

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES READING BOROUGH COUNCIL PLANNING APPLICATIONS COMMITTEE: 6 th December 2017	ITEM NO. 18
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Ward: Whitley
App No.: 171017
App Type: REM
Address: Green Park Village Phase 6B
Proposal: Application for approval of reserved matters for Phase 6B for 188 dwellings following outline approval (10/01461/OUT) (amended)
Applicant: St. Edwards Homes Limited
Date valid: 13/7/17
Major Application: 13 week target decision date: 12/10/17
Agreed Extension of time date: 31st December 2017
Planning Guarantee: 26 week date: 11/1/2018

Ward: Whitley
App No.: 171019
App Type: FULL
Address: Green Park Village Phase 6A
Proposal: A planning application for residential led mixed-use development comprising the construction of 271 residential apartments (Class C3), 556 sqm (GIA) local retail units (Use Classes A1, A2, A3, A4, A5), residents' gym and associated car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works (Phase 6A) (amended)
Applicant: St. Edwards Homes Limited
Date valid: 26/6/17
Major Application: 13 week target decision date: 25/9/17
Agreed Extension of time date: 31st December 2017
Planning Guarantee: 26 week date: 25/12/17

RECOMMENDATIONS

171017/REM (Phase 6B)

GRANT Planning Permission subject to conditions and informatives and subject to the satisfactory completion of a S.106 legal agreement covering Phase 6 (6A and 6B).

Or

REFUSE permission should the legal agreement not be completed by the 31st December 2017 unless a later date is agreed by the Head of Planning Development & Regulatory Services.

CONDITIONS TO INCLUDE:

1. Approved Drawings and documents
2. L2a Landscaping - Hard and soft landscaping details to be submitted to and approved in writing and implemented thereafter.
3. L2b Landscaping implementation.
4. L3 Standard Landscaping Maintenance.
5. L5 Landscape Management Plan Details (for larger schemes) - to be carried out as approved.
6. DC6 Bin storage

INFORMATIVES TO INCLUDE:

7. Outline permission 10/01461/OUT still stands
8. Employment Skills and Training

171019/FUL (Phase 6A)

GRANT Planning Permission subject to conditions and informatives and subject to the satisfactory completion of a S.106 legal agreement.

Or

REFUSE permission should the legal agreement not be completed by the 31st December 2017 unless a later date is agreed by the Head of Planning Development & Regulatory Services.

The Section 106 Legal Agreement to Secure the Following:

Affordable Housing

Onsite provision of 98 units to comprise 51 affordable rent, and 47 shared ownership (including 26 shared ownership against the uplift in Phase 6B)

Employment Skills and Training

- Preparation of Construction skills ESP
- Preparation of End User ESP

CONDITIONS TO INCLUDE:

1. Time limit for commencement - 5 years
2. Submission and approval of Phasing Plan.
3. Approved Drawings and documents.
4. Materials to be submitted and approved.
5. The overall housing mix as on the approved details.-
6. Submission and approval of car par plans which address
7. DC1 Vehicle parking space provided in accordance with approved plans.
8. DC2 Vehicle access provided in accordance with approved plans.
9. DC5 Bicycle parking - plans to be approved.
10. Prior to occupation details of the layout of Electric Vehicle (EV) charging points parking spaces to be submitted and approved and retained thereafter.
11. DC6 Bin storage prior to occupation.
12. Roads serving the development to be provided prior to occupation.
13. Car Parking Management Plan prior to occupation.
14. Details of how service vehicle deliveries will be managed to be provide prior to occupation.
15. Visibility splays prior to occupation.
16. Any external doors provided shall open away from the highway / street.
17. CO2 Construction Method Statement/ Construction Environmental Management Plan to be submitted and approved prior to commencement of development (including demolition) including control of noise and dust, details of precautionary working methods that will ensure that nesting birds, reptiles and other wildlife is not harmed or killed during the works.
18. The hours of noisy construction, demolition and associated deliveries.
19. Contamination - Site Characterisation.
20. Contamination - Submission of Remediation Scheme/Protection.
21. Contamination - Implementation of Approved Remediation Scheme.
22. Contamination - Reporting of Unexpected Contamination.
23. Land Gas - Site investigation.

24. Land Gas - Proposed scheme.
25. Land Gas - validation.
26. In accordance with the Flood Risk Assessment.
27. Sustainable Drainage Scheme in accordance with approved details to be completed prior to occupation.
28. Whole life maintenance plan for drainage to be submitted to and approved by the Local Planning Authority prior to occupation
29. Prior to commencement, details of method of disposal of foul sewage submitted to and approved by LPA.
30. L2a Landscaping - Hard and soft landscaping details to be submitted to and approved in writing and implemented thereafter.
31. L2b Landscaping Implementation.
32. L3 Standard Landscaping Maintenance.
33. L4 The standard tree protection condition.
34. L5 Landscape Management Plan Details (for larger schemes) - to be carried out as approved.
35. Pre-commencement submission of details of whether trees proposed for removal have bat roost potential.
36. Should trees proposed for removal be confirmed to have bat roost potential then a bat survey would need to be submitted, pre-commencement, identifying mitigation measures/ and or amended tree removal proposal.
37. Sound insulation from external noise - prior to commencement a detailed scheme, informed by the submitted acoustic assessment to be submitted and approved by the Local Planning Authority.
38. No mechanical plant shall be installed until a noise assessment has been submitted to and approved by the LPA and installed in accordance with the approved assessment.
39. Implementation of approved noise mitigation scheme - The glazing and ventilation shall be installed in accordance with the specifications recommended within the acoustic assessment submitted.
40. Prior to occupation the submission and approval of a dust management plan in line with the recommendation set out in air quality assessment submitted by RSK reference 442611-01(02).
41. Boiler air quality assessment and certification - Prior to installation of the boiler an air quality assessment using dispersion modelling to be submitted to the local authority to demonstrate that the stack height of the boilers is sufficient to prevent emissions having a significant negative impact on the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (PM₁₀) shall be provided and an outline of how emissions will be mitigated.
42. Details of the chimney/flue to serve the boiler to be submitted and approved prior to commencement.
43. Boiler maintenance - A maintenance schedule to be submitted prior to installation.
44. Lighting scheme prior to commencement to demonstrate no adverse impact on foraging bats and other wildlife and no detrimental effects on residential amenity.
45. Submission to and approval of an Emergency Plan by the LPA in consultation with the relevant Emergency Planning Lead organisation.
46. Submission and approval of waste management strategy in accordance with Reading Borough Council's Waste Management Strategy.
47. N11 - Ventilation/ extraction - No development of the retail units (A use classes) shall commence until details of ventilation and extraction and have been submitted and approved by the Local Planning Authority.
48. No amplified sound or music shall be played within any premises outside the following times: Monday to Saturday 7pm to midnight; Sunday: 7pm to 11pm; and Bank Holidays: 7pm - 11pm.
49. Details of the car park layout, and secure vehicular access controls, to be submitted to and approved by the Local Planning Authority in consultation with Thames Valley Police Crime Prevention and Design Advisor and this should include details of how this would be achieved, implemented and tested prior to commencement.

50. Details of type and location of mail boxes, and management procedures for postal deliveries to residents to be submitted to and approved by the Local Planning Authority in consultation with Thames Valley Police Crime Prevention and Design Advisor prior to occupation.
51. Security measures for the public spaces shall be submitted to and approved by the Local Planning Authority in consultation with Thames Valley Police Crime Prevention and Design Advisor prior to commencement.
52. Prior to the commencement a signage strategy shall be submitted to and approved in writing by the Local Planning Authority.
53. Prior to commencement written documentary evidence to be submitted to, and receipt acknowledged in writing by, the Local Planning Authority demonstrating that 50% of the dwellings hereby permitted will achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate.
54. Prior to occupation written documentary evidence to be submitted to, and receipt acknowledged in writing by, the Local Planning Authority demonstrating that 50% of the dwellings hereby permitted have achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate.
55. (i) The development as built, shall meet a minimum of BREEAM Very Good standard with a minimum score of 62.5 points.
(ii) No part of the development shall be occupied until a post-construction review demonstrating compliance with a minimum BREEAM Very Good score of 62.5 points has been submitted and approved by the LPA.
56. The overall floorspace of the development shall be in accordance with the approved table of floor spaces for each use.
57. Prior to the occupation an Operational and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority

INFORMATIVES TO INCLUDE:

1. Terms and conditions.
1. Building control approval.
2. Pre-Commencement conditions.
3. Construction and demolition nuisance law.
4. Enforcement action under Housing Act 2004 if future daylight/sunlight provision does not meet required standards
5. Register with relevant provider's new build team so that infrastructure ducts are put in as part of the development.
6. To minimise the disturbance by noise of future residential occupiers of the flats and its effect on neighbouring residents, residential accommodation must be designed and constructed or converted so as to achieve the insulation requirements set out in Building Regulations Approved Document E.
7. S106
8. CIL
9. Safe marshalling route to be provided from Green Park Station on match days.
10. IF3 Highways i) The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic; ii) Any works affecting the Highway shall be in accordance with Reading Borough's Council's document "Guidance Notes for Activities on the Public Highway within the Borough of Reading". The applicant should note that compliance with this document is mandatory and licences to work on the Highway will only be issued if the requirements contained within it are met. A copy can be obtained from the Council's website.
11. All purchasers/tenants/occupiers to be informed that there will be no on-street parking other than in designated area and there will be other restrictions and enforcement on parking in GPV as a whole.
12. The developer must contact Network Rail's Wessex Asset Protection team to enter into an asset protection agreement before proceeding with any design or construction works alongside Network Rail

infrastructure: AssettProtectionWessex@networkrail.co.uk

13. Party Wall etc Act 1996. Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their Tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matter.
14. 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.
15. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
16. Thames Valley Police provided the following advice with regard to providing robust access control:

Communal entrance: All external and internal Communal entrance doors meet the requirements of the minimum physical security requirements of ADP-Q, and meet the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel. This will allow residents to communicate with their visitors without having to open their front door and speak to them face-to-face as this allows them to filter who is allowed into the building and up into their flat.

Residential floor secondary security doors (segregation): In order to prevent unauthorised access onto and between residential floors access on to each floor should be controlled (each resident assigned access to the floor on which they reside via the use of proximity reader, swipe or fob. Secondary security doors sets that isolate each core from private residential corridors must also meet the minimum physical security standards of PAS 24:2012. These in turn must be controlled by an electronic remote release system with intercom audio link to apartments. This arrangement promotes ownership and establishes defensible space, enabling residents to identify visitors and prevent unauthorised access in to their private areas whilst maintaining a safe and secure distance. Each resident being assigned access to the floor on which their dwelling is located. Fire egress stairwells should also be controlled on each floor, from the stairwell into communal corridors, to reduce the risk of them being used for anti-social behaviour or criminal activities. Fire egress stairwells should then be controlled on the ground floor preventing access into the stairwell, to reduce the risk of them being used for anti-social behaviour or criminal activities. Unrestricted egress, from the corridor into the stairwell via the lobby, should also be provided at all times. SBD recommends no more than 25 flats should be accessed via either of the access control methods above.

Residential door Sets: Individual flat entrance doors must also comply with ADP-Q, and meet the minimum physical security requirements of PAS24:2012.

Access from Car Park into Residential Units: - The underground parking facility will incorporate communal entrance doors for the residential cores. Access to private residential dwellings must be made secure. Parking facility communal entrance doors to meet the minimum physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel.

Private Residential Underground Car Park: The entrance to this car park to have automated secure gates, such as electronic gates or shutters (LPS1175 SR2 or equivalent). These measures must incorporate an access control system that allows the driver to operate the system without leaving the vehicle. The layout and design of this facility should also incorporate the safer parking principle of surveillance, lighting and

management processes and procedures physical security requirements of PAS24:2012 and include electronic remote release locking systems with audio and visual intercom link to each apartment, capable of recording and capturing images of individuals using the door entry panel.

17. Register with relevant provider's new build team so that infrastructure ducts are put in as part of the development.
18. There is the requirement to submit a licensing application for A3, 4 & 5 uses.
19. Positive and proactive.

1. INTRODUCTION

- 1.1 The total application area comprises Phase 6A (171019/FUL) and Phase 6B (171017/REM), areas of 1.44 ha and 1.2 ha respectively, part of the overall Green Park Village Development (GPV), a 25ha mixed use development on former gravel pits.
- 1.2 The application area is currently vacant land, being used as a work and storage area for the construction of the preceding phases of GPV. Work has commenced on the following:
 - Phase 1 (97 houses, 11 apartments);
 - Phase 1C (road);
 - Phase 2A (129 Extra Care and 8 private apartments);
 - Phase 2C (30 lakeside apartments);
 - Phase 3A (68 houses, 6 apartments); and
 - Phase 5 (54 houses, 29 apartments).
- 1.3 The original Phase 6 approved at outline comprised a total of 8 blocks, 4 no. commercial (16,000sqm) and 4 no. residential (76 units). Although the submission is two separate applications, combined they form the overall Phase 6, a comprehensive residential led development. The Reserved Matters Application relates to the area approved for residential at outline stage (Blocks A-D - under 10/01461/OUT). The Full application is for three proposed residential blocks (F, G & H) which replace the four commercial blocks approved at outline.
- 1.4 Phase 6A is bordered to the west by the railway line, and to the south is the location of the approved (not yet built) railway station and transport interchange (141944). Phase 6B lies to the east of Phase 6A, which also borders the interchange and is immediately adjacent to the lake. Beyond that lies the remainder of the Green Park Village development area, which is currently under construction.
- 1.5 The application areas are accessed via Flagstaff Road, the main link road between Longwater Avenue (one of the main spine roads serving the wider Green Park Business Park), and the proposed railway station.
- 1.6 The areas are within the Settlement Boundary and are within Flood Risk Area 2, but not subject to any other specific environmental designations.
- 1.7 The original outline masterplan layout for Phase 6, shown below, comprised 4 blocks of residential, 4 blocks of commercial development, and also contained a small amount of retail space.

Original Outline Masterplan -
Phase 6 to the west of the lake



Proposed Layout



- 1.8 A non-material amendment permission was granted in 2017, which amended the phasing plan. This split Phase 6 into parts A and B, as shown on the plans below. The parking and landscaping for Block D fall within the area of Phase 6A, and the affordable housing requirement generated by Phase 6B will be provided for within Phase 6A.

Location of Phase 6A (171019)



Location of Phase 6B REM (171017)



- 1.9 Pre-application discussions commenced in summer 2016 to seek to establish the appropriate types of application to submit, along with a suitable approach to affordable housing, CIL requirements and transport principles.
- 1.10 The proposals have been presented to the Reading Design Review Panel on two occasions in January and March 2017. The recommendations of the Panel are described further in Section 6 below. These have informed the detailed design and layout of the proposals.
- 1.11 The REM (171017) application needs to provide detail on the layout, scale, appearance, accesses to and within the development (not already approved by the outline) and landscaping. It needs to be in accordance with the principles of a number of approved drawings as set out under Condition 5 of the original permission (10/01461/OUT) and, in particular, in accordance with the Development Guidelines in the approved Design and Access Statement dated November 2010. In addition, the reserved matters should also include landscaping details to meet the requirements of condition 9.
- 1.12 This report will assess the scheme as a whole, but the recommendations will be separately identified for each application.
- 1.13 The applications are being referred to Planning Application Committee as they are major applications.

2.0 PROPOSAL AND SUPPORTING INFORMATION

2.1 The amended reserved matters application (171017) (Phase 6B) comprises the following:

- 188 apartments comprising
 - Blocks A-C, 6 storeys - -40 units per block= 120 units
 - Block D, 7/8 storeys - 68 units
- Affordable Housing - 26 units of shared ownership (to be delivered in Blocks in Phase 6A)

2.2 The amended full application (171019) (Phase 6A) comprises the following:

- 271 apartments comprising
 - Block F, 10/11 storeys - 83 units
 - Block G, 10/11 storeys - 112 units
 - Block H, 10/11 storeys - 76 units
- 98 affordable units* - The breakdown is provided in section 6 (xi) below.

**Note - This includes provision against the uplift in numbers for Phase 6B from the outline permission.*

		Private Development			Affordable						Totals	
					Shared Ownership			Rented				
Phase	Block	1 Bed	2 Bed	3 Bed	1 Bed (2P)	2 Bed (3P)	2 Bed (4P)	1 Bed (2P)	2 Bed (3P)	2 Bed (4P)	Sub-Total	Total
6B	A	11	29								40	188
6B	B	11	29								40	
6B	C	11	29								40	
6B	D	19	48	1							68	
6A	F	26	56	1							83	271
6A	G	46	43	1	2	20					112	
6A	H				15	4	6	8	8	35	76	
Sub-Total		124	234	3	17	24	6	8	8	35	459	
					47			51				
Total		361			98							

- Residents' Gym 191sqm (GIA)
- Cafe 191sqm (GIA)
- Retail (A1-A5 use classes) ground floor of Block H - three units - 175sqm, 121sqm, and 70sqm (GIA)

- 2.3 There is landscaping for both applications comprising informal parkland around Blocks A-C and podium gardens around Blocks D-H.
- 2.4 The proposal includes for undercroft and surface car parking totalling 428 no. of spaces and cycle spaces totalling one per apartment.
- 2.5 The following plans and supporting documents were submitted:

171017/REM - 6B

Received 23rd June 2017:

- Block Plan Extent of Phase 6B - Drawing no: PL-P6B-002 Rev P2
- Proposed Ground Level Site Plan - Drawing no: PL-P6B-110 Rev P3
- Proposed First Floor Site Plan - Drawing no: PL-P6B-111 Rev P2
- Combined Roof Plan - Drawing no: PL-P6B-112 Rev P2
- Phase 6B-2 Site Cross Sections - Drawing no: 4160761-SK1001-P6B Rev P1
- General Arrangement Plan 1 of 1 - Drawing no: MA.3067-06B.1001 Rev B
- Hardworks Plan 1 of 2 - Drawing no: MA.3067-06B.2001 Rev A
- Hardworks Plan 2 of 2 - Drawing no: MA.3067-06B.2002 Rev B
- Softworks Plan 1 of 2 - Drawing no: MA.3067-06B.3001 Rev A
- Softworks Plan 2 of 2 - Drawing no: MA.3067-06B.3002 Rev B

Other documentation:

- CIL and Draft S106 Heads of terms, Prepared by Savills
- CIL Planning Application Additional Information Requirements Form
- Green Park Village Phase 6 Design and Access Statement, prepared by Broadway Malyan, dated June 2017
- Landscape Management Plan, Document ref: MA.3067-06B-RP001 Rev A, prepared by MacFarlane and Associates
- Planning Statement, dated June 2017, prepared by Savills

Received 26th June 2017:

- Location Plan Extent of Phase 6B - Drawing no: PL-P6B-001 Rev P4
- Phase 6B Existing Survey Levels - Drawing no: 4160761-SK1000-P6B Rev P2
- Bay Study - Typical Radial Blocks D-H Side A - Drawing no: A-P6-04-010 Rev P4
- Bay Study - Typical Radial Blocks D-H Side B - Drawing no: A-P6-04-011 Rev P4
- Bay Study - Typical Pavilion Block - Drawing no: A-P6-04-012 Rev P3
- GA Layout - Typical Blocks A-C - Drawing no: A-P6-03-001 Rev P4
- GA Layout - Typical Blocks D- Drawing no: A-P6-03-002 Rev P4
- GA Sections - Typical Blocks A-D - Drawing no: A-P6-04-001 Rev P3
- GA Elevations - Typical Block A-C - Drawing no: A-P6-05-001 Rev P3
- GA Elevations - Typical Block D - Drawing no: A-P6-05-002 Rev P5
- Site Sections AA,BB - Drawing no: A-P6-04-014 Rev P1
- Site Sections CC,DD - Drawing no: A-P6-04-015 Rev P1
- Site Sections EE - Drawing no: A-P6-04-016 Rev P1
- Phase 6B-2 Site Cross Sections - Drawing no: 4160761-SK1001-P6B Rev P2
- Phase 6B Schematic Drainage Layout - Drawing no: 4160761-SK1200-P6B Rev P1
- Phase 6B Proposed Utility Routes BERKHW001-CSL-005
- Phase 6B Proposed Services and Street Lighting Layout - Drawing no: 4160761-SK1110-P6B Rev P4
- Bin and Bike Stores GA Plans/Elevations/Sections - Drawing no: AP6-03-007 Rev P2

Received 21st August 2017:

- Hardworks Plan 1 of 2 - Drawing no: MA.3067-06B.2001 Rev B

- Hardworks Plan 2 of 2 - Drawing no: MA.3067-06B.2002 Rev C
- Softworks Plan 1 of 2 - Drawing no: MA.3067-06B.3001 Rev B
- Softworks Plan 2 of 2 - Drawing no: MA.3067-06B.3002 Rev C
- Site Parking Strategy - Drawing no: A-P6-02-113 Rev P1
- General Arrangement Plan 1 of 1 - Drawing no: MA.3067-06B.1001 Rev C
- Amended DAS (Page 14) - Tree Palette
- Refuse Store Layouts - Drawing no: A-P6-70-100 Rev P1
- Site Refuse Strategy - Drawing no: A-P6-02-114 Rev P2
- Phase 6B Schematic Drainage Layout - Drawing no: 4160761-SK1200-P6B Rev P3

Other documentation:

- Affordable Housing Statement, prepared by Savills
- Landscape Management Plan, Document ref: MA.3067-06B-RP001 Rev C, prepared by MacFarlane and Associates

Received 18th October 2017:

- Combined Roof Plan - Drawing no: PL-P6B-112 Rev P3
- Proposed Ground Level Site Plan - Drawing no: PL-P6B-110 Rev 4
- Proposed First Floor Site Plan - Drawing no: PL-P6B-111 Rev P3

Received 31st October 2017:

- GA Layout - Block D - Drawing no: A-P6-03-002 Rev P5
- GA Elevations - Block D - Drawing no: A-P6-05-002 Rev P6

Other Documentation:

- Long Range Silhouette Comparisons, prepared by Broadway Malyan

Received 14th November 2017:

- Additional information to Support Design and Access Statement (for meeting 12.10.17), prepared by Broadway Malyan

Received 20th November 2017:

- Proposed Ground Level Site Plan - Drawing no: PL-P6B-110 Rev P5
- Proposed First Floor Site Plan - Drawing no: PL-P6B-111 Rev P4
- Combined Roof Plan - Drawing no: PL-P6B-112 Rev P4

Received 24th November 2017:

- Green Park Village Phase 6 Design and Access Statement, prepared by Broadway Malyan, dated November 2017

171019/FUL - 6A

Received 23rd June 2016:

- Block Plan Extent of Phase 6A - Drawing no: PL-P6A-002 Rev P2
- Tree Constraints Plan - Drawing no: 8754/PL6/01
- Combined Roof Plan - Drawing no: PL-P6A-112 Rev P2
- Proposed Ground Floor Site Plan - Drawing no: PL-P6A-110 Rev P4
- Phase 6A Proposed First Floor Site Plan - Drawing no: PL-P6A-111 Rev P2
- General Arrangement Ground Plan 1 of 3 - Drawing no: MA.3067-06A.1001 Rev B
- Softworks Podium Plan 1 of 1 - Drawing no: MA.3067-06A.3101 Rev A
- Softworks Ground Plan 1 of 2 - Drawing no: MA.3067-06A.3001 Rev A
- Softworks Ground Plan 2 of 2 - Drawing no: MA.3067-06A.3002 Rev B
- Hardworks Podium Plan 1 of 1 - Drawing no: MA.3067-06A.2101 Rev A
- Hardworks Ground Plan 1 of 2- Drawing no: MA.3067-06A.2001 Rev A
- Hardworks Ground Plan 2 of 2- Drawing no: MA.3067-06A.2002 Rev B

- Arboricultural Implications Plan - Drawing no: MA.3067-6A.4001 Rev B
- Phase 6 Utility Routes - Drawing no: BERKHW00-CSL-004 (DRAFT)
- Phase 6a Schematic Drainage Layout - Drawing no: 4160761 - SK1600-P6A Rev P1
- Existing Survey and Overland Flow Routes - Drawing no: 4160761-SK1150- P6A Rev P1

Other documentation:

- Green Park Village Phase 6 Design and Access Statement, prepared by Broadway Malyan, dated June 2017
- Community Infrastructure Levy Application Addition Information Requirement Form
- Part 1 Tree Survey, Document ref: JTK/8754/50, prepared by Ian Keen Ltd
- Phase 6A Transport Statement, Document ref: FP4160761/DK/008 Issue 3, dated 6/6/17, prepared by Glanville
- Sustainability and Energy Statement, Document ref: 442611R (03) dated 1st June 2017, prepared by RSK
- Planning Statement, dated June 2017, prepared by Savills
- Utility Report for St. Edwards Ltd, version 1.0, dated 23rd May 2017, prepared by TDS
- Phase 6 Residential Travel Plan, Document ref: FP4160761/DK/009, prepared by Glanville
- Letter from Oxford Archaeology
- Outdoor Lighting Report, prepared by Urbis Shreder
- Report on Daylight and Sunlight Within the Proposed Development, Document ref: MC/GO/ROL7618, dated 10th May 2017, prepared by Anstey Horne
- Synopsis Geoenvironmental Report on Ground Conditions, Document ref: 11321/3003/Rev 01, dated 2nd July 2017, prepared by PBA
- Noise and Vibration Assessment report, Document ref: 296812-00 (03), dated May 2017, prepared by RSK
- Landscape Management Plan, Document ref: MA.3067-06A-RP001 Rev A, prepared by McFarlane Associates
- Flood Risk Assessment, Document ref: HH4160761/KJ/013 Issues 2, dated 25th May 2017, prepared by Glanville
- Contaminated Land Planning Statement - Letter to St. Edward Homes Ltd from Ramboll, dated 29/3/17
- Ground Contamination Interpretative Report, Document ref: 1620000492/RPT/003 Rev R01, dated 8th March 2016, prepared by Ramboll
- Archaeological Mitigation Report, Issues 1, dated November 2016, prepared by Oxford Archaeology
- Detailed Air Quality Assessment, Document ref: 442611-01 (02), dated 22nd May 2017, prepared by RSK
- Community Infrastructure Levy and Draft S106 Heads of Terms, prepared by Savills

Received 26th June 2017:

- Location Plan Extent of Phase 6A - Drawing no: PL-P6A-001 Rev P4
- GA Sections Blocks F-H [long sections] - Drawing no: A-P6-04-003 Rev P4
- GA Sections Blocks F-H - Drawing no: A-P6-04-002 Rev P4
- Site Sections AA, BB - Drawing no: A-P6-04-014 Rev P1
- Site Sections Blocks CC-DD - Drawing no: A-P6-04-015 Rev P1
- Site Sections Blocks EE - Drawing no: A-P6-04-016 Rev P1
- Café/Gym GA Plans/ Elevations/ Section - Drawing no: A-P6-03-006 Rev P3
- Phase 6a Schematic Drainage Layout - Drawing no: 4160761 - SK1600-P6A Rev P2
- Proposed Utility Routes - Drawing no: BERKHW001-CSL-004

- Proposed Overland Flow Exceedance Route and Levels - Drawing no: 4160761-SK1500-P6A Rev 2
- Impermeable Areas - Drawing no: 4160761-SK1400-P6A Rev P4
- Existing Survey and Overland Flow Rates - Drawing no: 4160761-SK1150-P6A Rev P2
- GA Layout - Block F -Drawing no: A-P6-03-003 Rev P4
- GA Layout - Block G -Drawing no: A-P6-03-004 Rev P5
- GA Layout - Block H -Drawing no: A-P6-03-005 Rev P6
- GA Elevations - Block F - Drawing no: A-P6-03-003 Rev P5
- GA Elevations - Block G - Drawing no: A-P6-03-004 Rev P5
- GA Elevations - Block H - Drawing no: A-P6-03-005 Rev P7
- Bay Study - Typical Radial Blocks D-H Side A - Drawing no: A-P6-04-010 Rev P4
- Bay Study - Typical Radial Blocks D-H Side B - Drawing no: A-P6-04-011 Rev P4

Received 21st August 2017:

- Hardworks Podium Plan 1 of 1 - Drawing no: MA.3067-06A.2101 Rev A [*same rev as the original submission. Amended awaited*]
- Hardworks Ground Plan 1 of 2- Drawing no: MA.3067-06A.2001 Rev A [*same rev as the original submission. Amended awaited*]
- Hardworks Ground Plan 2 of 2- Drawing no: MA.3067-06A.2002 Rev B [*same rev as the original submission. Amended awaited*]
- Softworks Ground Plan 1 of 2 - Drawing no: MA.3067-06A.3001 Rev B
- Softworks Podium: Plan 1 of 1 - Drawing no: MA.3067-6A.3101 Rev A [*same rev as the original submission. Amended awaited*]
- Softworks Ground: Plan 2 of 2 - Drawing no: MA.3067-6A.3002 Rev C
- General Arrangement Ground: Plan 1 of 3 - Drawing no: MA.3067-06A.1001 Rev C
- Arboricultural Implications Plan - Drawing no: MA.3067-06A.4001 Rev D
- Site Parking Strategy - Drawing no: A-P6-02-113 Rev P1
- Site Refuse Strategy - Drawing no: A-P6-02-114 Rev P2
- Phase 6a Schematic Drainage Layout - Drawing no: 4160761 - SK1600-P6A Rev P3
- Refuse Store Layouts - Drawing no: A-P6-70-100 Rev P1

Other documentation

- Landscape Management Plan, Document ref: MA.3067-06A-RP001 Rev C, prepared by McFarlane Associates

Received 16th October 2017:

- Combined Roof Plan - Drawing no: PL-P6A-112 Rev P3
- Proposed First Floor Plan Site Plan - Drawing no: PL-P6A-111 Rev P3
- Proposed Ground Floor Site Plan - Drawing no: PL-P6A-110 Rev P5

Received 31st October 2017:

- General Arrangement Sections Blocks F-H - Drawing no: A-P6-04-002 Rev P5
- Site Sections AA, BB - Drawing no: A-P6-04-014 Rev P2
- Site Sections Blocks CC-DD - Drawing no: A-P6-04-015 Rev P2
- Site Sections Blocks EE - Drawing no: A-P6-04-016 Rev P2
- GA Layout - Block F -Drawing no: A-P6-03-003 Rev P5
- GA Layout - Block G -Drawing no: A-P6-03-004 Rev P6
- GA Layout - Block H -Drawing no: A-P6-03-005 Rev P7
- GA Elevations - Block F - Drawing no: A-P6-03-003 Rev P6
- GA Elevations - Block G - Drawing no: A-P6-03-004 Rev P6
- GA Elevations - Block H - Drawing no: A-P6-03-005 Rev P8

Other documentation

- Green Park Village-30934-0603 - Phase 6 - Response to Core Strategy Policies CS4 & CS15
- Long Range Silhouette Comparisons, prepared by Broadway Malyan

Received 14th November 2017:

- Additional information to Support Design and Access Statement (for meeting 12.10.17), prepared by Broadway Malyan

Received 20th November 2017:

- Proposed Ground Level Site Plan - Drawing no: PL-P6A-110 Rev P6
- Proposed First Floor Site Plan - Drawing no: PL-P6A-111 Rev P4
- Combined Roof Plan - Drawing no: PL-P6A-112 Rev P4

Received 24th November 2017:

- GA Elevations - Block G - Drawing no: A-P6_05-004 Rev P7

Other Documentation:

- Letter from Anstey Horne, dated 23rd November 2017, regarding daylight and sunlight.
- Green Park Village Phase 6 Design and Access Statement, prepared by Broadway Malyan, dated November 2017

3. PLANNING HISTORY

3.1

- 85/TP/690 - Business uses including light industrial, warehousing and ancillary offices together with associated service areas, roads, aprons and car parking areas. Land north of Foudry Brook. Approved 26/07/1995.
- 85/TP/691 - Business uses including light industrial, warehousing and ancillary offices together with associated service areas, roads, aprons and car parking areas. Land north of Foudry Brook. Approved 26/07/1995.
- 07/00572/SCO - Request for a Scoping Opinion in respect of development relating to approximately 17,000 sq m of B1 floorspace, 737 residential units and community facilities to include a one form entry primary school. Observations Sent 02/07/2007.
- 07/01275/OUT - A planning application for mixed-use development comprising: "Phase 1 (submitted in full with no matters reserved and as defined on Plan Ref. PA-P1-002): the construction of housing - 46 houses and 22 apartments (Class C3), local retail (Use Classes A1, A2, A3, A4, A5), management suite, village hall, engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works; and subsequent phases (submitted in outline with all matters reserved except for details of the main access proposals): the construction of housing - 669 dwellings (Class C3), extra care housing with ancillary community uses (Class C2), 16,000 square metres office space (Class B1), one-form entry primary school including nursery (Class D1), health surgery (Class D1), sports pitches, children's play facilities, engineering and infrastructure works including reconfiguration of the lake and vehicular access, lakeside access, car parking, pedestrian and cycle routes, services and infrastructure, landscaping and other associated works." Approved 31/03/2009.
- 10/00587/SCO - Request for a Scoping Opinion in respect of development relating to 730-750 new homes including an 80 unit Continuing Care Retirement Community scheme with extra care ancillary community facilities, 8 family homes for disabled

persons, 16,000 sq m of use class B1 floor space, a One Form Entry Primary School with sports pitches for dual use with the local community, associated local centre, community and recreation facilities, a network of dedicated pedestrian and cycle routes and the provision of more than 8 hectares of open space, fully equipped children's play facilities and sports pitches, in addition to a 4 ha lake. Observations Sent 24/06/2010.

- 10/01461/OUT (102172) - A planning application for mixed-use development comprising: Phase 1 (submitted in full with no matters reserved and as defined in area on Plan Ref. PL-P1-001) for the construction of housing (Class C3), local retail (Use Classes A1, A2, A3, A4, A5), management suite, village hall, engineering and infrastructure works including reconfiguration of the lake, lakeside access, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works; and Subsequent phases (submitted in outline with all matters reserved except for details of the main access proposals) for the construction of housing (Class C3), extra care housing with ancillary community uses (Class C2), offices (Class B1), one-form entry primary school Class (Class D1), health surgery (Class D1), Nursery (Class D1), sports pitches, children's play facilities, engineering and infrastructure works including reconfiguration of the lake and vehicular access, lakeside access, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works - Approved 1/7/2011
- 142001/APPCON - Condition 27 Phase 1 of 102172 - Discharged 17/2/15
- 150271/APPCON - Condition 4 of 102172 - Discharged 2/4/15
- 150718/APPCON - Condition 16 of 102172 - Discharged 29/5/15
- 150267/APPCON - Condition 15 Phase 1 of 102172 - Discharged 5/8/15
- 151054/NMA - Phasing Plan amendment - Approved 7/8/15
- 151159/APPCON - Condition 51 of 1012172 - Discharged 8/9/15
- 151069/ADV - Billboard Sign - Approved 27/11/15
- 151071/APPCON - Condition 42 -ground investigation - Part Discharge 27/11/15
- 151070/REM - Phase 1c - Road - Approved 14/1/16
- 151761/REM - Phase 2A Extra Care And Flats above Parking - Approved 19/1/16
- 152276/NMA - Phase 1 Urban House - Approved 24/2/16
- 151068 - Marketing Suite (temp for 5 years) - Approved 29/2/16
- 160452/NMA - Phase 1 Urban House - Approved 20/4/16
- 160927/APPCON - Parking Management Strategy Phase 2A - discharged 5/7/16
- 160396/NMA - Phasing Plan - Approved 5/8/16
- 160700/REM - Phase 3A 74 houses - Approved 11/8/16
- 161229/NMA - Phase 1 Flats 1-10 - Approved 16/9/16
- 161406/NMA - Phase 1 houses - Approved 16/9/16
- 150727/APPCON - Condition 45 Japanese Knotweed - Approved 26/9/16
- 161746 - Phasing Plan - Approved 19/10/16
- 161881/NMA - Condition 30 removal - Code for Sustainable Homes - Approved 28/10/16
- 162050/REM - Phase 2 - 30 flats and retail - Approved 24/1/17
- 161893/REM - Phase 5 83 Houses - Approved 24/1/17
- 170136/SCR - Request for an Environmental Impact Screening Opinion in relation to their proposals for phase 6b* of the Green Park Village development - Screening Opinion sent 24/2/17 - confirmed that the development proposed would not be likely to have significant effects on the environment by virtue of factors such as size, nature or location and accordingly an Environmental Statement would not be required to accompany the applications.
- 161926/APPCON - Phase 1 - 17-materials; 18- lighting; 19- access routes; 21- vehicle parking; 23- bicycle storage; 49- dewatering strategy - Approved 6/3/17
- 170117/APPCON - Conditions 15 -Archaeology (Phase 1 part and 2-6) and 49 -

- Dewatering (Phases 2-5) - Approved 10/3/17
- 170493/NMA - Phasing Plan - Approved 10/5/17
- 170087/REM - Phase 3C and Lakeside Margins Part of Phases 1C, 6 and 5 - Approved 15/5/17
- 170095/REM - Phase 3B1 - 23 dwellings - Approved 25/5/17
- 170096/REM - Phase 3B2 for 143 dwellings - Approved 9/6/17
- 170086/APPCON - Phase 1 Market Square - Approved 23/6/17

** please note that the location plan described as Phase 6B equates to the area of Phase 6A (171019) and a small part of 6B (171017)*

4. CONSULTATIONS

(i) Statutory

171019 - Phase 6A - FUL

Environment Agency

- 4.1 The site lies within Flood Zones 2 and 3 in accordance with our flood risk mapping. The compensation for the ground level raising on this site has already been provided at Green Park and allows for the ground levels to be raised so that the site will be in Flood Zone 1.
- 4.2 We have **no objections** to the proposed development [including on flooding grounds] subject to conditions regarding: 1) being in accordance with FRA; 2) Remediation strategy to be submitted for contamination found not previously identified;
- 4.3 Advice was provided for the applicant and the LPA as follows: This site is underlain by two Secondary A Aquifers - Beenham Grange Gravel Member and the Lambeth Group. The Beenham Grange Gravel Member is in hydraulic connection with the Foudry Brook and Stadium Stream, both of which connect to the River Kennet. The Lambeth Group is known to have sandy lenses that act as preferential pathways to the Chalk (Principal Aquifer) below the site. We need to protect these aquifers and the stream from any contamination on site that could be mobilised by construction.
- 4.4 The site has previously undergone site investigation and with a change of end use there is currently further investigation being carried out on this site. Since this site has been used more recently as a temporary contractor's compound (material storage and vehicle parking) there is the potential for new contamination to be present in soils. In order to protect groundwater quality any petroleum hydrocarbon contamination encountered should be dealt with in an appropriate manner.

Historic England

- 4.5 On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

Highways England

- 4.6 In the case of this development proposal, our interest is in the M4 and in particular for this application its junction 11. Having examined the application, we do not offer any objections to this proposal.

Natural England

- 4.7 They had no comments and stated that: "The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment."

Network Rail

- 4.8 No objections and they suggested informatives regarding the need for a developer to enter into an asset protection agreement and Party Wall Act matters with respect to proposals adjacent to the railway.

West Berkshire

- 4.9 No objection. The Council's Lead Local Flood Authority comments as follows: Essentially the concern is that nothing should be done to the watercourse flowing under the railway and along the northern boundary of this site which would cause obstruction or reduction in flow. Instead as the riparian owner, the developer should improve the banks of the watercourse without adverse effect on ecology/habitat/environment by removal of overhanging branches which may currently be obstructing water flow. This follows the approach taken to applications 102172, 141944, and 151070.

- 4.10 No objections were received from Burghfield Parish Council. No comments were received from the Highways Authority.

Wokingham Borough Council

- 4.11 No comments to make regarding the proposed development and trust it will be determined in accordance with the relevant policies of Reading Borough Council. The comment below was provided by the council's Highways Officer: This application is for phase 6 of Green Park by the Green Park Station. as this is a change from the already consented 16,000sqm of office to 281 residential units with lower traffic generation, Highways have no comments to make.

(ii) Non-Statutory

171017 - Phase 6B - REM

Natural Environment

- 4.12 Officer stated: With reference to General Arrangement Plan 1 of 1 MA.3067-06B.1001 B, Softworks Plan 1 of 2 MA.3067-06B.3001 A and 2 of 2 MA.3067-06B.3001 B, Combined Roof Plan PL-P6B-112 P2 and Landscape Management Plan MA.3067-06B.RP001 Rev A dated May 2017: It is important to consider the proposed landscaping for 6B alongside approved Planting Plan for Phase 3C (lake) 3067-LP-P11 E to ensure the two link together. However, this approved drawing for Phase 3C indicatively shows the layout for Phase 6B as per the Outline layout and not as per the current application. Given the significant difference between the two layouts, the link between landscaping for the two adjacent phases cannot be appreciated. It think it is necessary for the applicant to provide a version of Planting Plan for Phase 3C (lake) 3067-LP-P11 E with the current proposed layout of Phase 6B shown.
- 4.13 The softworks plans submitted are only indicative with no detailed landscaping therefore comments are limited. Whether the indicative planting shown is acceptable will depend on the details. I note the planting palette shown in the Design and Access Statement and in relation to trees I have two observations: 1) the inclusion of some large parkland trees should be considered, e.g. Quercus

robur (to reflect the Oaks dotted around GP) and 2) consideration of larger evergreen trees should be considered to provide the evergreen coverage (the Holly and Laurel currently proposed are both small). As mentioned in my comments for 171019 (Phase 6A), my main comment at this point would be the negative change between the outline and current layout for Phase 6 (as a whole) particularly with regard to the parking zone between Phase 6A and 6B (The Crescent). The outline layout showed smaller parking areas with tree planting which has now been replaced with one large, long parking zone dividing the two Phases with limited tree planting indicated hence creating a 'hard zone' between the two Phases. I don't know if this is deliberate in design terms but I would suggest that consideration of further tree planting in this zone is required to minimise the hard appearance and better link the landscaping between the two Phases. I note the inclusion of green and brown roofs, details of which will be required.

- 4.14 I note the proposed inclusion of bat and bird boxes and will leave the Ecologist to confirm requirements, as well as providing any additional landscape comments.
- 4.15 As commented for 171019 (Phase 3A), in relation to the Landscape Management Plan, the required principles appear to be included however, it is not possible to confirm acceptance of this without knowing what the detailed planting is. I would suggest that the maintenance schedule for trees is split into years as the requirements will change. It also needs to include maintenance of the proposed sedum roofs and brown roof.
- 4.16 With reference to Phase 6B Proposed Utility Routes BERKHW001-CSL-005 and Services and Street Lighting layout drawing 4160761-SK1110-P6B P4, the route of services and position of lighting appears acceptable in relation to the indicatively shown locations of tree planting on the softworks plans. However, this will have to be reviewed again once detailed landscaping is provided to ensure there is no conflict. Where services are close to trees, I will expect tree pit details provided in the future to include provision of root barriers.
- 4.17 With reference to Phase 6B Schematic Drainage Layout 4160761-SK1200-P6B P1, there are potential clashes with the routes shown and proposed landscaping, particularly in relation to the attenuation tank and Soakaway No. 2. These will need to be reconsidered to allow for tree planting. Alternatively, soakways can be combined with tree planting using rootcells e.g. <http://www.deeproot.com/products/silva-cell/landing-page/silva-cell-2/overview> which would allow the current locations to be maintained and could reduce watering requirements.
- 4.18 I assume that detailed landscape plans should have been submitted with this REM application [condition 9 of the outline]? If so, then the details provided are not sufficient and planting plans are required.
- 4.19 **Planning Officer note:** It was agreed with the Applicant pre-application that as the scheme for the whole of Phase 6 is intended to be a comprehensive scheme that full landscaping details could be submitted at a later stage to meet relevant conditions.
- 4.20 Following confirmation of a number of matters and the receipt of amended plans from the Applicant the Natural Environment Officer confirmed that the scheme was acceptable subject to conditions, as included above.

Transport - RBC

- 4.21 The site established outline consent under planning consent number 10/01461/OUT in July 2011 for a mixed-use development consisting of dwellings, extra care

housing, offices, local retails, one form entry primary school, nursery, community facilities and associated infrastructure works. Phase 6B is proposed as a Reserved Matters Application pursuant to the outline consent for the residential blocks A-D (178 apartments).

Layout

- 4.22 The principle vehicular access to the site is from Longwater Avenue and Flagstaff Road (formerly known as Station Road), from which the station and transport interchange is also accessed. Access to the site will then be via a priority T-junction, situated opposite the proposed station car park, which leads onto the Crescent Road.
- 4.23 Crescent Road provides access to the residential blocks including the undercroft parking beneath the podium and the surface car park at Block A. This road will provide refuse vehicle access to the site and will provide access to 66 perpendicular on-street parking bays. In the vicinity of the perpendicular parking bays, the carriageway will widen to 6m to provide sufficient space for vehicles manoeuvring into the spaces.
- 4.24 A maximum speed limit of 20mph will apply through the site with traffic calming features as well as on-street parking areas to keep vehicle speeds low. Visibility splays have been provided to meet the requirements of a 20mph road. Footways are provided within the site to ensure the development is permeable throughout for movement by foot.

Parking Provision

- 4.25 The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD which requires a parking provision of 1.5 spaces per 1 or 2 bedroom flat plus visitor parking at a ratio of 1 space per 4 units. However, the approved parking provision for the whole of the Green Park Village Application site (approved under the outline planning permission) was 1 space per 1 and 2 bedroom flat plus visitor parking at a ratio 1 space per 4 units (flats only).
- 4.26 The proposed parking provision has been assessed for the full Phase 6 site as the consented apartment blocks will also require parking underneath the Phase 6a podium. Therefore, my comments below relate to both Phase 6a and Phase 6b.
- 4.27 The proposed Phase 6 development would provide a total of 459 dwellings (281 in Phase 6A and 178 in Phase 6B), in a mixture of 1, 2 and 3 bedrooms. A total of 428 parking spaces are proposed within the Phase 6 development. Parking is provided at 1 space per private residential apartment and 1 space per two affordable apartments.
- 4.28 Out of the 428 spaces, 361 will be allocated to private residents, 56 spaces allocated to the affordable units and the remaining 11 spaces will be allocated for visitor parking. This complies national policy which states that car parking provision has to take in account local circumstances including car ownership figures.
- 4.29 The majority of the Phase 6 parking will be provided within the Phase 6a podium structure. In addition, 66 perpendicular on-street parking bays are provided on Crescent Road and a 32 space car park is provided on the eastern side of Crescent Road for the residents of Block A.
- 4.30 In terms of visitor parking, the provision is below the Council's standards but additional visitor spaces could be provided in the adjacent station multi-storey car park on Flagstaff Road, which would become a dual use car park, given that peak

time for visitors would be during the evenings and at weekends [when the car park would be much emptier].

- 4.31 In line with the previous Green Park Village applications, the allocation of the parking spaces should be covered by condition. Potential overspill parking will be monitored and strictly managed in line with the S106 for the whole Green Park Village application site. There will be parking restrictions throughout the Green Park Village site to ensure that parking does not occur on the surrounding highway network.
- 4.32 In addition, the Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. The development should therefore include the provision of Electric Vehicle (EV) charging points to promote the use of renewable electric vehicles.
- 4.33 The proposals include the provision of an electric vehicle charging bay as part of the unallocated visitor spaces. It is not clear whether the exact location has been identified on the submitted plans but it is considered that more than one electric vehicle charging bays should be provided given the number of units within Phase 6. Infrastructure to convert all of the visitor bays should also be provided to increase the provision of electric vehicle charging bays in the future. Please can the applicant confirm. *Planning Officer Note: Further details were submitted of the number and location of electric vehicle charging points*

Cycle Storage

- 4.34 The Council's adopted Parking Standards and Design SPD identifies minimum cycle parking standards for residential developments. A minimum standard of 0.5 spaces per 1 or 2 bedroom flat and 1 space per 3 bedroom flat is required to meet the Council's standards.
- 4.35 The Phase 6 development will be providing one space for every apartment. The majority of the cycle parking will be located underneath the podium. It is proposed to provide a mixture of Sheffield stands and Dutch Two Tier racks, which provides double stacking of bicycles. The layout within the cycle stores will be covered by condition.

Refuse/Servicing Strategy

- 4.36 At the eastern end of the Crescent Road will be a turning head which will allow a refuse vehicle to turn and leave the site in forward gear. The access road has been tracked for RBC refuse vehicles. It is proposed that all servicing will occur on the Crescent Road. Bin stores are provided beneath the podium for Blocks D-H and are provided externally for Blocks A-C.
- 4.37 However, the Council's Waste department have requested more detailed plans regarding the bin locations and the distances to the collection vehicles. It appears access to bin store 13 would be obstructed by parking bays if they were occupied. The Council's Waste department should also confirm that the required number of waste and recycling bins can be accommodated within the stores.
- 4.38 The officer suggested a number of conditions: vehicle parking spaces to be provided in accordance with approved plans; vehicle access in accordance with approved plans; bicycle parking plans to be approved; bin storage to be provided pre-occupation,; CMS; roads to be provided in accordance with approved plans; car parking management plan; pre-occupation submission and approval of development

details of how service vehicle deliveries to the site will be managed; visibility splays and electric vehicle charging points.

- 4.39 *Planning Officer Note: The majority of these are already attached to the outline permission and the transport officer, therefore confirmed that the majority did not need to be repeated in the recommendation for the reserved matters.*

171019 - Phase 6A - FUL

Berkshire Archaeology

- 4.40 Archaeological investigations have already been completed in the proposed development area, as demonstrated by the submitted report. This work found there to be no archaeological remains present and therefore no further archaeological work is necessary.

Ecology- RBC

- 4.41 The Officer stated: This application concerns Phase 6 of Green Park Village (the construction of 281 residential apartments). At present, the site comprises colonising and bare ground, hardstanding, semi-improved grassland, scrub, trees and ditches, with a lake partially falling within the eastern section of the site. The lake will be infilled after the water has been pumped into a retained lake adjacent to the east, subject to the discharging of Condition 49 of the outline planning permission.

- 4.42 The Ecological Impact Assessment [EclA] (CSA Environmental, Ref: CSA/3269/01, March 2017) concludes that in the absence of any mitigation measures, the proposed development would have, at most, adverse effects upon wildlife significant at the Local level. The ecological implications of this application as well as the EclA are discussed below.

Bats

- 4.43 The EclA notes that numerous trees along the northern boundary possess features suitable for use by roosting bats. It is stated in Section 5.40 that "where health and safety concerns require tree surgery works, a pre-commencement bat roost assessment will be undertaken". The revised arboricultural plans (Arboricultural Implications Plan 4001 Rev D) show that at least 9 trees will be removed at the northwest border of the site. As such, there is a risk that the tree works will result in the loss of potential bat roosts. Please could the applicant confirm which trees are being referred to in the EclA i.e. whether any of the trees on the northwest boundary (that are to be removed) possess bat roost features. If these trees do possess bat roost features, a bat survey report will need to be provided prior to determination of the application.

- 4.44 As per the EclA, a sensitive lighting scheme will need to be incorporated into the proposals to ensure that bats and other wildlife are not adversely affected by light spillage. At present, the hard landscaping scheme (Hardworks Ground Plan 1 of 2 2001 Rev A and Hardworks Ground 2 of 2 2002 Rev B) does not include sufficient details of the proposed lighting arrangements to determine the likely impact upon wildlife. As such, you should set a condition to ensure that the lighting scheme does not impact upon wildlife - wording for this has been provided (NB it is noted that Condition 18 of the outline consent refers to lighting, however the wording of the condition does not refer to wildlife and so the additional condition is required).

Landscaping

- 4.45 The site currently contains habitats suitable for use by nesting birds, namely the trees, shrubs, and vegetation at the lakeside perimeter. Replacement habitat for

nesting birds will be provided in the form of a floating island within the retained lake, as well as new shrub and tree plantings. In particular, the EclA refers to additional planting along the northern boundary (Section 5.52), as well as boundary habitats that will exist as an “undeveloped 5m corridor and buffered by new tree planting” (in reference to bats; Section 5.34). However, this is not clearly detailed on the soft landscaping plans (Softworks Ground Plan 1 of 2 3001 Rev B and Softworks Ground plan 2 of 2 3002 Rev C), with the general arrangement plan showing the northern boundary as “compacted gravel, or similar” (General Arrangement ground plan 1 of 3 1001 rev C). Further clarification is needed regarding the additional boundary plantings and the landscaping scheme should be amended to show this.

- 4.46 The Landscape Management Plan (MacFarlane and Assocs, Ref: MA.3067-06A.RP001, May 2017) indicates that bat, bird and insect boxes will be installed as part of the development. However, the locations of these features are not shown within the hard landscaping plans. Moreover, Section 5.63 of the EclA notes that landscaping will include habitat features that specifically mimic opportunities created by disturbed and colonising ground for invertebrates. It appears that details of these features have not been included within the landscaping plans.
- 4.47 The applicant will need to submit a revised landscaping scheme showing the locations of bat and bird boxes, wildlife-friendly planting (including the additional boundary planting described earlier) and any other biodiversity enhancements.

Construction Environment Management Plan (CEMP)

- 4.48 The site currently contains habitats suitable for use by nesting birds, namely the trees, shrubs, and vegetation at the lakeside perimeter. As such, any vegetation removal should be undertaken outside of the bird nesting season to ensure that birds are not harmed or killed.
- 4.49 Previous reptile surveys (Ecological Survey and Assessment, PCA, Ref: PCA110/V1, June 2010 [submitted with 102172]) have confirmed the presence of grass snake within the wider site. The core area of the current application site comprises open, disturbed habitat which is largely unsuitable for use by reptiles. In fact, this site was previously referred to as comprising habitat “hostile to grass snakes” (Section 4.12, PCA, Ref: PCA110/V1, June 2010). However, it is noted in the PCA report and the more recent EclA that the network of ditches around the wider site are suitable for use by grass snakes. It is understood that the ditches at the northern and western boundaries of the Phase 6 site are to be retained (but again, further clarification regarding the “undeveloped 5m corridor(s)” would be useful - see above).
- 4.50 Otherwise, subject to sufficient precautionary working methods, the risk of the proposals affecting grass snake, other reptiles and amphibians is low (the onsite and surrounding habitats are generally unsuitable for use by Great Crested Newts [GCN], with previous surveys of Green Park Village reporting no evidence of GCN [Section 4.11, PCA, Ref: PCA110/V1, June 2010]). The EclA confirms that methods to ensure that wildlife is not harmed will be detailed within a CEMP, and suggested wording for the condition is provided.
- 4.51 Subject to the above being addressed a number of conditions are recommended CEMP, and a lighting scheme which does not adversely affected bats or other wildlife.

- 4.52 Environmental Health has an interest in ensuring adequate lighting is achieved in new residential developments. This is because poor lighting and outlook can lead to a hazard under Part I of the Housing Act 2004 for which the Council, if the hazard is particularly severe, may have a duty to take enforcement action.
- 4.53 Based on the information provided, I have no particular concerns about the light levels in blocks F and G. The minimum target for kitchens of 2% has not been achieved in many cases, but so long as suitable supplementary lighting is provided so food can safely be prepared I cannot see this will lead to an actionable hazard.
- 4.54 In the case of block H, there are some lounge/kitchen/dining rooms where the ADF falls below the minimum recommended standards set out in the BRE guidance. The applicant has balanced this against the need for balconies to provide amenity space. We would assess a lighting hazard using the Housing Health and Safety Rating System. This is not a predictive tool, so I do not believe I can definitively say that the deficiencies identified will give rise to an actionable hazard. I would, however, advise the applicant to be aware of this issue and the potential for future enforcement action should poor access to natural light and outlook give rise to a hazard.
- 4.55 *Planning Officer note: Further to the amended scheme, which redistributed heights across Blocks D, F, G & H a further statement was submitted, with regard to daylight and sunlight, and this is reported in section (vi) below.*

Environmental Protection and Nuisance - RBC

- 4.56 Environmental Protection concerns are as follows:

Noise impact on development

- 4.57 The noise assessment submitted shows that the recommended standard for internal noise can be met, however the acoustic integrity of the buildings will be compromised when the windows are opened. In order to protect future residents against unacceptable noise ingress, ventilation measures should be selected which provide an alternative to opening windows to provide sufficient ventilation in hot weather. A number of conditions are recommended.

Air Quality

- 4.58 The air quality assessment submitted with the application has indicated that there will be no significant impact on air quality during the operational phase of the development, although it is noted that the impact of a proposed community boilers is yet to be assessed.
- 4.59 There is likely to be an impact during the development phase. This impact can be controlled by a suitably implemented dust management plan. A condition is recommended.

Community Boilers - Air quality impact of development

- 4.60 It is noted from the application that it is intended to install a community boilers at the site. Under section 4 of the Clean Air Act 1993 all new furnaces installed should be capable of operating without emitting smoke, and should be notified to the local authority. Larger furnaces fall under the so called 'grit and dust' provisions of the Act. Here the use of a furnace burning solid fuel at 45.4 kg/h or more or liquid and gas fuels at 366.4 kW or more (other than a domestic furnace) is prohibited unless it has grit and dust arrestment plant fitted which has been agreed by the local authority, or unless the local authority has been satisfied that the emissions will not be prejudicial to health or a nuisance.

- 4.61 Additionally local authorities are required to approve the chimney heights of furnaces which burn pulverised fuel and solid fuel at 45.4 kg/h or more, or liquid and gas fuels at 366.4 kW or more. It is an offence to use the furnace if the chimney heights are not approved.
- 4.62 We therefore require the applicant to submit the details of the burner to be installed. With specific details of the type of fuels to be burned, the maximum heating capacity of the boiler (Kw), how many Kg/h the boiler will burn and whether it is an exempt appliance. If the submitted information exceeds any of the thresholds mentioned above it may be necessary to carry out some dispersion modelling and apply for chimney height approval.
- 4.63 I recommend that the above information is submitted and approved prior to permission being given. If the submitted information indicates the boiler exceeds the thresholds a number of conditions are recommended.
- 4.64 *Planning Officer note: The Applicant confirmed that the proposed boiler would exceed the thresholds.*

Contaminated Land

- 4.65 The first site investigation submitted by Ramboll as part of this application was carried out when the land was proposed to be used for commercial purposes and therefore did not assess the contaminants found against stringent enough criteria. This is acknowledged in a further submission from Ramboll, however the results from any further assessment do not yet appear to have been submitted. Due to the former uses at the site it seems likely that some remediation will be required, however, until the site investigation is carried out and assessed against residential use criteria it is not possible to know how best to achieve this.
- 4.66 *Planning Officer Note: Clarification was sought and the Environmental Protection and Nuisance officer confirmed that the standard contamination conditions could be attached to any permission, and these are included in the recommendation above.*

Land Gas

- 4.67 There is evidence of historic infilling at the site, therefore a number of conditions are proposed in order to ensure that the risk from land gas is properly assessed and mitigated.

Construction and demolition phases

- 4.68 We 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. Conditions are recommended.

Housing Strategy - RBC

- 4.69 During pre-application discussions the Applicant submitted details of the proposed affordable housing for Phase 6A to form part of the application submission. This was discussed and agreed with Housing Strategy at that time. The agreed provision is set out in detail in section (xii) below.

ICT Technology and Communications - RBC

- 4.70 The Officer confirmed that it is proposed to provide Fibre to the premises (FTTP) from BT Openreach, which will provide future proofing to the development in terms

of fibre speeds. However, it was advised that the applicant might wish to contact Virgin Media to provide a choice of Broadband vendor to the development. Also WarwickNet and HyperOptic have done work around Reading on business parks and high-rise developments. What is proposed is acceptable, but to enable a choice Virgin Media may be worth engaging with.

Leisure and Recreation Services - RBC

4.71 No objections.

Natural Environment - Trees

4.72 Initial comments - The Arboricultural plans provided do not confirm which of the trees shown are to be removed but it is clear from the layout that a number of trees will need to be removed for parking. From the tree survey information, none of these would be trees suitable for a TPO. However, I think it is reasonable to request clear confirmation of the trees to be removed particularly as these will be within the ecological corridor identified with the DAS.

4.73 The softworks plans indicatively show the landscaping and along with the species palettes in the DAS appears acceptable in principle. Obviously, detailed planting plans will need to be secured along with tree pit/planters details. As this Phase includes podium planting, the planting details should include sufficient details for the podium planters to demonstrate adequate soil volume. I note the provision of brown roofing, being partly under the PV arrays. As commented for 171017 (Phase 6B), the outline layout showed smaller parking areas between Phases 6A & 6B with tree planting which has now been replaced with one large, long parking zone (The Crescent) dividing the two Phases with limited tree planting indicated, hence creating a 'hard zone' between the two Phases. I don't know if this is deliberate in design terms but I would suggest that consideration of further tree planting in this zone is required to minimise the hard appearance and better link the landscaping between the two Phases.

4.74 As commented for 171017 (Phase 3B), in relation to the Landscape Management Plan, the required principles appear to be included however, it is not possible to confirm acceptance of this without knowing what the detailed planting is. I would suggest that the maintenance schedule for trees is split into years as the requirements will change. It also needs to include maintenance of the proposed brown roofs.

4.75 In relation to Sunlight & Daylight Report, I note that this concludes that, apart from a few small areas immediately north of Block H & the gym and a thin strip between Blocks F & G, the amount of sunlight is acceptable to the amenity spaces.

4.76 In relation to Phase 6A Proposed Utility Routes BERKHW001-CSL-004, the routes shown are limited to the GF layout and appear acceptable in this respect. More utility information will be required at a later stage.

4.77 With reference to Phase 6A Schematic Drainage Layout 4160761-SK1600-P6A P2, there appears to be clashes with trees in The Crescent for drainage routes. The soakaways I assume are shown under the undercroft parking, in which case these are acceptable. As this drawing also shows the attenuation tank in Phase 6B, comments relating to that given for 171017 apply, i.e. the location of this conflicts with indicate tree planting locations.

4.78 In conclusion, I have no objections to the proposals, however prior to a decision, further arb information should be provided as requested above. Further to receipt of that, I should be in a position to suggest appropriate conditions.

- 4.79 *Planning Officer note: Following the submission of further details the officer recommended conditions as included above.*

ONR

- 4.80 The scale and location of the proposed development is such that ONR do not advise against this application unless the emergency planners at West Berkshire Council which is responsible for the preparation of the Burghfield off-site emergency plan required by the Radiation Emergency Preparedness and Public Information Regulations (REPPiR) 2001 state that, in their opinion, the proposed development cannot be accommodated within their off-site emergency planning arrangements.

Southern Gas Networks (SGN)

- 4.81 No comments. Advice provided that gas pipe locations are now available online.

Sustainable Urban Drainage - RBC

- 4.82 No objections subject to condition that sustainable drainage scheme is completed in accordance with submitted and approved details.

Thames Valley Police - Crime Prevention and Design

- 4.83 No objection, however, opportunities to design out crime and/or the fear of crime and to promote community safety remain (see my observations below). To ensure that these opportunities are not missed I have requested within the body of this report two Planning conditions.

- 4.84 I have the following observations with regard to the underground car park and postal deliveries:

A) Private Residential Underground Car Park (320 plus spaces) - I have concerns regarding the size, layout, accessibility and excessive permeability of this proposed parking facility. Large car parks can be problematic and vulnerable to criminal activities and ASB. Poor access control, surveillance and management practices can facilitate criminal activity in specific sites.

- 1) **Security:** I cannot determine if this car park will be secure? Given the significant numbers of expected residents and visitors, I strongly advise that this parking facility be restricted to authorised residential use only. If the residential parking facilities are not secured, it is possible that visitors to the area and station may inadvertently find their way into what should be private residential areas. Causing potential conflict. Fear of such issues may result in the occupants abandoning the parking facilities. Poor access control, surveillance, and management practices can facilitate criminal activity in specific sites.
- 2) **Surveillance and ownership:** The extensive size, layout and creation of secluded areas (between cores) will negatively impact on clear lines of site and inhibit natural surveillance opportunities across the car park. The size of this facility is unlikely to foster a sense of ownership or residential supervision. Large car parks that lack territoriality are extremely vulnerable to criminal activities. Crime and ASB are more likely to occur where an offender's presence does not attract attention or provides a legitimate excuse for individuals to be in areas where they have no right to be. The crime, anti-social behaviour and the fear of such crimes may result in the occupants abandoning the parking facilities. Ideally each residential block should be provided with its own dedicated secure undercroft parking facility that serves the authorised residents of the apartments above,

however it is appreciated that this would be difficult to achieve given the current site constraints,

- 3) ***Excessive permeability & Access control:*** From the documentation provided each apartment block (339 plus apartments of block D F G H) will be linked by and accessible from the 325 space car park. I have fundamental concerns that this design is excessively permeable and at this stage I cannot identify how the design and layout of this parking facility will prevent unauthorised and authorised individuals from accessing each and all of the private residential areas. This design and layout provides unrestricted access and multiple escape routes, creating opportunity for crime, ASB and raising the fear of crime
- 4.85 I ask that the applicant split the proposed car park in two smaller but still extensive car parking areas (of approx. 150 cars), each with their own vehicle access / egress. This could be achieved by creating a secure barrier (visually permeable railing wall, or similar) extending from the emergency egress to the Core G. Separate the proposed single 325 space residential car park into two separate parking areas.
- 4.86 Once the above concern has been addressed, I ask that the entrance to each car park must be made secure through the inclusion of electronic visually permeable gates with side pedestrian access the vehicle access gates must incorporate an access control system that allows the driver (resident) to operate the system without leaving the vehicle .
- 4.87 I ask that detailed plans identifying the above amendment and vehicle access control be submitted and agreed in writing prior to planning approval being granted.
- 4.88 ***B) All residential blocks: Postal deliveries:*** From the submitted documentation, I cannot identify the location of the residential letterboxes. I therefore cannot identify how the postal deliveries for the apartments will be managed or how the safety and security of private residential areas will be maintained if free access is granted for postal deliveries and parcels. Letterboxes for apartments are a contentious issue and can lead to the security of the apartments being undermined. **Unrestricted postal delivery access also provides a legitimate excuse for unauthorised individuals to be in private areas where they have no right to be**, this in turn raises the fear of crime and provides opportunity for ASB and criminal activity). Secured by Design best practice offers three solutions to this issue; (1) creating an airlock system with secure boxes within the airlock area; (2) external secure letterboxes; or (3) through the wall letterboxes.
- 4.89 I would ask that additional information regarding the location of mail boxes and management procedures detailing the management of postal deliveries to residents is submitted for approval prior to planning permission being granted

Physical security conditions

- 4.90 ***(i) Residential physical security:*** Given scale of this development, if robust access control is not 'designed in' to all residential blocks I would have fundamental concerns that access into/ out of the developments and between each residential floors would be excessively permeable providing a legitimate excuse for individuals to be in private areas where they should not be, creating opportunity for crime, ASB and raising the fear of crime. Physical security and access control will be critical in creating and sustaining a '*Safe and accessible environments where crime and disorder, and the fear of crime will not undermine quality of life or community cohesion*'. In addition, the lack of natural surveillance within the core

areas of the apartment blocks increases the need to maintain ownership of these areas.

4.91 If the proposed development were to gain planning approval, I would ask that a condition is imposed on this application to ensure that, any subsequent approved development is required to demonstrate robust access control. This condition should ensure that the applicant submit written details as to how this will be achieved, implemented and tested prior to occupation. *Planning Officer note: information was provided as to ways that the suggested condition could be achieved, and these are included as an informative above.*

4.92 ***(ii) Open Public Space and Community Buildings:*** Careful consideration must also be given to the public realm space of this application. From the plans provided the Station appears to be opposite the pavilion with concourse between. It is critical that all public accessible areas are safe and accessible environments. With this in mind I ask the following or similar worked security condition be placed:

“Security measures” for the public space and community buildings (Pavilion, concourse and public accessible space) hereby approved, shall be submitted to and agreed in writing with the Local Planning Authority following consultation with TV Police Crime Prevention and Design Advisor (CPDA). The following details shall be included:

Public accessible areas and buildings: (Pavilion, public area between green park and pavilion)

- I. Lighting of public accessible areas; detailed lighting plans (ideally compliant with BS 5489)
- II. Appropriately rated vehicle bollards, preventing vehicle intrusion into public pedestrian space.
- III. ICCTV: Provide detailed plans identifying CCTV operational requirements (position and specification of CCTV); if required
- IV. Physical security shall be incorporated into the construction of public /community buildings and open public space in accordance with Secured by Design best practice this may include, along with other matters, suitable windows and doors and where necessary Laminated glazing.

Thames Water

4.93 ***Waste Comments*** - With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - *“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”*. Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

4.94 ***Surface Water Drainage*** - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and

combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- 4.95 *Water Comments* - On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.
- 4.96 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.
- 4.97 *Supplementary Comments* - In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the proposed development, a drainage strategy must be submitted detailing the foul and surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy. If initial investigations indicate that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study. In particular Thames Water require details of the proposed onsite sewage pumping station including the proposed point of connection and the proposed pumping rate.

Transport -RBC

- 4.98 The officer stated: Phase 6A is bordered to the west by the Great Western Railway line, and to the south by the proposed railway station and transport interchange permitted under reference 141944. In addition to the 281 residential apartments, there will be an additional 870m² of ancillary uses located in the north western corner of the site, adjacent to the railway station.
- 4.99 Blocks A to D form part of the Phase 6b RMA application whilst Blocks F to H form the detailed Phase 6a application.
- 4.100 *Planning Officer note: The comments on layout, parking provision, cycle storage and refuse/servicing storage were the same as reported above under 171017/REM, so are not repeated here. The following are additional comments in respect of the full application proposals specifically.*
- 4.101 There are future plans for Reading Borough Council to introduce a MRT (Mass Rapid Transport) link between Green Park and central Reading via the proposed station forecourt in the North Western Corner of the site. The layout of the development must take this potential future MRT link into consideration. However, the Hardworks Ground : Plan 2 of 2 (Drwg no. MA.3067-06A.2002) illustrate steps and level changes on the proposed line of the future MRT link (see below). The applicant is requested to revise the hard works proposals to ensure the line of the MRT link is protected without any level changes. *Planning Officer note: Amended details were provided and reviewed by Transport who have confirmed that they are acceptable and protect the proposed line of the future MRT link.*



4.102 As a final point, it is noted that most of the doors into the development open out over the footways which can impede pedestrian movement. Whilst the footways within the development will not be adopted highway, the applicant is requested to review this and amend so as to open out into the buildings only.

Traffic Generation

4.103 In 2010, the Phase 6A site received outline planning consent for 16,000m² of B1 Office units. The current Phase 6a proposals involve the changes of use of the development from B1 Office use to 281 residential apartments. The trips rates for the B1 Office use have been taken from the consented scheme and the trip rates for the proposed residential have been assessed using TRICs. The net difference in vehicle trips following the conversion of the development to residential dwellings has been assessed. The assessment indicates that there would be a net decrease in residential vehicle trips during peak hours when compared to the consented scheme.

4.104 In addition, the residential trips associated with the development will be travelling in a different direction to the trips associated with the adjacent Green Park Business Park i.e. leaving Green Park in the morning peak and returning in the afternoon peak hours. It is predicted that this will improve the operation of the Green Park junctions when compared to the consented scheme.

Refuse/Servicing Strategy

4.105 The Phase 6a application includes the provision of 870m² of ancillary retail use, it is proposed to provide an off-carriageway loading bay for a 10m Rigid Heavy Goods Vehicle. This bay will be situated off the Crescent Road and adjacent to Block H. In principle, the proposed arrangements are acceptable, however, prior to occupation of the retail units details of how service vehicle deliveries will be managed should be submitted to ensure the retail units are serviced by vehicles which are able to turn within the turning head at the eastern end of the Crescent Road. This should be covered by condition.

Waste Operations - RBC

4.106 The bin pulling distances are vague. The officer requested more detailed plans with regards to bin locations and the distances to the collection vehicles parked location. Following the submission of further details the officer confirmed that was happy with all of the bin stores pulling distanced except for the ground floor and

queried whether they would have a caretaker on site who could present the bins for collection. The Applicant confirmed that this would be the case.

(iii) **Public Consultation**

4.107 Site notice and notice in the local paper.

4.108 Two letters of objection were received as follows:

- I don't feel that such a high rise block of flats keep to the village theme, which is so heavily marketed in all the green park village marketing documents. The size of the lake should also be considered, the proximity of the flats to the 5 bedroom lakeside houses doesn't look like the lake is any size at all and may seem squashed, like there's an attempt just to squeeze more money from the development. can you provide a scaled map? I have no objection to flats but I think 12 storeys is way too high, surely this will dominate the village, landscape and windmill.
- Green Park Village is a small development, the addition of so many new buildings and the ridiculous number of cars and parking spaces without any additional infrastructure will be a nightmare for the area.

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

National

National Planning Policy Framework (NPPF)

National Planning Policy Guidance

Reading Borough Local Development Framework - Adopted Core Strategy (2008)

CS1: Sustainable Construction and Design

CS2: Waste Minimisation

CS3: Social Inclusion and Diversity

CS4: Accessibility and Intensity of Development

CS5: Inclusive Access

CS6: Settlement Boundary

CS7: Design and the Public Realm

CS9: Infrastructure, Services, Resources and Amenities

CS11: Use of Employment Land for Alternative Uses

CS14: Provision of Housing

CS15: Location, Accessibility, Density and Housing Mix

CS16: Affordable Housing

CS20: Implementation of Reading Transport Strategy

CS21: Major Transport Projects

CS22: Transport Assessments

CS23: Sustainable Travel and Travel Plans

CS24: Car / Cycle parking

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

CS26: Network and Hierarchy of Centres

CS27: Maintaining the Retail Character of Centres

CS29: Provision of Open Space
CS30: Access to Open Space
CS34: Pollution and Water Resources
CS35: Flooding
CS36: Biodiversity and Geology
CS37: Major Landscape Features and Strategic Open Space
CS38: Trees, Hedges and Woodland

Reading Borough Local Development Framework - Sites and Detailed Policies Document (2012)

SD1: Presumption in Favour of Sustainable Development
DM1: Adaptation 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
DM13: Vitality and Viability of Smaller Centres
DM14: Impact of Main Town Centre Uses
DM16: Provision of Open Space
DM17: Green Network
DM18: Tree Planting
DM19: Air Quality
DM21: Telecommunications Development

SA1: South Reading Development Principles
SA2: South Reading Strategic Development Sites
SA3: Retail, Leisure and Culture Uses in South Reading
SA11: Settlement Boundary
SA13: Transport Improvements
SA14: Cycle Routes
SA15: District and Local Centres
SA16: Public and Strategic Open Space

Supplementary Planning Documents

Affordable Housing (July 2013)
Revised Parking Standards and Design (Oct 2011)
Employment, Skills and Training (2013)
Planning Obligations under S106 (April 2015)
Sustainable Design and Construction (July 2011)
South West Reading Planning Brief (April 2000)
Reading Open Spaces Strategy (2007)

Other Guidance Documents

- Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice Second Edition, by Paul Littlefair BRE, 2011
- BS8206 - Part 2: 2008 Code of Practice for Daylighting
- Guidance Notes for the Reduction of Obtrusive Light, Institution of Lighting Professionals (2012)
- Berkshire (including South Bucks) Strategic Housing Market Assessment, Final Report, Prepared by GL Hearn, February 2016

6. APPRAISAL

6.1 It should be noted that the applications for Phase 6 have been presented by the Applicant as a comprehensive scheme. However, a range of matters have already been assessed through the consideration of the original phase 6 under the outline approval. A number of the submission documents therefore, e.g. daylight & sunlight and ecology, only address the impacts of the Phase 6A proposals. These are assessed below, along with the relevant details submitted to cover the reserved matters of layout, scale, appearance, accesses to and within the development (not already approved by the outline) and landscaping.

(i) Principle of Development - Location

6.2 Paragraph 34 of the NPPF requires developments to be sited in sustainable locations and the Core Strategy identifies that Green Park is such. Green Park Village (referred to as Green Park 3 at that time) was identified as one of four sustainable locations for future development at that time. This will rely on the continued high level of public transport accessibility, as described below. The Sites and Detailed Policies Document provides further detail about the opportunities for regeneration and development in South Reading, captured in the South Reading Vision.

6.3 Policy CS4: Accessibility and the Intensity of Development, requires that the scale and density of development be related to its level of accessibility by alternative modes to the car and to a range of service and facilities. The location is adjacent to the approved Green Park Station (due to open in December 2018) with public transport interchange, and close to the A33 and Junction 11 of the M4. Mere oak Park and Ride, and Junction 11 improvements have already taken place. The proposed South MRT, which will run alongside the A33, is close to the site, parts of which are currently under construction. It is well served by bus services, the frequency of which are proposed to increase once the station and interchange is implemented. There are existing and approved cycling routes which connect to the wider Reading cycle network, and this proposed scheme proposes cycle parking on the basis of one space per apartment. Footpaths are proposed and these would link into the wider pedestrian footpath network of Green Park and beyond. Informal pedestrian routes are also proposed as part of the wider Green Park Village development, including a Woodland Walk along the northern boundary of the site.

6.4 Within 2km of the application areas are the sites of (approved or under construction): Primary School, Green Park Village Market Square, Extra Care Home, sports pitches, health centre, nursery, children's play facilities, and community centre. Those facilities in existence are as follows: Green Park Business Park; - Madejski Stadium Hotel and Conference Centre; - Nuffield Health, Fitness and Wellbeing Gym; Green Park day Nursery and Pre-School; Reading Gate Retail Park; Circle Reading Hospital; Tri20 Swim Centre; Island Sailing Club and Fobney Island Nature Reserve.

6.5 The site is the location is a past mineral working considered as degraded land, and which already benefits from an outline permission (for both Phases 6A and 6B) albeit for part commercial and part residential (10/01461/OUT).

6.6 There are a number of existing and emerging developments in South Reading including Kennet Island, Island Road, the rest of Green Park Village, Green Park, Worton Grange, and Royal Elm Park, which comprise a range of uses and services.

6.7 The proposed development benefits from a high level of accessibility by a range of sustainable transport modes with access to a good range of services and facilities, all contributing to this being a sustainable location for a large residential development, in accordance with paragraph 17 of the NPPF.

(ii) Principle of development - Uses

6.8 The proposed use for both Phases is housing, which would support the continuing development of sustainable communities in South Reading.

6.9 At the local level Core Strategy Policy CS14 supports the delivery of new housing and para 6.13 sets out that residential will continue to be delivered as part of mixed-used development in South West Reading particularly in the A33 corridor.

6.10 Green Park Village was included as an allowance within the housing numbers at the time of the Core Strategy and outline permission was granted in 2011 for a mixed use scheme at Green Park Village. The application areas were approved as residential for Phase 6B and commercial for Phase 6A. It is now proposed that Phase 6A be used for housing.

6.11 In terms of the loss of the approved commercial floorspace this is assessed under Policy CS11, which states that redevelopment of employment land outside of the Core Employment Areas, will be acceptable subject to a number of criteria. The site is well contained, not part of a Core Employment Area, and not part of a wider parcel of employment land. The emerging Reading Local Plan refers to an anticipated overprovision, over the plan period (to 2036), of 66,000sqm over need, and indeed the focus of office development is intended to be within Central Reading. In recent planning decisions it has been recognised that the levels of vacant office space do not warrant resisting the loss of office employment floorspace in other areas of the Borough, and that the need for housing is higher than originally planned for through the Core Strategy. The NPPF recognises that providing a supply of housing is a key part of sustainable development (Para 7) and the proposed housing would assist in the delivery (Par 47 NPPF) of the required 699 dwellings per annum as assessed as the Borough's need to 2036 (Strategic Housing Market Assessment¹ (SHMA)). Furthermore the NPPF (Para 51) acknowledges that LPAs should normally approve planning applications for a change of use from commercial to residential where there is an identified need for housing in that area and there are not strong economic reasons why such development would be inappropriate.

6.12 The proposed scheme includes a residents' gym, café and retail space (A1-A5 uses). This will contribute to the provision of community facilities and Policy SA3 identifies the appropriateness of retail and leisure uses of a scale to serve the residential development. This is seen as a more sustainable way to provide new facilities to reduce the need to travel by car and the scale and range would not classify it as a Local Centre. The amount of retail use proposed corresponds with what was permitted at outline.

6.13 The NPPF identifies that in terms of the social role of sustainable development it should support "strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing".

¹ Berkshire (including South Bucks) Strategic Housing Market Assessment Final Report, prepared by GL Hearn, February 2016

- 6.14 Adopted Core Strategy CS3, also addresses the need for major developments to "... demonstrate measures to enhance social inclusion in terms of access to housing, employment, services, community facilities, leisure, health, education, and other services and facilities" and that developments should "... contribute to the enhancement of local distinctiveness. All members of the population should be provided with access to good quality health, education and other social facilities. New housing development will be co-located with a range of accessible facilities, or appropriately planned and located to ensure that access to such facilities is provided."

(iii) Transport and Accessibility

- 6.15 The original outline scheme was for 16,000sqm offices and ancillary retail (Phase 6A) and 76 apartments (Phase 6B). A Transport Statement has been submitted to assess the proposed 459 apartments and concludes that there would be no additional trips associated with these land uses and that there would be a net decrease in trips when compared to the consented Office development. There would be a reduction of 146 and 21 two-way vehicle trips during the AM and PM Peak hours and the two-way daily flows would decrease by 4,052. There would also be a reversal in the peak direction of trips, which would assist in reducing the impact as the residential flows would be travelling in the opposite direction to the existing Green Park flows.
- 6.16 The application sites would be accessed via the Station Road (Flagstaff Road) and vehicles associated with the development would access the crescent shaped road, running in front of the proposed podium via a priority T-junction consented as part of the station application. This internal road would provide access to the main area of car parking underneath the podium, and would enable servicing in front of the residential blocks.
- 6.17 Although visibility splays have been provided to meet the requirements of a 20mph road Transport has highlighted that two trees adjacent to the southern access to the podium might impede visibility and that these should be suitable species to ensure visibility is maintained. The Applicant has confirmed that this will be dealt with in the detailed landscape design.
- 6.18 With respect to the location of the potential future MRT routed between Green Park Station and Central Reading, Transport objected to the original proposed layout of the development, which would result in level changes within the MRT protected link, and requested that this be amended. The Applicant has submitted amended drawings which are agreed as acceptable by Transport.
- 6.19 A total of 428 parking spaces are proposed. 361 would be allocated to the private dwellings (1 per dwelling) and for the affordable 56 spaces (equating to 0.5 per dwelling) with 11 of those for visitors. Transport has confirmed that this would comply with national policy which states that car parking provision has to take into account local circumstances including car ownership figures. Although the visitor provision is below the standards in the SPD it is accepted that visitors could use the multi-storey car park adjacent to the station.
- 6.20 A condition is recommended regarding the allocation of parking spaces, in line with previous GPV permissions. Transport has confirmed that potential overspill parking would be monitored and strictly managed in line with the S106 for the whole Green Park Village application site. Also that there would be parking restrictions throughout the Green Park Village site to ensure that parking does not occur on the surrounding highway network.

- 6.21 A single electric charging space was originally proposed, and Transport considered that more than one should be provided given the number of units in Phase 6. The Applicant confirmed that that this would serve two spaces and a further one would be provided bringing the total number of spaces served to 4 no. An updated drawing was provided, which Transport confirmed was acceptable. Although there is an emerging revised Local Plan policy TR5, which states that 10% of spaces should be provided with an active charging point, which the Applicant was made aware of, the approval of this pre-submission draft took place at a very late stage of this application. However, the Applicant has offered to increase the provision to 4 charging points, which would serve 8 spaces. As the policy is not yet adopted and was not in place at the time of submission of the application, the amendment is considered to be a reasonable provision in that context.
- 6.22 Secure covered cycle parking would be provided at a rate of one space per apartment, which would exceed the Council's standards and centrally located within the undercroft car park and within an external pavilion outside block A (within Phase 6B). The layout within the cycle stores would be covered by condition.
- 6.23 Bin stores would be provided beneath the podium for Blocks D-H and provided externally for Blocks A-C. Further details were provided following a request from the Waste Team, who have confirmed that the size and location of such are acceptable.
- 6.24 A footway / cycleway is proposed to the north of the Lake linking the development to the rest of GOV and also providing an emergency route for fire tenders to improve emergency access to Block D.
- 6.25 As Phase 6A includes the provision of ancillary retail use it is proposed to provide an off- carriageway loading bay. Transport considers this acceptable, but a condition is recommended for details to be submitted and approved prior to occupation of how service vehicle deliveries would be managed.
- 6.26 In terms of Phase 6B Transport has confirmed that the principles meet those established through the outline.
- 6.27 Transport has confirmed that this is a sustainable location and that, subject to conditions, included in the recommendation above, the proposed schemes would accord with national and local policies.
- (ix) The design, layout, scale, and visual impact on the character and appearance of the area
- 6.28 Design is a key element of national planning policy and para 56 of the NPPF states that *"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*
- 6.29 At the local level the key policies are Core Strategy Policies CS4 and CS7, which relate to density and design. CS4 requires that developments should be of a scale and density related to its level of accessibility or upgraded accessibility. CS7 states that all developments must be of high quality design that maintain and enhance the character and appearance of the area of Reading in which it is located. The submitted DAS includes a full assessment of the proposals under the headings of use, amount, layout, scale, landscape, appearance and access.

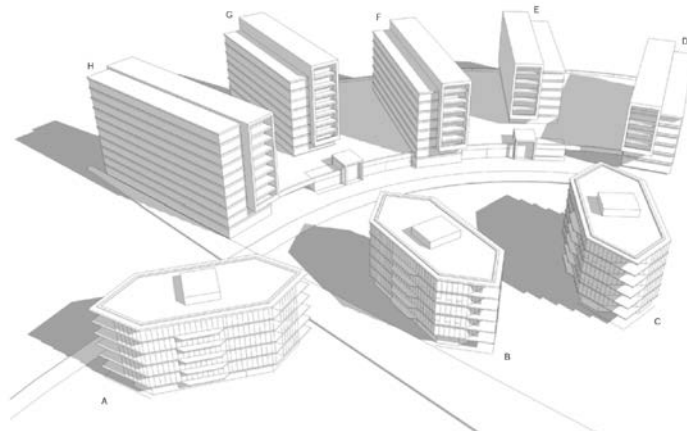
- 6.30 The DAS provides detail on the overall design evolution and includes reference to the *'big idea'* of seeking to create buildings within a visually continuous landscape, establishing a visual connection between the lake and the countryside beyond.
- 6.31 Key criteria for Phase 6's design are identified as responding to:
- The axis running north-west to south-east from the site of the approved
 - Green Park Station through to the Madejski Stadium;
 - The lake, as a key major open space within GPV;
 - The station and station square.
- 6.32 Specifically with regard to the Phase 6B reserved matters application the starting point is the principles established at the outline stage, however it must be borne in mind that phase 6 has been being presented as a comprehensive scheme to be 'read' as whole.
- 6.33 The approved outline consent included a number of parameter plans, overall landscape masterplan, open space plans as well as a Design and Access Statement (DAS), specifically the Development Guidelines contained within it, that future reserved matters would need to accord with.
- 6.34 In summary the key areas of relevance are as follows:
- Siting of 8 blocks in Phase 6 (layout/ position as shown in plan extract above - para 1.7);
 - Heights - four residential blocks A-D, which were 6 storeys and Blocks E-H were 5 up to 7 storeys of commercial, with the height rising towards Block H, that closest to the Station;
 - Four residential blocks of 1, 2 and 3 bedroom apartments;
 - To form a landscaped edge, pedestrians routes and to maximise amenity space around the lake;
 - Built form and the landscape either formally or informally to create hierarchy in streetscapes;
 - To create landmark buildings visible from within Green Park and to create a strong visible reference as to the location of the station and transport hub and to provide orientation;
 - Higher density flats could be sited to maximise views of the lake, wetland, wind turbine and restored grassland to the north and;
 - The overall GPV to have medium density with higher density nodes;
 - Commercial of 16,000smq with retail at ground floor. Above decked parking
 - Commercial to form a landmark for the station;
 - The station to provide a strong visual landmark that identifies the public transport hub for pedestrians approaching;
 - Retain views across the lake from the market square to the station;
 - Provide several pedestrian links through the landscape and create concentrated areas for recreation;

Design iteration at pre-application stage

- 6.35 Prior to the submission of the formal application the Applicant presented to the Reading Design Review Panel on two occasions, in January and March 2017.
- 6.36 The first option presented to the DRP (detailed pgs 12-17 of DAS - image below) was for a total of 8 blocks (496 apartments), with a minimum separation of 20m. The three blocks (A-C) closest to the lake being 6 storeys (retained at outline height) designed as pavilions and the remaining 5 of rectilinear form increasing in height

towards the station up to 11 storeys, intended to de-mark the location of the Green Park Station. Two of the blocks were stepped back from the radius.

- 6.37 Soft landscaping was included between each of the rectilinear blocks in order to achieve the concept of a visually continuous landscape. These blocks were located on a podium, with car parking in an undercroft, and the pavilions within their own parkland. The junction between the pavilions and podium was softened by a landscaped ha-ha, also masking some of the surface level car parking.
- 6.38 The Radial blocks (D-H) were intended to have a vertical emphasis further refined by splitting their long axes leading to one half higher than the other. The pavilion blocks were to have a horizontal emphasis.

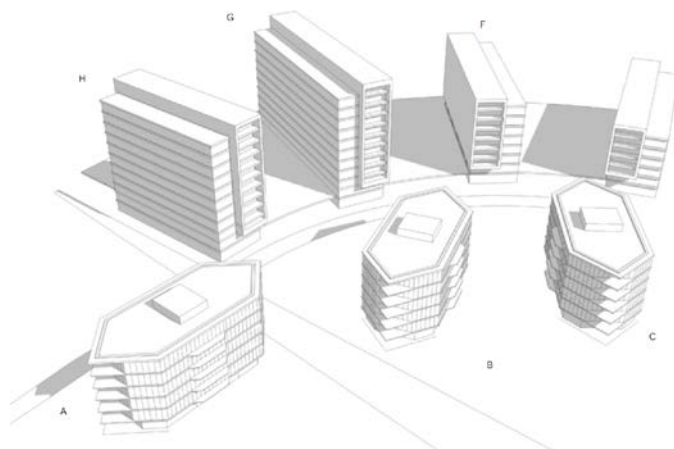


6.39 In summary the DRP comments on this first design were as follows:

- Needs to be a building to terminate the desire line between the station and the stadium.
- There needs to be a relationship between the radial and pavilion blocks.
- Blocks need to address the areas beyond the site as well as the internal views to the lake.
- There needs to be a clear rationale for how each of the spaces around the buildings are accessed and used, and definition of private and public spaces.
- Connectivity of soft landscape spaces through physical links would be a benefit.
- Daylight and sunlight analysis is required.
- No issue in principle with the proposed massing or even if this increased within reason. However there is insufficient information to assess whether 20m pinch points between blocks can be considered adequate. The distance is more than ample in an urban context, but this is not such a location. The general spirit of the development seems to be more open. At present this parameter appears to have been adopted irrespective of height of blocks and orientation.
- With a development of this scale district/ communal heat systems should be pursued.
- The scheme should have no 'backs'.
- Would a reduction of one block give more options to improve the quality of the landscape?

6.40 An amended scheme was presented to the DRP in March (shown below) and sought to respond to issues raised by them. The key changes presented by the applicant were:

- Further development and explanation of the landscape design focussed on 4 key areas of the station square, lakeside parkland, podium gardens and podium edges.
- A reduction in the number of radial blocks to 4 (456 Apartments), with a minimum distance between blocks of 26m; Some increased height to 12 storeys nearest to the station.
- Resulting improvements in the sunlight to the podiums and apartments, increase in the distance between blocks and increase in podium amenity space.
- The length of Block H (nearest to the station) was reduced, which improved the sunlight to the podium gardens and Block G.
- Space was increased between the Station and Phase 6 achieved by reducing the length of Block H. This space included a two storey Station Pavilion building, providing retail at ground floor and a residents' gym above. This curved building intended to draw visitors into the Station arrival space.
- Reduction in the number of blocks enabled the simplification of the access and servicing with the main entrance of each block to the public realm and connecting to the southern edge of the podium.
- Elevational design of the scheme was developed with rectangular balconies intended to provide the opportunity for views from and to the lake and the countryside to the north-west. Proposed materials were to provide both sides of the radial blocks with their own distinct character but to respond to each other.



6.41 A second set of comments was provided by the DRP and is summarised in the table below along with the ways in which the submission scheme has responded.

Submission Scheme

6.42 The application scheme for Phase 6 comprises 7 blocks. A-D are within Phase 6B, of which A-C takes a radial pavilion form and block D takes on the rectilinear form of the remainder blocks E, F & H of the full application (Phase 6A). The scheme proposed was for 6-12 storeys with 459 apartments, 200sqm gym, 557smq of retail floor space ad 428 car parking spaces.

6.43 The Applicant has responded to the second DRP comments as follows:

<i>DRP 2nd comments</i>	<i>Applicant response</i>
Four blocks is a welcome step delivering the opportunity for interesting and quality amenity spaces.	No change
Bringing Blocks D-H into contact with the edge of the podium begins to bring a legible arrangement for access to the blocks from the main access road.-	No change
How do the courtyards of Blocks D-H interconnect? Connectivity across the whole podium would benefit the scheme	The main southern entrances providing access to the cores of the blocks from where there is the possibility for cross-podium circulation
Few specific landscape areas require further thought - softening edges between two masterplan geometrics; parking needs softening; car parking to Block A very tight past the building.	Geometry of the 'spokes [the rectilinear blocks] is taken through from the podium into the parkland landscape via planted trees; edges of the podium have been softened and to the parking areas; Block A redesigned to pull the car park entrance away from the building.
Daylight and sunlight analysis required	Provided as part of the submission (as summarised below)
Suggestion to increase height of buildings towards the landscape; principle to be investigated as part of the design development process.	'Big Idea' is to mark the station with a taller building. Creating height to the north shifts the primary core to the north which is considered to compromise the legibility of access.
Internally blocks are relatively simple. Given the lengths of corridors further investigation needs to be given to a dual primary core arrangement.	The Applicant considered that this would contradict the established and legible access arrangement with main entrances and primary cores from the south main entrance. A single access and vertical circulation for each building has been retained. Although where required the larger radial blocks have a secondary escape core located towards the northern end.
Design of Blocks D-H needs more development. Façade treatment is uniform, but needs to be of exceptional quality and detail; Reading has a rich brick heritage; it seems a missed opportunity to not reference this; Long flank elevations of Blocks D-H are too monolithic.	The design team has reviewed the flank elevations and have provided images to illustrate the architectural grid and materials palette. Further detail on proposed materials is shown in the DAS. The immediate context is white and buff brick work.
Blocks A-C need considerable work. They have a commercial feel and are not the lightweight pavilions described.	The Pavilions are designed to contrast with the radial blocks. They would be clad in glass, which will give a lightweight appearance. Imagery and drawings are submitted to illustrate this.
No sustainability details are provided.	The submission includes details which show a fabric first approach has been

	used and measures include PVs and communal gas heating.
Detailed bay sections and elevations are required. The integration of building servicing into the facades needs to be demonstrated.	Detailed sections have been included.

6.44 The following will examine different components of the overall design.

Layout

- 6.45 The site is split by the crescent shaped access road, which provides the primary vehicular and pedestrian access to the development. The layout of the radial blocks (D-H) respond to the shape of the site and enable block H to positively address the Station Square and the lake edge. The remainder of the blocks are then spaced equidistantly to create a legible layout where the spaces inbetween provide a series of landscaped gardens. This separation distance is a minimum of 26m ensuring privacy, but enabling passive surveillance.
- 6.46 The radiating nature of the blocks opens up views to the countryside as well as within and across the site itself, especially towards the lake.
- 6.47 All of the main entrances of Blocks D-H open up onto the access road, which created a legible layout. Bin stores, undercroft parking and cycle parking are also accessed from the main access road. Block H has a further access point directly from the transport interchange.
- 6.48 A two storey elliptical block directly faces the station platform and provides active retail space at ground floor with residents' gym at first floor. This would face a south facing amphitheatre creating a positive public space. The gym would be dual aspect also facing the podium gardens.
- 6.49 Blocks A-C within the REM area are informally arranged, with the location and orientation intended to maximise privacy and maintain views form and to the lake. Entrances face the access road. The overall siting of these blocks although different to the parameters layout approved at outline provides for an adapted orientation which is considered enables the blocks to respond more positively to each other and better respond to the lakeside setting and shape, and works well alongside the proposed radial blocks D-H. It creates a more interesting layout than that approved at outline and provides the opportunity for good quality spaces and the mix of formal and informal siting of buildings.
- 6.50 With respect to building layouts cores are at the southern end next to the main entrances from the access road, with access to apartments off a central corridor. All apartments would have private amenity space consisting of either private balconies or terraces. Top floors would have access to private roof terraces.

Scale

- 6.51 The original submission proposed blocks A-D as 6 storeys in height, according with the parameter height consented at outline with the radial blocks (excluding D) F, G & H rising in scale from a split 8/9 storeys to 11/12 storeys for G&H in the place of 4 commercial blocks. The comparison of heights is shown below.

Block	Outline Consent Height (m)	Proposed Height (m)	Difference (m)
Block A	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block B	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block C	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block D	21.8m [6 Resi storeys]	24.15m [6.5 Resi storeys]	+2.35m
Block E	21.6m [5 Office storeys]	Block Removed	N/A
Block F	25.6m [6 Office storeys]	30.45m [8.5 Resi storeys]	+4.85m
Block G	29.6m [7 Office storeys]	39.9m [11.5 Resi storeys]	+10.40m
Block H	29.6m [7 Office storeys]	39.9m [11.5 Resi storeys]	+10.40m

6.52 During the course of the application officers raised concerns regarding the height of the blocks being up to 12 storeys, which did not comply with the Council's tall building policy which is clear that tall buildings will only be acceptable in the town centre. Policy RC13 of the Reading Central Area Action Plan states that *"Within Reading Borough, Tall buildings will only be appropriate within the areas for tall buildings as defined on the Proposals Map"*. It goes on to state that *"tall buildings are defined as 10 storeys of commercial floorspace or 12 storeys of residential (equating to 36m tall) or above."*

6.53 The Applicant sought to provide justification that the overall height would be acceptable within the context of other consented developments in the area and the site's location adjacent to the Station providing a suitable context for landmark buildings of this height. Officers maintained their objection and an amended scheme was submitted which redistributed units across the blocks in order to reduce the heights to be 11 storeys or lower. The resulting scheme heights are shown in the table below.

Application	Block	Current Scheme		Alternative		Height Difference	Homes Difference
		Height	Homes	Height	Homes		
RMA 6B	A	6 [19.45m]	40	6 [19.45m]	40	0	0
RMA 6B	B	6 [19.45m]	40	6 [19.45m]	40	0	0
RMA 6B	C	6 [19.45m]	40	6 [19.45m]	40	0	0
RMA 6B	D	7 [24.15m]	58	8 [27.30m]	68	+1 [+3.15m]	+10
Det 6A	F	9 [30.45m]	73	10 [33.60m]	83	+1 [+3.15m]	+10
Det 6A	G	12 [39.9m]	124	11 [36.75m]	112	-1 [-3.15m]	-12
Det 6A	H	12 [39.9m]	84	11 [36.75m]	76	-1 [-3.15m]	-8
	Total		459		459		0

6.54 This has resulted in Block D, which forms part of the reserved matters application, with a height beyond the outline parameter height of 6 storeys. The outline permission states that future reserved matters should be in accordance with the principles of the identified drawings and documents unless otherwise agreed with the Local Planning Authority. The increase in this instance is considered acceptable in the context of: developing a comprehensive scheme for Phase 6, which has shifted to wholly residential; enabling the redistribution of heights, to ensure that

the scheme is policy compliant with regard to the tall building policy; and the view that the amendments would not have resulting significant amenity issues or adverse impacts on visual amenity. This block has shifted its siting from the outline parameter and therefore its increased height would be acceptable as it forms part of the radial blocks, which would still increase in height towards the station. The outline consent for commercial buildings also included a mass increasing towards the station with a positive edge to the transport interchange.

- 6.55 With regard to overall numbers Blocks A-D is an increase of what the Council considered was the number of units parameter agreed at the outline stage, i.e. an increase from 76 no. to 188 no. For Blocks A-C the overall building footprints/floorspace accords with the parameters at outline, but the mix of units has changed so that these are now mainly one and 2 bed apartments with less larger units of 3 beds and more. Further assessment of mix is set out in section (v) below. With regard to Block D, this forms part of radial blocks and although this has adjusted from the outline parameter, as discussed above, is considered to be acceptable in this regard.
- 6.56 At pre-application stage there were discussions as to whether the overall number of units in the reserved matters would accord with the principles established at outline. The Applicant's view is that the outline permission does not fix the number of units, that higher density blocks were accepted at outline stage, that there would be a market difficulty in selling large 3 or more bed flats, as originally envisaged, and that the increase would have no detrimental impacts. Documentation was submitted, including a Transport Statement, which officers accept demonstrates that the additional number of units would have no significant detrimental effects. However, the uplift in units would be subject to meeting affordable housing requirements and this is set out in section (xi) below.

Visual Impact

- 6.57 A document showing long range views of the proposed site compared to the original consented commercial was submitted. Specific locations for views to assess were agreed with RBC. This demonstrates that although the proposed buildings would be higher, that because of the overall mass and materiality of the original commercial blocks, that the proposed scheme would not have a significantly detrimental effect in comparison to the original scheme, including views from the west over the Kennet Meadows and the adjacent countryside.
- 6.58 The outline consent includes for landmark buildings to mark the station and to serve as a waymarker for pedestrians between the Station and the Stadium. The proposed buildings have a slimmer profile, and the loss of one block has enabled better spacing between them, which contributes to minimising their visual impact.

Appearance

- 6.59 The materiality of the Pavilions (Blocks A-C) is designed to contrast with the radial blocks (D-H). The scheme has been informed by the wider Green Park Village scheme, but because Phase 6 is apartments, with a more urban character a slightly different approach to materials to the New England style of the house in other phases has been taken.
- 6.60 The aim has been to provide a simple design with full height glazing panels and windows to pick up the reflections of the lake, landscape and surrounding buildings. Vertical joints are kept to a minimum. Projecting balconies are integrated into the horizontal profiles creating a simple silhouette. The balconies on the flanks are set into the building line. The floor edge profiles are tapered and thin.

- 6.61 The colour palette comprises monochrome walls with dark grey back painted glass and dark grey window frames where the horizontal profiles are a contrasting white. This colour contrast is intended to create the illusion of floors and balconies 'floating'. To assist with this illusion the ground floor solid walls would be clad in dark grey matt aluminium cladding.
- 6.62 In light of recent tragic events in London the Applicant was asked to provide further details with regard to the fire resistance and quality of the external cladding system. The response is as follows: *"Following the London events, Berkeley Group have undertaken a full review of their approach to cladding systems and will only specify non-combustible materials - Class A1 & A2 of the European classification of Building Products - the highest level of reaction to fire performance on all buildings over 18m. To note, this performance standard is above the requirements of current Building Regulations."*
- 6.63 The radial blocks (D-H) would be divided longitudinally to create 'partners' each of which would have contrasting materials of multi-stock buff brick (higher element) and metal cladding (lower element), with the brick on the higher element. The opposite material would be used on the recesses, so where there would be recesses in the brickwork these would be clad in metal and vice versa. These materials are intended to unify each side of the building and provide a cohesive appearance. Additionally similar windows and window modules are used on each side of the radial blocks related to particular room types.
- 6.64 On the longer, taller blocks, interest would be created on the flank elevations by the use of a single vertical window module across the whole height of the building. This is also proposed at the junction between the two materials on the end elevations. Interest would also be achieved through the use of 'relief' created by deep window reveals, accentuated where cantilevered glazed balconies are sited.
- 6.65 To reduce energy usage, the scheme has adopted a 'fabric first' principle and the extent of windows has been optimised to balance heat-loss with solar gain and natural light. The deeper window reveals would enable enhanced thermal wall insulation to be achieved.
- 6.66 The materials proposed would be high quality, low maintenance, but with simple detailing.
- 6.67 The radial blocks sit on a podium, the edges of which are softened with planting. The southern edge, closest to the access road, would provide natural ventilation for the undercroft parking below. Angled vertical timber fins would provide enclosure to the car park, and would reduce headlight spill. The base of these fins would be landscaped.
- 6.68 The café and resident's gym would have a similar form to the pavilion blocks (A-C) intended to create a visual link to the lake edge and beyond. The proposed materials, however, would be distinct with double height, golden coloured perforated cladding at the western end, closest to the station arrival point. This material would then step down to the ground floor only, including large glazed sections serving the retail space. At the first floor there would be a glazed exterior.
- 6.69 The retail in Block H would face the transport interchange providing an active frontage. This would have floor to ceiling glazing with structural columns set back from the façade. A horizontal band of louvres would be incorporated into the window heads to enable the incorporation of extraction and ventilation.

6.70 Officers consider that the scheme has responded well to the matters raised through the Design Review process and that it provides for a good quality design in accordance with policies CS4 and CS7.

(v) Housing Mix & Density

6.71 Policy CS15 states that *"The appropriate density and mix of residential development within the Borough will be informed by:*

- *An assessment of the characteristics, including the mix of uses of the area in which it is located;*
- *Its current and future level of accessibility by walking, cycling and public transport, as defined in Policy CS4;*
- *The need to achieve high quality design in accordance with Policy CS7; and*
- *The need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers."*

It goes on to state that *"development should providea mix of housing types, sizes and tenures..."* and provides indicative density ranges for different area types. The Core Strategy (para 6.20) accepts that there *"should be a gradation of density in relation to relative accessibility."*

6.72 The average density proposed (459 dwellings over 2.8 ha) is 164 dph. This is a higher density than previous phases, which the Applicant states is related to the accessibility of this part of the site. It is clear that the outline consent envisaged a mix of units across the whole of GPV with denser flatted blocks to be focussed on the western side of the lake. When considered in the context of the whole of GPV the site wide average density would be 50 dph, which would meet the indicative net densities set out in the policy. It should also be noted that recent residential consents such as at Kennet Island have similar densities. This taken together with the accessibility of Phase 6 of GPV is considered to accord with the requirements of Policy CS15.

6.73 Policy DM5 requires that on new developments for 10 or more dwellings outside the central area and defined district and local centres, 50% of dwellings will be of 3 bedrooms or more, and the majority of dwellings will be in the form of houses rather than flats, having regard to all other material considerations.

6.74 All of the proposed Phase 6 is flats, and the proposed mix is 150 no. 1 beds (125 - private & 25 affordable), 306 no. 2 beds (233 private and 73 affordable) and 3 no. 3 beds (private). This does not comply with policy DM5, however there are material considerations that are considered to justify a departure in this case.

6.75 As background it should be noted that the original consented outline envisaged a provision of 60% of the dwellings to be 3 or more bed, i.e. equating to 36% of all of the dwellings within the GPV development, and it was clear at that time that this provided for flatted higher density development to the west of the Lake.

6.76 In terms of the mix of the current consented units (excluding Phase 6A, but including current 6B reserved matters, as submitted under application 171017) there is a 50% provision of 3 bed dwellings. Once Phase 6 is included and the overall split between apartments and houses is 666 and 380 respectively (excluding Extra Care Home), the percentage of 3 bed dwellings would equate to 36% the same as was envisaged at outline stage. It is considered, therefore, that in the context of the overall development, what was approved at outline stage, the market

difficulty of selling 3 bed of larger flats and the proximity to the Station, that this mix would be appropriate.

(vi) The Amenity Impacts for Proposed Residential Properties

- 6.77 With regard to local planning policies the key guiding principles for amenity are set out in Policy DM4: Safeguarding Amenity and DM10 Private and communal amenity space.
- 6.78 In addition to local planning policies the Environmental Protection Officer confirmed that the Council has a duty under Part I of the Housing Act 2004 to keep housing conditions within the Borough under review and to investigate where there is evidence to suggest a hazard to the health or safety of occupiers may exist. The assessment of hazards within residential accommodation is made by reference to the Housing Health and Safety Rating System (HHSRS), which is the system prescribed by law for this purpose. If a hazard is particularly severe, the Council may have a duty to take enforcement action. One of the hazards is with regard to light and the likelihood of harm occurring is affected by: *Obstruction - of windows by buildings or other features; Size, shape and position - inadequate size, inappropriate shape and/or position of windows preventing reasonable penetration of daylight into room; Glare etc - artificial causing glare lighting, shadows and/or obvious flicker.*
- 6.79 Policy DM4 identifies a number of matters which would affect amenity and each element is discussed and assessed in turn below:

Sunlight and Daylight

- 6.80 The submitted daylight and sunlight study tests apartments in Phase 6A. With respect to Phase 6B these are to the south of Phase 6A and have generally been rotated 90 degrees compared to the consented outline layout and therefore have less north facing apartments. In addition the residential blocks in Phase 6A are narrower than the office blocks of the outline consent.
- 6.81 The submitted study uses the BRE Guide², which provides advice on site layout to achieve good sunlighting and daylighting both within buildings and in the open space between them. The Guide also provides advice on the minimum recommended daylight average factors (ADF) in habitable rooms in dwellings, and the sunlight for interiors, based on the percentage of annual probable sunlight hours (APSH).
- 6.82 Both BS 8206 and BRE Report 209 provide the following minimum ADF values for different room uses, as follows: Bedrooms 1%, living rooms 1.5% and Kitchens 2%. BS 8206 notes that:

Where one room serves more than one purpose, the minimum average daylight factor should be that for the room type with the highest value. For example, in a space which combines a living room and a kitchen the minimum average daylight factor should be 2 %.

- 6.83 The original submitted study reviewed a total of 395 rooms (150 kitchen/ living/ dining rooms and 295 Bedrooms) in a variety of buildings and floors. The conclusions were that a large number of rooms would satisfy or exceed the recommended daylight targets for habitable rooms. In the case of Block H some of the lounge/kitchen/dining rooms would fall below the minimum standard, but these

² Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice Second Edition, by Paul Littlefair BRE, 2011

are areas located beneath projecting balconies, which would provide much needed amenity space for the apartments.

- 6.84 The Council's Environmental Protection and Nuisance Officer (Private Sector Housing) has advised that an informative be included to advise the Applicant of the provisions of the Housing Act 2004 with regard to the Housing Health and Safety Rating System, including with regard to standards for future daylight/sunlight provision.
- 6.85 The Study also assesses sunlight based on the percentage of annual probable sunlight hours (APSH) as advised in the BRE Guide, which states that *"sensitive layout design of flats will attempt to ensure that each individual dwelling has at least one main living room which can receive a reasonable amount of sunlight ...where possible, living rooms should face the southern or western parts of the sky and kitchens towards the north or east."*
- 6.86 The three blocks of F, G and H are orientated northwest to southeast on the development site. The Study highlights that due to site constraints it is not always possible to orientate all living areas 90 degrees of due south. Approximately half of the elevations of blocks F, G and H are orientated 90 degrees of due south and these are the windows reported on in this report
- 6.87 The results show 211 (82%) out of the 258 windows tested, meet or exceed the annual sunlight target of 25% APSH. Of these same windows, 201 (78%) of the windows meet the winter sunlight target of 5% APSH.
- 6.88 In terms of amenity spaces the BRE target is that 50% of the space should receive at least 2 hours of sunlight on 21st March. For the gardens between Blocks D, F & H the proportion would be 81.8%.
- 6.89 The original scheme as assessed above was amended during the course of the application period to redistribute heights across blocks, D, F, G & H. This redistribution has reduced the Blocks G& H within the detailed area by one storey, and increased Blocks F and Block D (latter within the reserved matters area) by one storey. A further statement on daylight and sunlight statement was submitted, which confirms that the amendments would have no material difference to the overall adherence to daylight and sunlight as previously tested.
- 6.90 The level of daylight and sunlight provision to rooms and amenity spaces would be good for a scheme of this scale and would compares well to similar scale schemes in the area- and would comply with Policy DM4.

Privacy and Overlooking

- 6.91 The scheme provides for minimum distances of 26m between blocks and with the orientation such that Blocks D-H are radial and Blocks A-C have an informal layout it is considered that there would be no significant privacy issues.

Visual Dominance

- 6.92 The amended scheme has redistributed the heights across Blocks D-H. Although taller than the original consented commercial blocks, D-H are more slender in form, so they are considered to have a comparable/ lesser impact. The blocks are well spaced at a minimum of 26m, and the relationship of the siting of blocks between Phase 6A and 6B is considered to be minimise any issues of visual dominance between blocks.

Noise and Disturbance and Vibration

- 6.93 The national and local policy framework seeks to ensure that developments are not subject to noise which gives rise to significant adverse effects which would impact on health and quality of life. Adequate mitigation measures should be provided to minimise the impact of such pollution (para 123 NPPF, Core Strategy Policy CS34: Pollution and Water Resources).
- 6.94 A Noise and Vibration Assessment was submitted which sets out that noise monitoring was undertaken at a number of locations, and identified the principal noise sources as the railway (to the west); traffic noise from the M4 and the surrounding residential and commercial developments; and a sewer pipe and substation to the north west of the Sites. The Assessment found that the highest level of noise impact is expected at the western façade of Block H, i.e. closest to the railway line. Although the Environmental Protection and Nuisance Team has confirmed that the submitted noise assessment shows that internal standards could be met, the acoustic integrity of the buildings would be compromised when the windows were opened. Therefore a number of conditions are recommended above.
- 6.95 The spatial arrangement has sought to stack the same use rooms above and next to each other between units, and the buildings would be subject to sound insulation requirements under Building Regulations. An informative is included in the recommendation above.
- 6.96 The submitted Noise and Vibration Assessment shows that with respect to the anticipated vibration generated by train movements along the railway line, these are within the lowest impact category and would not adversely affect future residents' amenity in accordance with Policy CS34: Pollution and Water Resources.

Artificial Lighting

- 6.97 The effects of public lighting on the residential blocks would need to be carefully controlled and it should be noted that with respect to residential amenity and effect on wildlife, a condition is recommended which would require the submission and approval of a detailed light spill/lux plan. This would need to accord with the advice within the Guidance Notes for the Reduction of Obtrusive Light, Institution of Lighting Professionals (2012).

Dust

- 6.98 No vibration nor dust effects are anticipated as a result of the operation of the proposed scheme, but it is likely that there would be an effect during the development phase. A condition is therefore recommended for a dust management plan to be submitted and approved.

Crime and Safety

- 6.99 National Planning Policy Framework 2012 (Part 7, Sect 58; 'Requiring good Design' and Part 8, Sect 69; Promoting Healthy Communities') where it is stated that development should create '*Safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion*'.
- 6.100 Thames Valley Police (TVP) Crime Prevention and Design Officer confirmed that further detail would be required with regard car park access controls, layout of the car park to reduce its overall size (suggested as two smaller areas), management of postal deliveries and locations of mail boxes, and security measures for the public spaces and community buildings. Conditions have been recommended above to address these matters. TVP required that some of this information be submitted prior to determination, however, it is considered that as the requirements would not require complete redesign of the proposals, but rather, would add a further

layer of detail, that such information could be submitted either pre-commencement of or post related information, pre-occupation.

Amenity Space

6.101 With respect to private amenity space each unit would be provided with a private balcony, terrace or roof garden, depending on where the unit would be sited. In addition for blocks D-H these would be separated by the podium gardens, which would offer further enclosed amenity space.

(vii) Landscape & Open Space/Leisure

6.102 A landscape masterplan has been submitted for the whole of Phase 6, along with a tree survey. The area is considered as four character areas: station square; lakeside parkland; podium gardens; and ecological corridor. A set of landscape principles relevant to both applications have been developed and it was agreed with officers pre-submission that further details would be conditioned.

6.103 The landscape strategy has been informed by the surrounding landscape, site boundaries, and comments from the Design Review Panel. The principles include:

- Ensuring the site is permeable and provides strong visual links to the lakeside and wider context;
- Providing functional and attractive spaces for residents and the public;
- Creating a desire line from the Station Square to the lake side;
- The lakeside landscaping providing a soft and natural edging;
- Podium landscapes being more contemporary and private spaces;
- Station Square being a robust and functional hard landscape for high footfall and vehicular movement;
- Using a coherent palette of hard and soft materials which are durable and easily maintained.

6.104 The proposed landscape is an integral part of the whole concept of the buildings set in a visually continuous landscape. The key focus is the Station Square which has been designed to provide a sense of arrival to Green Park Village. The hard landscape detailing and tree planting would be positioned to direct movement towards the lake edge. The design would use the site's topography to create a curve of amphitheatre seating, and enclose areas close to the building's frontage.

6.105 From the Station Square the movement is directed into the landscape around the pavilions which is intended to be an informal parkland setting. This area would extend to the lakeside edge path. The overall space is designed to be naturalistic, accessible and visually permeable to the surrounding sites and includes ecological mitigation and seating areas for informal recreation space. A circular lake side structure is proposed to act as a destination for the perimeter lakeside walk.

6.106 The podium design would be more formal to reflect the geometry of the radial blocks D-H. The podium gardens would radiate from a central point and each courtyard area of the gardens would provide amenity space for residents.

6.107 Elements of the podium gardens and lakeside parkland would be repeated within each other intended to establish strong connection as a continuous landscape, i.e. the parkland would include lines of tree planting and the gardens would use natural contouring in the planting.

6.108 It is proposed to install brown and green roofs, an illustrative roof plan for which is included in the DAS. These would provide the opportunity to create additional

green spaces, a colonising habitat and would aid with storm water run-off. These would be inaccessible to the public, thereby protecting species.

- 6.109 The junction between the Podium gardens and the parkland is key and is the area identified by the Natural Environment Officer which needs to be softened further to soften the hard appearance and better link the two phases. The officer highlighted that the outline layout showed smaller area of parking with tree planting, now replaced with one large, long parking zone dividing the two Phases with limited tree planting. In response the Applicant provided updated drawings to show additional trees to the crescent road and highlighted the design principles for the landscaped ha-ha documented within the DAS.
- 6.110 The Natural Environment officer confirmed acceptance of the proposals with regard to landscape/ trees subject to a number of conditions for both the outline and detailed areas as included in the recommendation above.
- 6.111 With regard to the provision of open space the key policy framework at the local level is set out in the Core Strategy, policies CS29 & CS30, supported by the Open Spaces Strategy (2007) and in the Sites and Detailed Policies Document, Policy DM16. Combined, these require that all new development should make provision for open space needs through on or off-site provision or through contributions. For residential developments of 50 units or more new provision will be sought on site. Policy DM16 sets out guidance on the amount and type of open space to be provided.
- 6.112 As referred to above the application sites includes open space in the form of formal gardens and parkland. There are also a range of other open spaces consented through the outline, which includes formal space in the form of sports pitches and play areas, and informal in the form of a woodland walk, spaces around the lake and in other parts of the site. Leisure raised no objection to the proposals and it is considered that the proposed Phase 6 landscape within the wider Green Park Village would comply with policy requirements.
- 6.113 Officers consider that the proposed landscaping is of a good quality design, which has responded well to matters raised, and subject to conditions, as recommended above, accords with relevant policies CS7, CS29, CS38, DM16 and DM18.

(xiii) Ecology

- 6.114 Government policy on minimising impacts on biodiversity is set out in the NPPF paragraph 118, which requires local planning authorities to aim to conserve and enhance biodiversity when determining planning applications. The local policy (Core Strategy policy CS36) also requires development to retain, protect and incorporate features of biodiversity or geological interest found within sites. At the national level Para 109 NPPF requires that impacts on biodiversity are minimised and that enhancement should be provided where possible.
- 6.115 An Ecological Impact Assessment has been prepared for Phase 6A and this includes a desk-based assessment and field study. It identifies that there are a number of habitats at the site that support flora and fauna of importance at the local level. Open water habitat would be lost, and invertebrates and plant species might be impacted by the loss of colonising ground.
- 6.116 The site does supports foraging and commuting bats, nesting bird habitats and a transient grass snake population, for which precautionary working methods would need to be employed. The report proposes that compensatory habitats and features would be provided for wildlife including:

- Provision of extensive areas of brown roof to provide compensatory habitat for plants, birds and invertebrates;
- New tree and shrub planting; and
- Trailing green walls/screens incorporating bird nesting boxes.

6.117 The Assessment concluded that based on successful implementation of avoidance, mitigation and the enhancement measures set out within the report, the proposals would comply with the objectives of protecting, conserving and enhancing biodiversity asset out in accordance with policy.

6.118 The Ecologist requested further details as follows:

- The bat roost potential of the trees identified to be removed in the submitted Ecological Impact Assessment;
- Revised landscaping scheme to include 1) native planting along the northern boundary; 2) Habitat features that specifically mimic opportunities created by disturbed and colonising ground for invertebrates; and 3) The location of bird and bat boxes.

6.119 The Ecologist required submission of the bat roost information, and if required bat survey pre-determination. As the trees form the margins of the site, not within the development area itself, it is considered acceptable that pre-commencement conditions are attached requiring the submission of details regarding the bat roost potential of the trees identified for removal, and the submission of a bat survey, if relevant, identifying mitigation measures and/or an amended scheme of removal. The Ecologist would be consulted on any submission documents for condition discharge. The proposed scheme is considered acceptable and accords with policy CS36, subject to the above conditions, and those regarding ensuring that wildlife is not harmed during the construction period, i.e. via a Construction Ecological Management Plan, and via a CEMP), and that lighting is kept to a minimum to ensure that any effect upon wildlife is minimised.

(ix) Environmental Effects

Air quality

6.120 The Environmental Protection and Nuisance Officer confirmed that there could be air quality impacts from the proposed community boilers and from dust generated during the construction phases.

6.121 The Applicant confirmed that the proposed scheme would include a communal gas fired boiler plant with the flues terminating 1.5m above the roof level of Block G. The detailed specification of this plant would not be available until the next design stage, and would be designed to meet all current regulations including the Clean Air Act. Subject to recommended conditions Environmental Protection and Nuisance are satisfied that any effects can be mitigated and managed through conditions and accord with Policy CS34.

Contamination

6.122 The previous use of the sites and their potential for contamination were considered at the outline stage. The EP&N officer raised the issue that such investigation was carried out when the land was proposed to be used for commercial purposes and therefore did not assess the contaminants found against stringent enough criteria for a wholly residential scheme. Due to the former uses at the site it seems likely that some remediation will be required, however, until the site investigation is carried out and assessed against residential use criteria it is not possible to know

how best to achieve this. The EP&N officer recommended the inclusion of standard contamination conditions, which are within the recommendation above.

Land Gas

- 6.123 There is evidence of historic infilling at the site, therefore Environmental Protection and Nuisance and the EA recommend a number of conditions, which are proposed in order to ensure that the risk from land gas is properly assessed and mitigated.

Flood Risk and Sustainable Drainage

- 6.124 The conclusions of the submitted FRA are that the proposed scheme would follow sustainable drainage guidance and would incorporate many features to mitigate the impact of run-off to both water quality and flooding. The proposal would also follow the approved FRA produced by PBA under planning application 10/01461/OUT to ensure consistency in approach to surface water drainage across the complete GPV development site.
- 6.125 The EA confirmed that the site lies within Flood Zones 2 and 3 and that the compensation for the ground level raising on this site has already been provided at Green Park and allows for the ground levels to be raised so that the site will be in Flood Zone 1. The EA has recommended a condition that the development is to be in accordance with the submitted Flood Risk Assessment.
- 6.126 With respect to SUDs the Council's officer confirmed that there are no objections subject to the completion of the submitted and approved sustainable drainage scheme for the site.
- 6.127 It is considered that the development proposals would comply with relevant standards for flood risk and sustainable drainage in accordance with Policy CS1, CS35 and DM1.

(x) Sustainability

- 6.128 As part of the environmental strand of sustainable development the NPPF, supported by local policies CS1, CS2, SD1, DM1, and DM2 requires development to "*mitigate and adapt to climate change including moving to a low carbon economy.*" The submission information includes a Sustainability and Energy Statement.
- 6.129 The sustainability approach follows local policy requirements and guidance in the RBC's SPD. With regard to energy requirements measures identified are energy efficient measures incorporated into the buildings - including using low energy lighting, use of low 'U' value doors, windows, etc and minimisation of thermal bridging, as well as the use of solar photovoltaic (PV) panels. Together these measures would deliver the 20% CO2 saving required by the Council.
- 6.130 The Sustainable Design and Construction SPD identifies that new development are expected to incorporate sustainable design and construction techniques in order to mitigate and minimise their impact upon the environment and reduce their negative contribution to climate change. The Development has been designed to maximise natural lighting and ventilation; incorporate the use of water saving devices and rainwater recycling measures; mitigate flood risk and surface water run off; and minimise waste / maximise re used and recycled materials during construction.
- 6.131 Policy DM2 'Decentralised Energy' states that any development of more than 20 dwellings shall consider the inclusion of a CHP plant, biomass-fuelled heating system or other form of decentralised heating provision within the site unless it can

be demonstrated unless it can be demonstrated that the scheme is not suitable or feasible for this form of provision. Heating via communal gas boilers is proposed, which would be a form of decentralised heating system.

6.132 The submitted approach is considered to accord with policy.

(xi) **Affordable Housing**

6.133 Policy CS16 'Affordable Housing' states that "*all developments of 15 dwellings and above will provide 30% of the total number of dwellings in the form of affordable housing to meet the needs of the area, as defined in a housing needs assessment.....* In determining residential applications the Council will assess the site size, suitability and type of units to be delivered in relation to the current evidence of identified needs....". The policy goes on to add that the Council will seek an appropriate tenure mix of affordable housing to include social rented, affordable rent, intermediate rent and shared ownership affordable units. Furthermore, the affordable units provided should be integrated into the development.

6.134 It is the opinion of Council officers that at outline stage the number of apartments approved, for what has been submitted as Phase 6B, was 76 units. Although the Applicant did not agree with this position there was agreement during pre-application discussions that any uplift in numbers of units would be required to deliver affordable housing, in addition to that required for Phase 6A.

6.135 The amended proposed scheme is 271 no. units for Phase 6A and 188 no. units for Phase 6B, a total of 459 units. The following is the proposed affordable housing offer:

- Total of 98 affordable units comprising:
 - 25x 1 beds
 - 73 x 2 beds
- Phase 6A - 51 no. Affordable Rent and 21 no. Shared Ownership
- Phase 6B - 26 Shared Ownership (related to the uplift in numbers)
- **All** of the affordable dwellings would be provided within Blocks G and H, i.e. as part of Phase 6A.
- The 2 bedroom affordable units include a mix suitable for 3 or 4 persons.

6.136 With respect to the tenure of the affordable units for Phase 6A this would roughly equate to a 70/30% split (social rented/intermediate), which accords with the Council's guidance.

6.137 With regard to the overall number of units this equates to 26% of provision. During pre-application discussions the Applicant originally offered a total number of units which equated to 30% provision, and to such provision being located within a specific area of the scheme. Housing Strategy requested that the mix of affordable housing units should include an increased number of 2 beds and a reduced number of 1 beds compared to the mix that was being offered. It was agreed that this could be undertaken in the context of keeping the total number of bedspaces as had originally been offered, i.e. 169 bedspaces, but increasing the number of two beds. This led to a slight reduction in percentage to 26% of units, but with a higher proportion of family sized units than would otherwise have been provided. Although this does not wholly accord with policy with respect to total numbers, it does help to meet the Council's priority to secure more affordable family sized units. On balance officers consider that this is a reasonable offer for a scheme of this size.

- 6.138 The Affordable rent would be capped at 80% of market rent or LHA, whichever is the lower.
- 6.139 In terms of the Shared Ownership units proposed within Block H the nominated RSL may choose to convert these to Affordable Rent subject to agreeing terms with the Applicant and if required securing funding, for which there are a number of potential sources.
- 6.140 The affordable dwellings would, on completion, be disposed to the nominated Registered Provider free of all financial charges and rights of pre-emption or any other liability and free of any capital public subsidy on payment terms to be agreed between RFC and the Registered Provider. It is for the Council to establish any occupier nominations agreement with the Registered Provider.
- 6.141 The location of the affordable dwellings is within Blocks G & H, and the Applicant has advised that Block H, which is wholly affordable housing units, is currently to be one of the first blocks to be delivered in Phase 6A. However a phasing plan would need to be submitted and approved as part of a condition discharge.
- 6.142 It is expected that any on-site provision would be made in accordance with the requirements set out in the Council's Affordable Housing Supplementary Planning Document. Housing should meet the Homes and Communities Agency (HCA) Design and Housing Quality Indicators (HQI) as well as the Council's planning requirements. These standards cover areas including unit floor space and room sizes, appropriate amenity space, car parking provision, wheelchair and disabled access, standards of finish and furniture, sustainability, and Building for Life, etc. HQI standards will generally need to be provided for a scheme if it is to be considered in the HCA National Affordable Housing Programme (NAHP).
- 6.143 The proposals would provide a mix of different size apartments (and bed spaces) and the proposals are considered to accord with the objectives of Policy CS16 of the Core Strategy and with the Affordable Housing SPD.

(xii) **Infrastructure Provision (Section 106 and Community Infrastructure Levy)**

- 6.144 Policies CS9 and DM3 allow for securing the necessary contributions to ensure that the impacts of a scheme are properly mitigated. These are considered to meet the relevant legal tests as set out in the CIL regulations and would mitigate the effects of the scheme effectively. The recommended heads of terms for Phase 6A, in addition to affordable housing, are as follows, as also set out in the recommendation above: *Employment Skills and Training* - Preparation of Construction skills ESP; and Preparation of End User ESP.
- 6.145 Reading's Economic Development Plan sets out the need to harness the unique opportunities provided by major developments in the South Reading Corridor. South Reading includes some of the more deprived wards in Reading, including with regard to the level of skills and employment. This proposed development would provide an opportunity to develop and deliver comprehensive Employment, Skills and Training Plans which would benefit residents. An Employment, Skills and Training Plan for both construction and end user phases are recommended obligations within the Section 106 agreement.
- 6.146 Phase 6A would be liable for Community Infrastructure Levy at a rate of £120per sqm of GIA. CIL does not form part of the determination of the application, but informatives are included regarding the CIL process following determination. This could be used for a range of infrastructure provision.

6.147 With regard to Phase 6B, as a reserved matters application, the Section 106 requirements are as set out within the original S106 legal agreement approved as part of the outline permission (10/01461/OUT), save for the affordable housing presented in Section (xi) above.

(xiii) Equality

6.148 In determining this application the Council 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. There is no indication or evidence (including from consultation on the current application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to this particular planning application.

6.149 In terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

7. CONCLUSION

7.1 The principle of development has been established by the outline planning consent and the proposed change of use of Phase 6A from commercial to residential would accord with policy, specifically meeting housing need.

7.2 It is not considered that the overall height of Block D, although higher than the outline consent parameter, would significantly impact on the sustainability of the development in this area nor the visual /countryside setting compared to what was previously approved. It is therefore considered to be acceptable.

7.3 The proposed scheme is considered to be of a high quality which has responded positively to comments raised through two rounds of consultation with the Design Review Panel.

7.4 The proposals would enable delivery of a significant number of new affordable homes on-site, meeting the council's preference for larger family sized accommodation.

7.5 The development would be in a sustainable location, support the creation of community, and create jobs during the construction phase

7.6 There would be no significant environmental effects.

7.7 The principle of the proposals and the detailed aspects of the development would comply with the objectives of national planning policies and the adopted local policies.

Case Officer: Alison Amoah

APPENDIX 1 - PLANS

Overall Layout Phases 6A and 6B



Floor Plans Blocks A-C



RL Typical Roof Plan
1:200

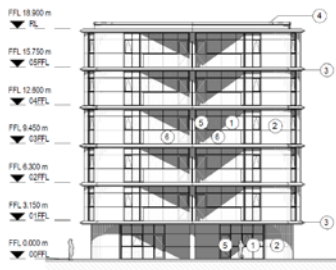


1 Typical Upper Floor Plans (floors 1st to 5th)
1:200



0 Typical Ground Floor Plan
1:200

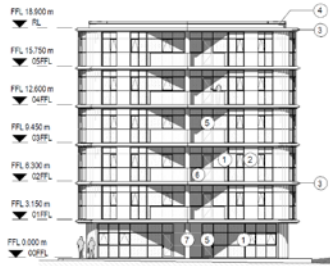
Elevations Blocks A-C



1 Block A-C Typical North Elevation
1:200



2 Block A-C Typical East Elevation
1:200



3 Block A-C Typical South Elevation
1:200

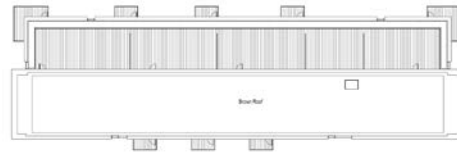


4 Block A-C Typical West Elevation
1:200

Block D Floor Plans



2 Typical Upper Floor Plan (2nd to 5th floors)
1:200



RL Roof Plan
1:200



1 Podium Floor Plan (1st floor)
1:200



7 Upper Duplex Floor Plan (7th floor)
1:200



0 Ground Floor Layout - L0
1:200



6 Lower Duplex Floor Plan (6th floor)
1:200

1:200

Block D Elevations



1 Block D - East Elevation (facing lake)
1:200



2 Block D - North Elevation
1:200



3 Block D - West Elevation
1:200



4 Block D - South Elevation (entrance)
1:200

1:200

Block F Floor Plans



2 Typical Upper Floor Plan (2nd to 7th floors)
1:200



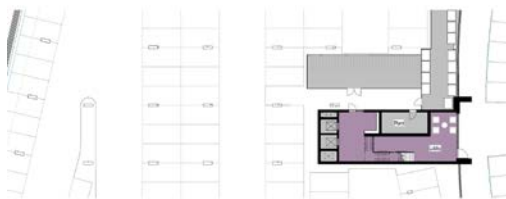
RL Roof Level Plan
1:200



1 Podium Floor Plan
1:200



9 Upper Duplex Floor Plan (9th floor)
1:200



0 Ground Floor Plan
1:200



8 Lower Duplex Floor Plan (8th floor)
1:200

Block F Elevations



1 Block F - East Elevation
1:200



2 Block F - North Elevation
1:200

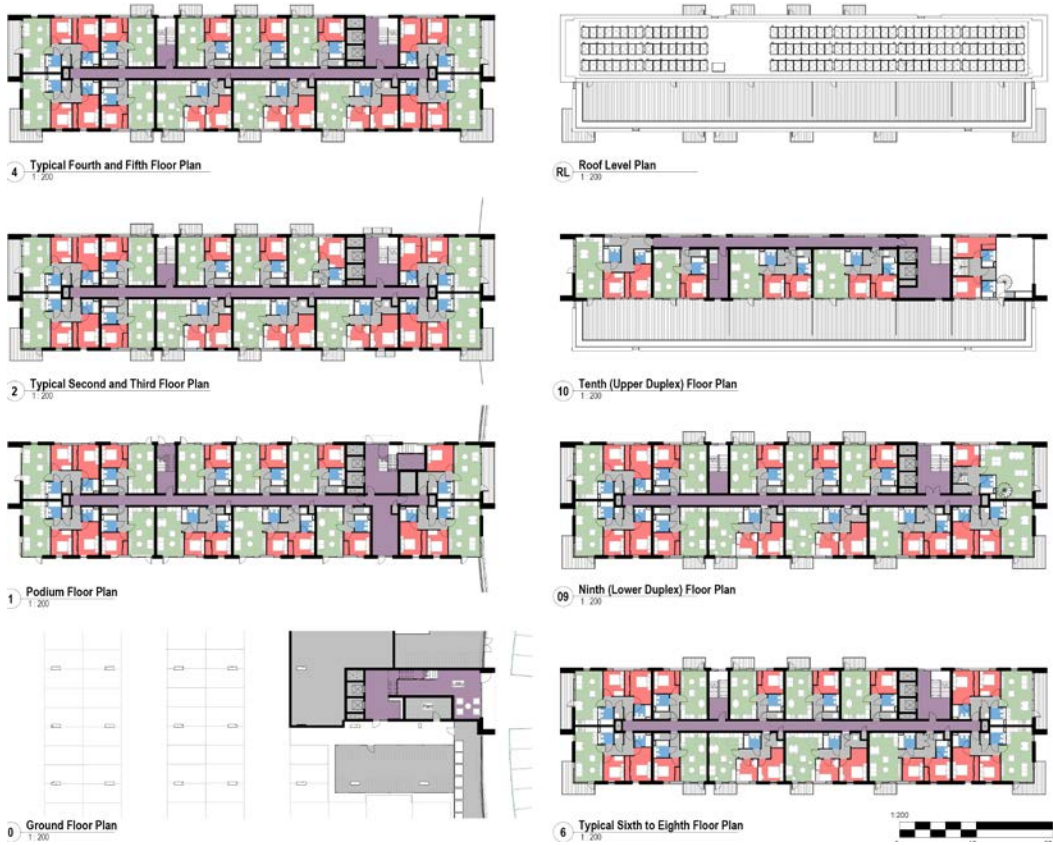


3 Block F - West Elevation
1:200

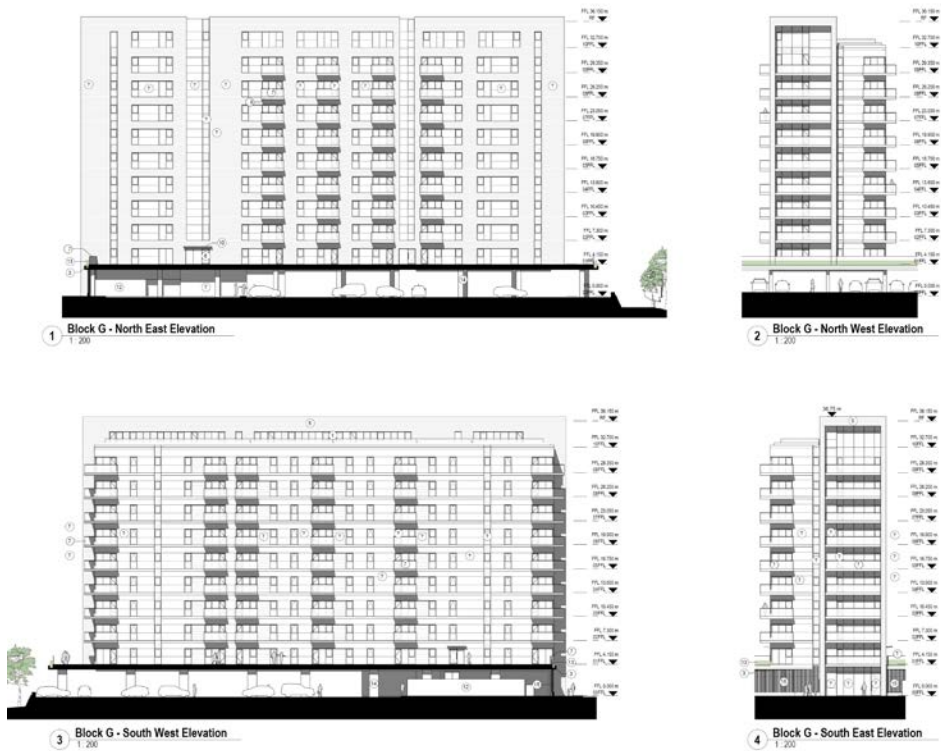


4 Block F - South Elevation
1:200

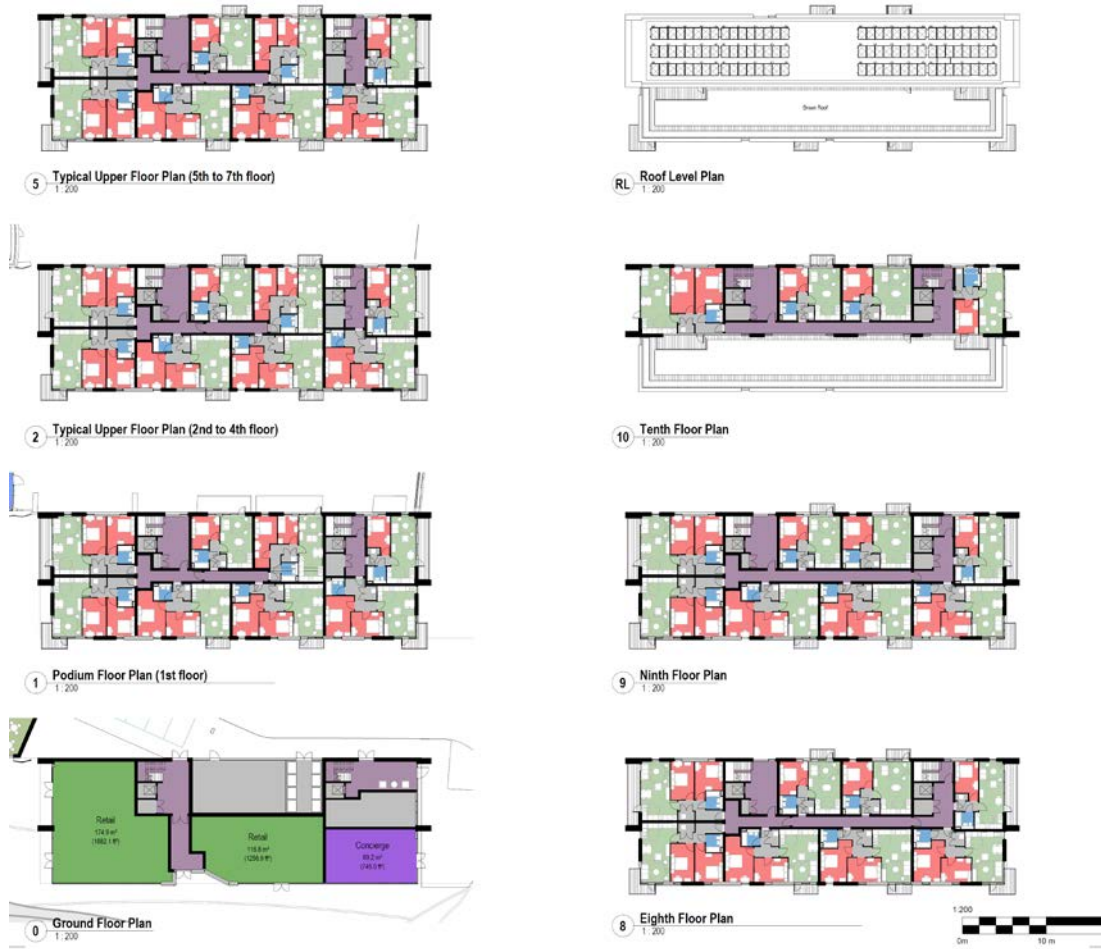
Block G Floor Plans



Block G Elevations



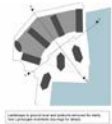
Block H Floor Plans



Block H Elevations



Site Sections



C04-GA-Site sections CC
1:20



Site Sections DD

GPV
GREEN PARK VILLAGE
St Edward
Designed by us

BroadwayMalyan™
ARCHITECTURE URBAN DESIGN

20 Edward Homes Ltd
Green Park Village - Phase 6
1000
Site Section CC, DD

Illustrative Masterplan



CGIs



View looking north-west across Lake showing Pavilions in foreground and continuous landscape between Radial blocks



View looking north-east across lake showing relationship with east side of Lake



View looking west from Phase 5 showing 7-storey Block D and Pavilions