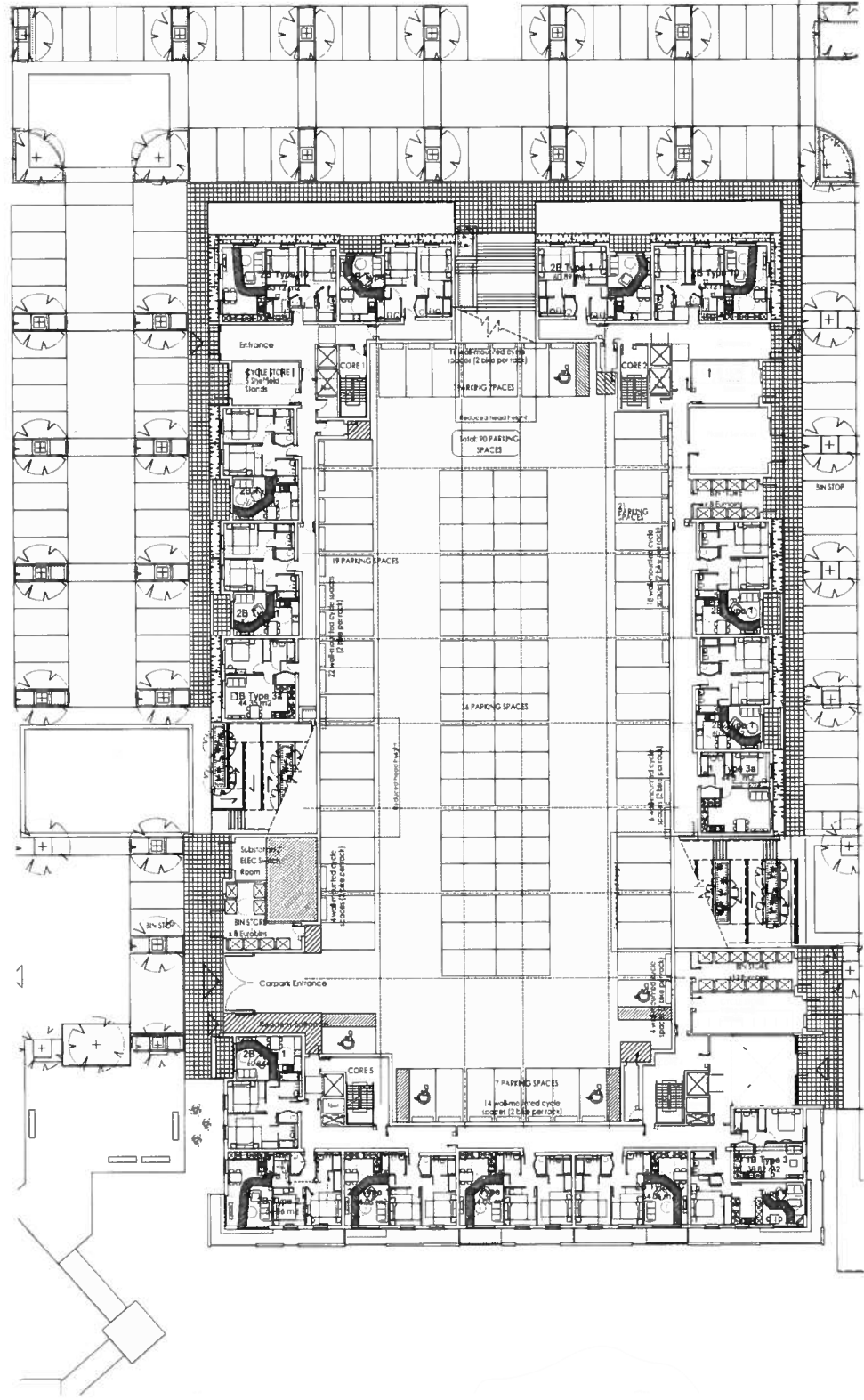
11. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL WORK DONE AND MATERIALS USED.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND PUBLIC AREAS.

13. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND SIGNAGE THROUGHOUT THE PROJECT.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL WASTE MATERIALS IN ACCORDANCE WITH LOCAL REGULATIONS.

15. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL WORK DONE AND MATERIALS USED.



GENERAL NOTES

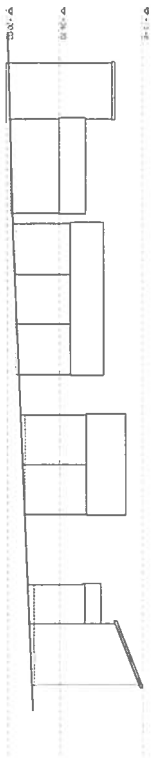
1. All elevations are based on the existing ground level. The ground level is indicated by a dashed line. The building level is indicated by a solid line.

2. The elevations are given in feet and inches. The ground level is given in feet and inches. The building level is given in feet and inches.

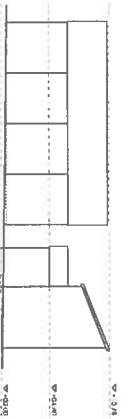
3. The elevations are given in feet and inches. The ground level is given in feet and inches. The building level is given in feet and inches.

4. The elevations are given in feet and inches. The ground level is given in feet and inches. The building level is given in feet and inches.

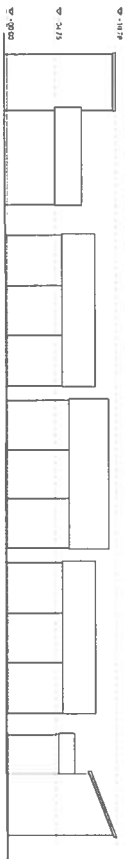
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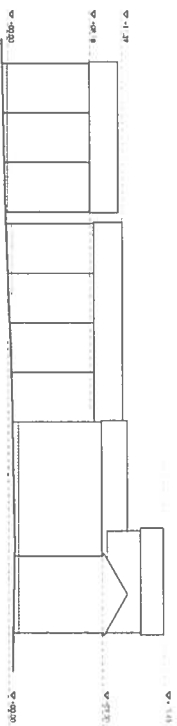
Block C
Site Elevation A



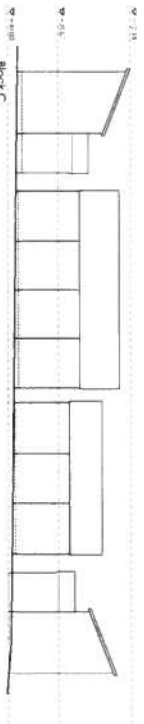
Block D
Site Elevation H



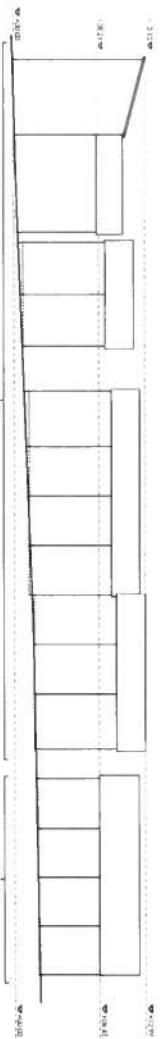
Block C
Site Elevation B



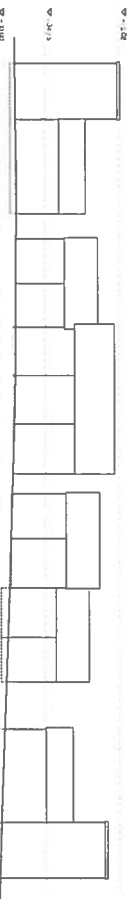
Block D
Site Elevation J



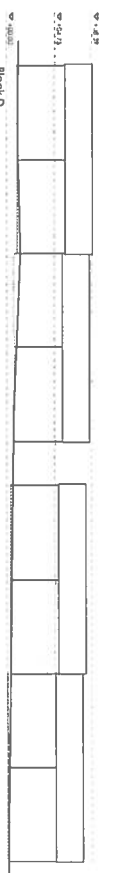
Block C
Site Elevation C



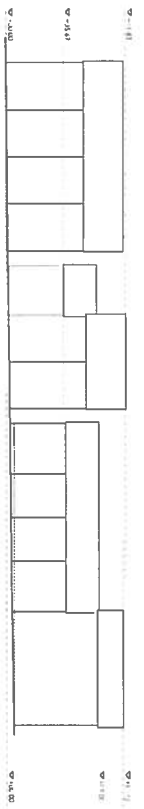
Site Elevation G



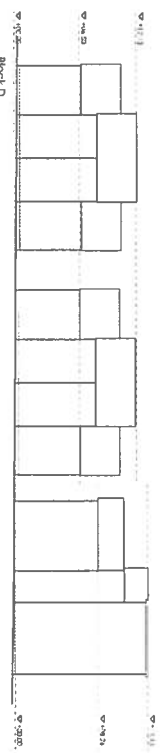
Block C
Site Elevation D



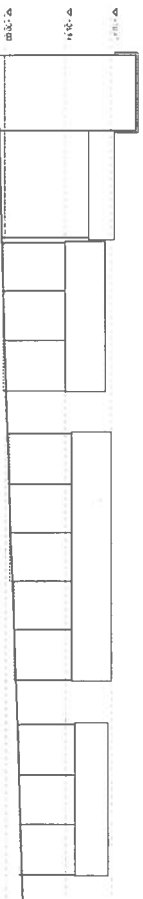
Block D
Site Elevation K



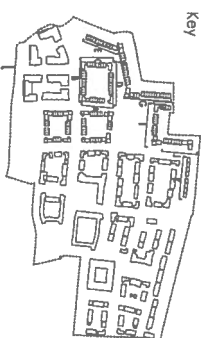
Block B
Site Elevation E



Block D
Site Elevation I

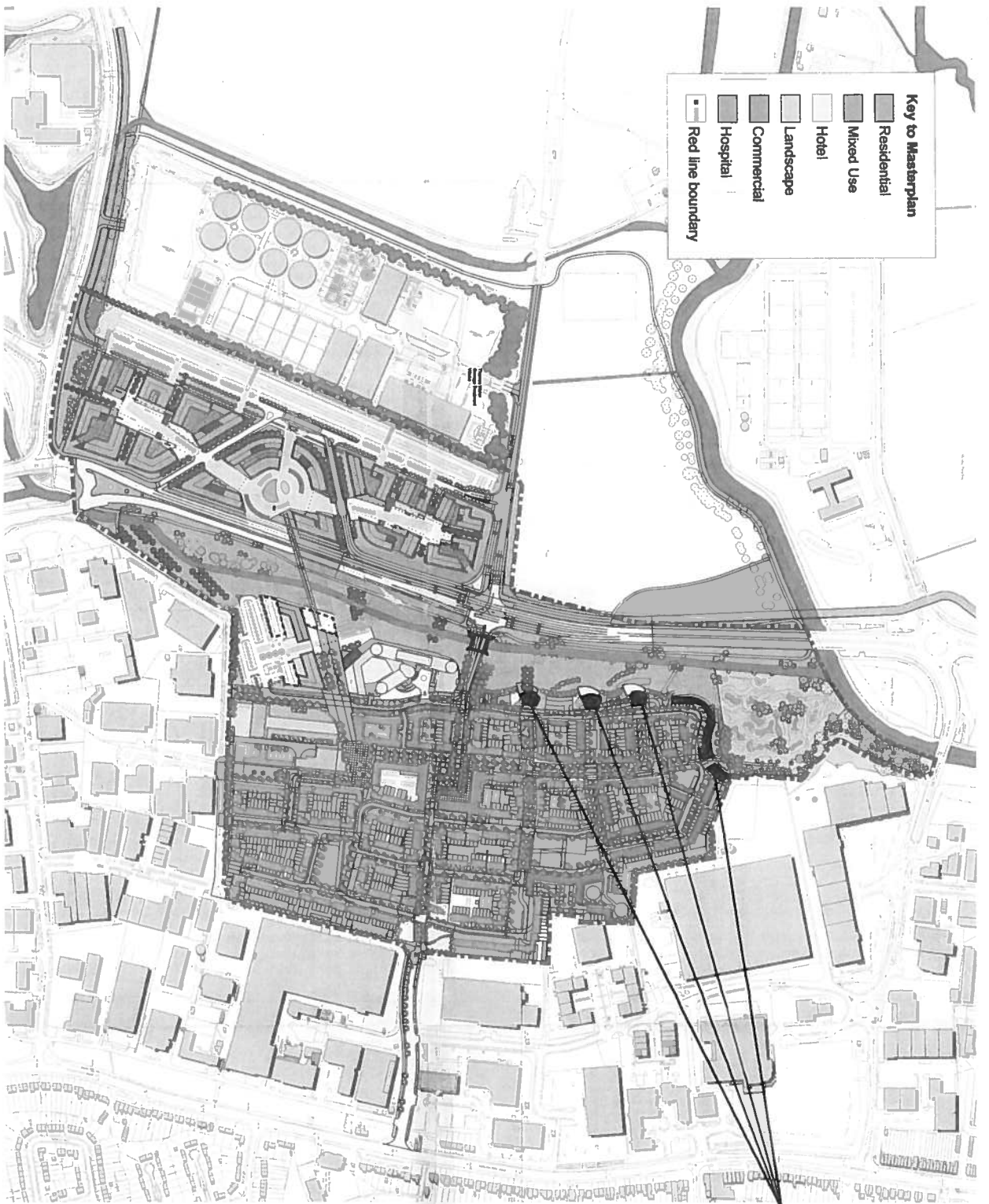


Block B
Site Elevation F



Key

ST James Development 45-31 134th Ave Astoria, OR 97103 503-325-1234 www.stjamesdevelopment.com		Kernel Island Reading - Phase 3C Site Elevation A 1/2" = 1' 0" (Horizontal) 1/8" = 1' 0" (Vertical) P/258	
DATE	1/25/20	BY	PL
CHECKED	1/25/20	BY	PL
DATE	1/25/20	BY	PL
CHECKED	1/25/20	BY	PL



SouthsideReading

KENNET PROPERTIES

Foudry Properties Limited

Illustrative Masterplan

Southside Reading
17 July 2006
12070 - TP 03
G
100 150 200 250 300
SCALE 1 : 500 @ A3
© Southside Reading Ltd

READING BOROUGH COUNCIL
20 JUL 2006
ENVIRONMENTAL SERVICE

READING BOROUGH COUNCIL
AMENDED PLAN

050548

SCOTT⁺
BROWN RIGG

TRUCK (6-8 STOREY)
BUILDINGS APPROVED
UNDER ASP/AS/PLANT.

5.2 Design Approach : Building Elements

Through the creation of four distinctive building elements (1) Brick Plinth (bottom) (2) Projecting Render Fascia (middle) (3) Subservient Layer (top) and (4) Belvedere Feature (end focal point) a clear design rationale is applied across all apartment buildings. The contrast of distinctive vertical and horizontal elements provides interesting variation and reduces the buildings overall mass and volume. In addition to the variation in the building planes (core building elements) measures such as setting back top floors and the introduction of lightweight cladding and glazing systems (cosmetic treatment) further reduces the overall bulk.

Brick Plinth (Ground):

The introduction of a set back brick plinth at ground floor level running through all the apartment blocks provides a base upon which the buildings are assessed. The slight overhang above the ground floor (white render fascia) provides a degree of seclusion to ground floor properties, combined with the balconies/terrace at this level, a natural connection between the ground floor accommodation and new ecological habitat area will be created.

Projecting Render Fascia (Middle Layer):

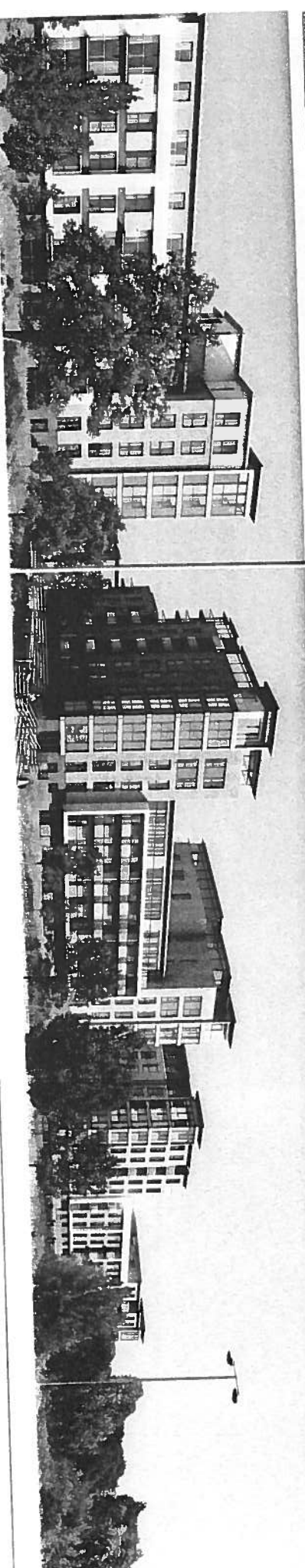
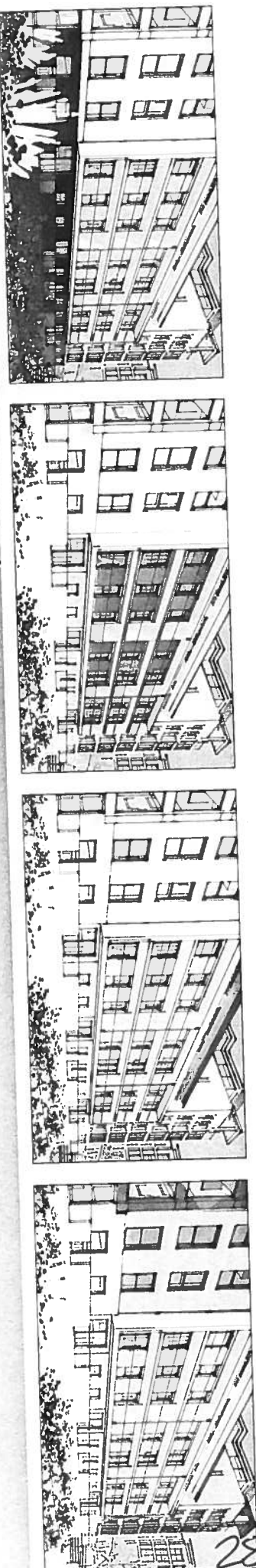
The elevation treatments are broken down with vertical modulation, through stepping out projecting planes from ground floor level in places this creates variety and reduces the building's overall mass. In combination with subtle variations (e.g. port recessed balconies and windows and reveals) the design creates interest from both distant and close viewpoints. The recessed planes are treated in brick and high pressure laminate timber cladding with larger window types therefore strengthening the contrast between the two distinct elevational elements.

Subservient Storey (Top Layer):

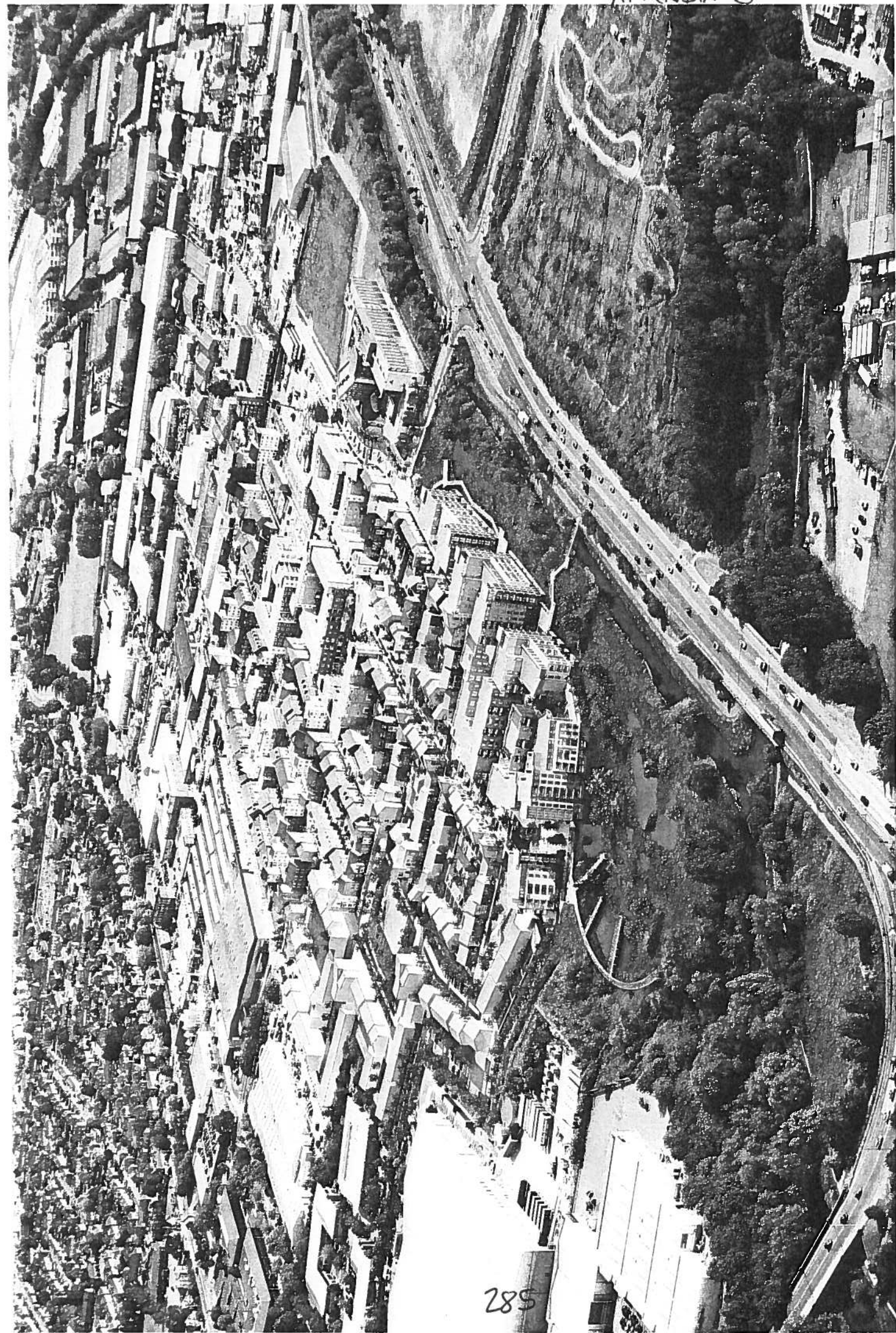
Appears as a horizontal clad and glazed element which is set back from the main elevation with a thin profile roof capping. The subservient appearance of this element assists in reducing the building's mass and perception of scale. The apartments in this location will enjoy distant views over the A33 onto Fobney Meadow and beyond.

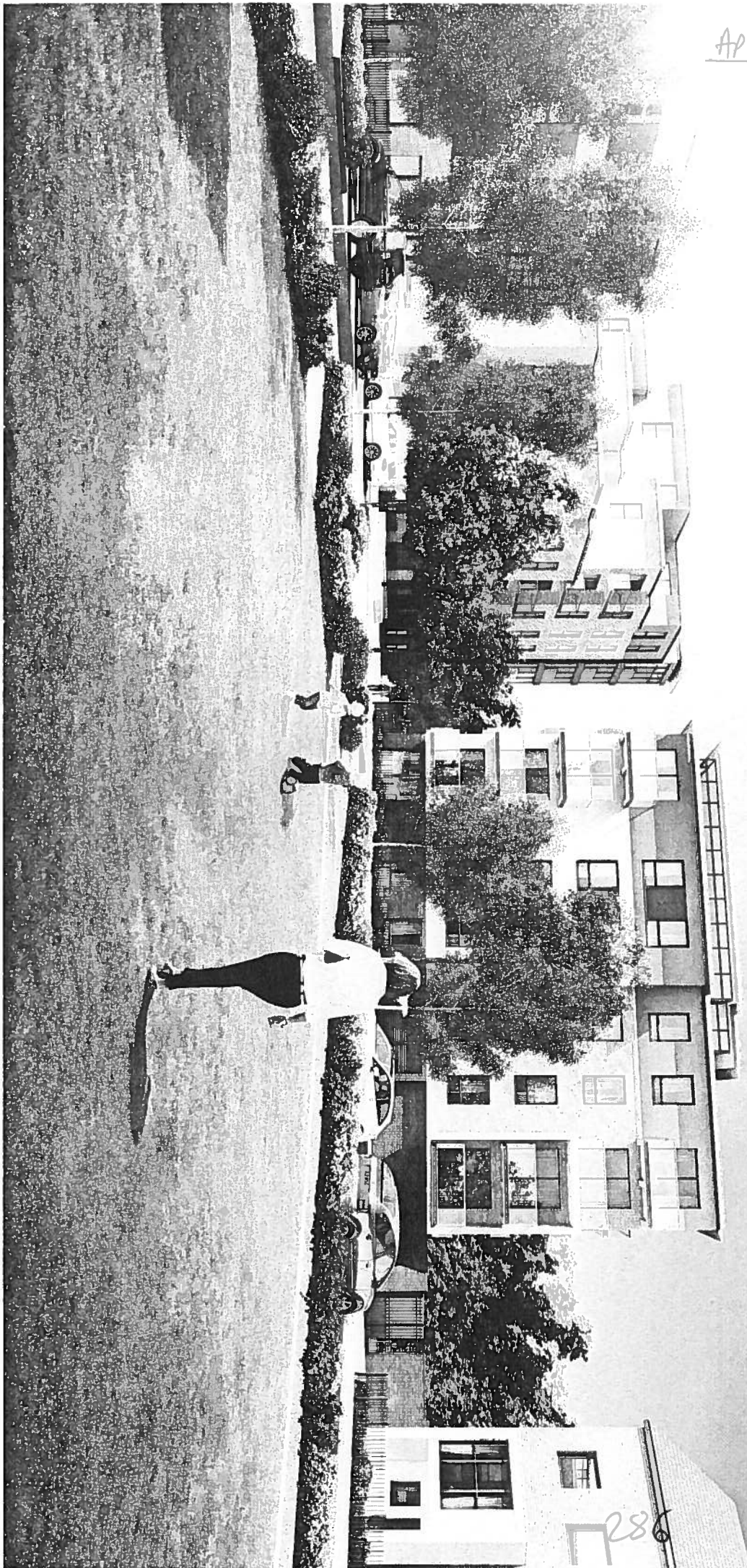
Belvedere Feature (End):

The corner 'belvedere' element creates a unique signature feature which will provide Phase 3 with its own identity yet provide a synergy with earlier phases. The belvedere rises nearly the full height of the higher corner building sections. Importantly it provides definition to the end of the front apartment elevations and distinction between buildings when viewed from a distance. The belvedere materials will include a grey metal profile cladding system with recessed sliding doors and Juliette balconies. The slimline roof profile provides an interesting and unique feature whilst the depth provides variation from the main elevation sections (white render facades) and yellow bricks. The nature of the belvedere turning the corner maximises views from the internal accommodation to both the front and to the side.



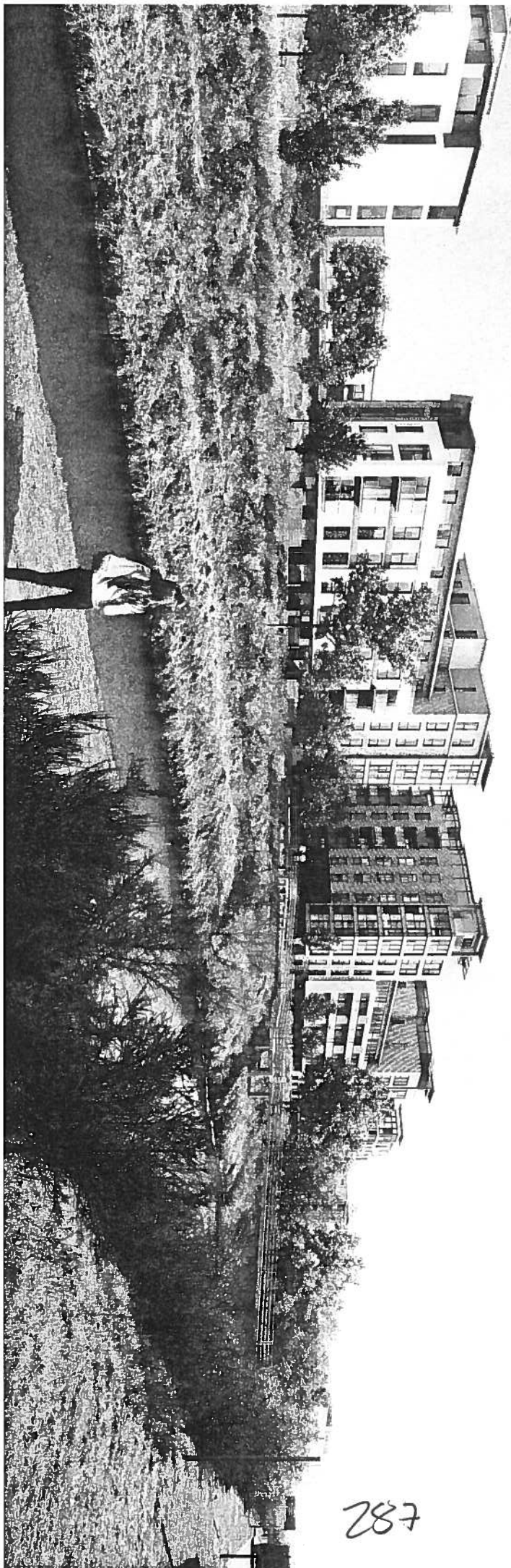
Perspective view of A33 Frontage





APPENDIX 5 - A33

FRONTAGE

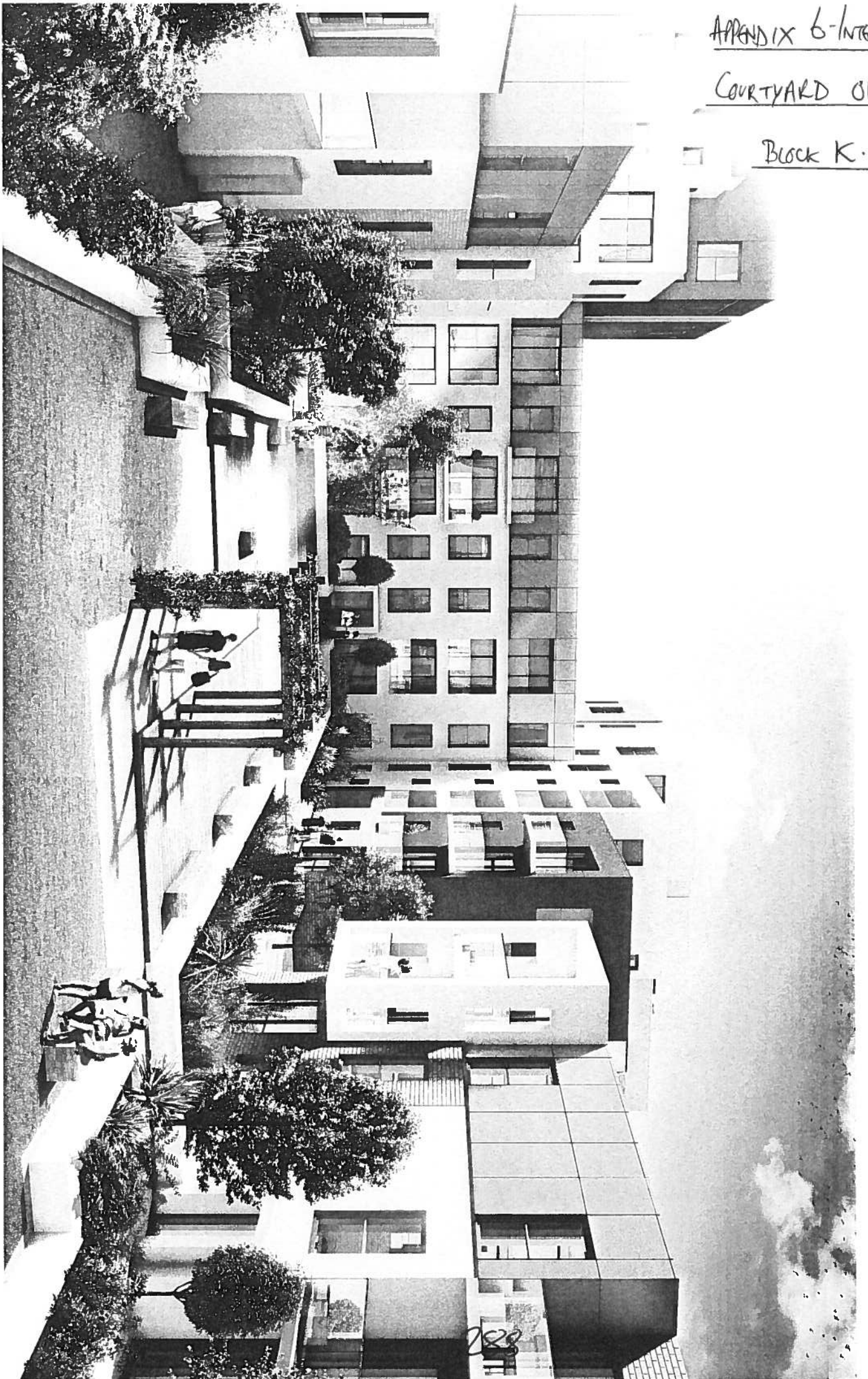


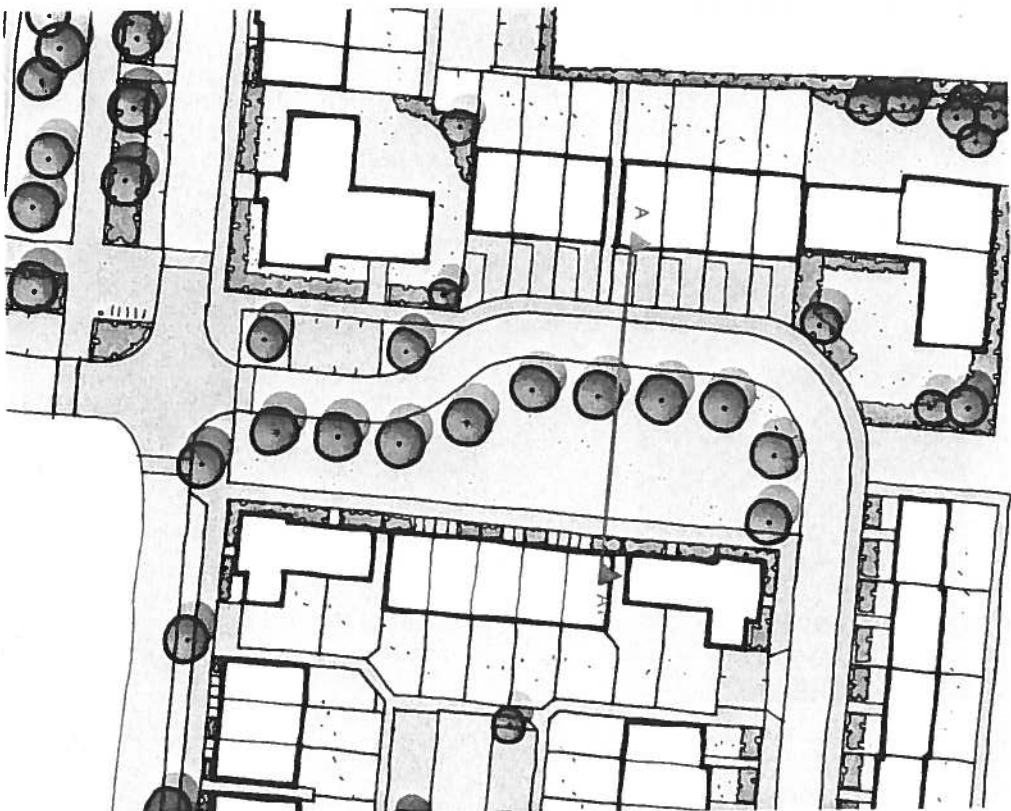
287

APPENDIX 6-INTERNAL

COURTYARD OF

BLOCK K.



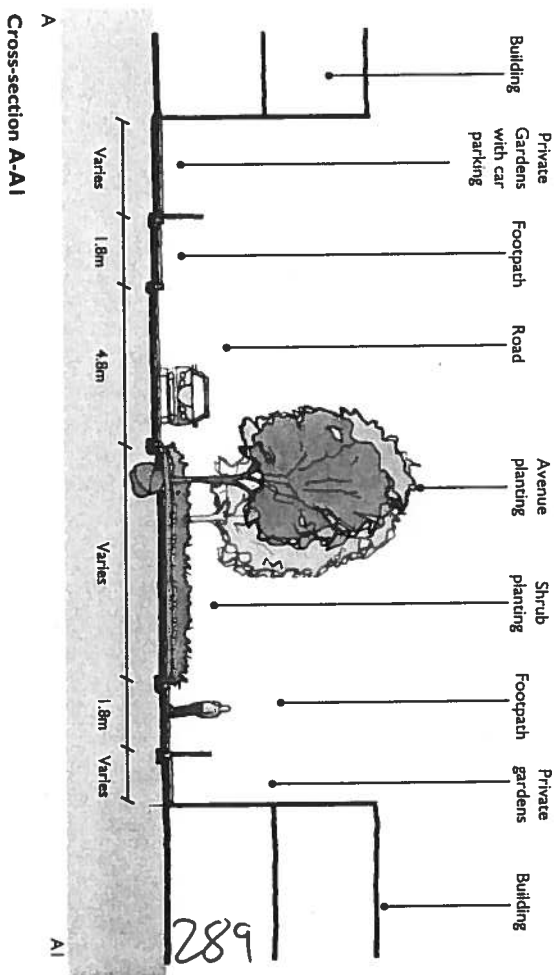


Cross-section A-A1 - Key Plan

Allen Pyke Associates

www.allenpyke.co.uk

3.1 | Streets and Avenues | Cross Sections



Cross-section A-A1

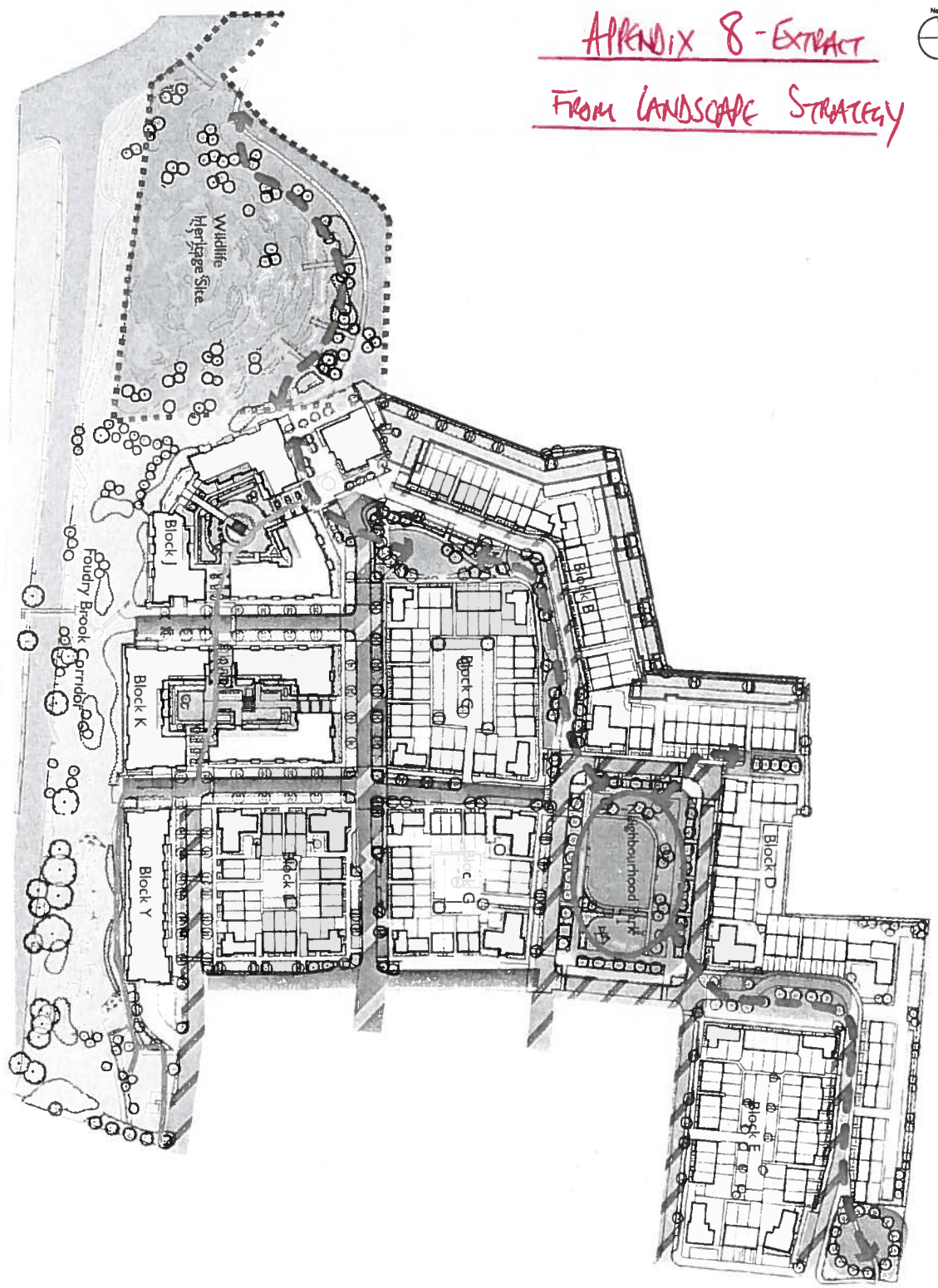


Kernec Island Ph3 Landscape Strategy



APPENDIX 8 - EXTRACT FROM LANDSCAPE STRATEGY

2.1 | Landscape and Open Space Strategy Phase 3



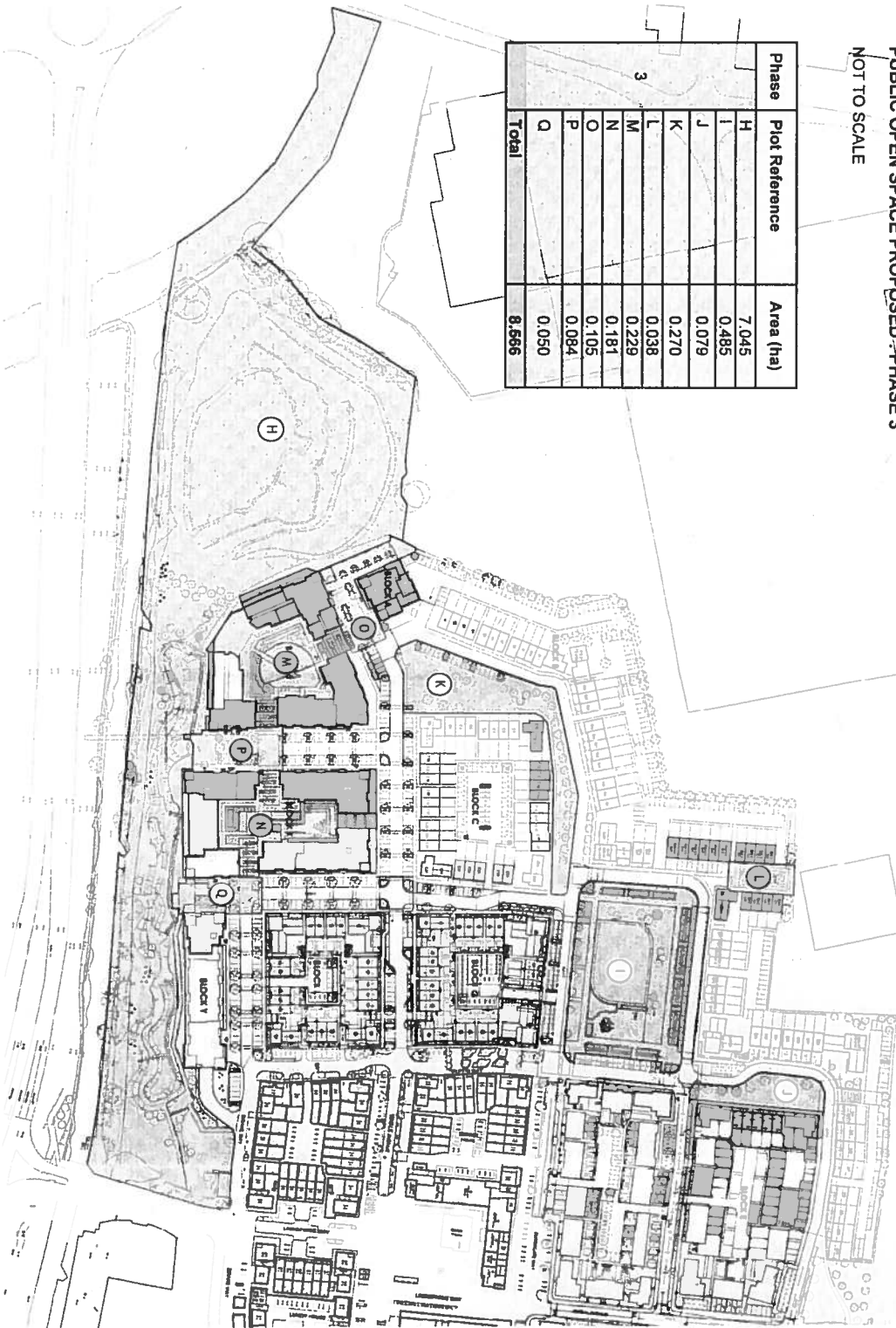
LEGEND

-  **Wildlife Heritage Site:** existing wetland ecology enhanced for wildlife and amenity benefits.
 -  **Foudry Brook Corridor:** broad landscape buffer zone, existing wetland ecology enhanced for wildlife and amenity benefits.
 -  **Neighbourhood Park:** key element in the network of links and open spaces. It provides facilities and services for informal and formal recreation, childrens' play and activities for all ages and abilities.
 -  **Diagonal Linear Parks:** sequence of local informal public open spaces through site connecting with Wildlife Heritage site. Providing play opportunities for toddlers and young children.
 -  **Courtyard Gardens:** formal public & private open space, with raised planters for ornamental planting, lawn and paved seating areas
- ### TREE AVENUES
-  **Residential Boulevard:** primarily vehicular, pedestrian and cycle tree lined route linking north to south.
 -  **Residential Streets:** tree planting to create unifying avenues and reinforce route to public open space overlooking Foudry Brook Corridor.
 -  **Secondary Streets:** green corridors running from west to east of residential areas, they provide visual links up through the development, mainly pedestrian friendly.
 -  **Northern Boundaries:** Vegetated buffer providing attractive backdrop to boundary of site.
 -  **Apartment courtyards and Foudry Brook Corridor:** route connecting Foudry Brook Corridor with apartment courtyards.

APPENDIX 9 - PHASE 3 OPEN SPACE

PUBLIC OPEN SPACE PROPOSED - PHASE 3
NOT TO SCALE

Phase	Plot Reference	Area (ha)
3	H	7.045
	I	0.485
	J	0.079
	K	0.270
	L	0.038
	M	0.229
	N	0.181
	O	0.105
	P	0.084
	Q	0.050
	Total	8.566



PUBLIC OPEN SPACE EXISTING: PHASES 1 & 2

Phase	Plot Reference	Area (ha)
1	A	0.273
	B	0.050
	C	0.193
	D	0.133
2	E	0.158
	F	0.109
	G	0.054
Total		0.980

APPENDIX 10 - PUBLIC OPEN SPACE
PHASE 1+2



NOT TO SCALE