

## COMMITTEE REPORT

BY THE EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES  
READING BOROUGH COUNCIL  
PLANNING APPLICATIONS COMMITTEE:

**Ward:** Minster

**Application No.s:** a) 210549/FUL  
b) 210550/ADV

**Address:** Wensley Court (No. 193), Irving Court (No.203) and Riversley Court (No. 205)  
Wensley Road Reading RG1 6EA /B/D

**Proposals:** a) Full Planning Permission for: Various renovation works to the three tower blocks (Wensley Court, Irving Court and Riversley Court), including: replacement of the external envelope and windows; extended and reconfigured entrance areas incorporating altered refuse and recycling facilities; replacement ground floor escape doors, external stairs and windows; roof level works; various landscaping works including planting and surface treatments, and external cycle parking stores.

b) Advertisement Consent for: Non-illuminated fascia signs on west elevation of No. 193 Wensley Court and No. 205 Riversley Court, and east elevation of No. 203 Irving Court, all at ground floor level; Non-illuminated fascia signs on east and west elevations of No. 193 Wensley Court, No. 203 Irving Court and No. 205 Riversley Court at 13th and 14th floor level.

**Applicant:** Reading Borough Council

**Dates Valid:** 30/04/2021

**Application target decision dates:** Originally 25/06/2021, but extensions of time for the determination of the application have subsequently been agreed until 28/07/2021

**26 week dates:** 29/10/2021

### RECOMMENDATION

- a) 210549/FUL - GRANT planning permission subject to conditions, including:
1. Time Limit - 3 years
  2. Approved plans
  3. Pre-commencement (barring demolition) details of all external materials to be submitted to the LPA (and sample details to be provided on site) and approved in writing with the LPA. Approved details to be retained on site until the work has been completed.
  4. Pre-commencement (including demolition) contaminated land remediation scheme
  5. Pre-construction contaminated land validation report (implementation and verification of remediation scheme)
  6. Reporting of unexpected contamination at any time
  7. Compliance condition relating to hours of demolition/construction works
  8. Compliance condition relating to no burning of materials or green waste on site
  9. Pre first use of refuse areas details of pest and vermin control measures to refuse and recycling bin stores; provision of approved measures prior to first use of the re-provided bins and maintained thereafter. Wording also incorporates compliance condition in relation to the provision of refuse and recycling facilities as shown on the approved plans prior to first use of these facilities.
  10. Riversley Court refuse collection management plan (pre first use of the Riversley Court refuse store)
  11. Pre-commencement (including demolition) demolition and construction method statement, including transport and environmental protection matters

12. Cycle parking to be provided in accordance with the approved details (as submitted) prior to the first use of external amenity area (where cycle parking is proposed) of the relevant block (compliance condition)
13. Pre-commencement (barring demolition) hard and soft landscaping scheme to be submitted and approved. Implementation prior to first use of any extended entrance block (or alternative timetable later agreed). Replacement of any planting which dies within 5 years.
14. Pre-first use of any extended entrance block approval of boundary treatment details (including mammal gaps)
15. Pre-first use of any extended entrance block landscape management plan to be submitted and approved
16. Pre-commencement (including demolition) submission of an Arboricultural Method Statement and Tree Protection Plan
17. Pre-first use of any extended entrance block approval of external lighting
18. Prior to the commencement of any soft landscaping works approved, implementation of a programme of archaeological work in accordance with a written scheme of investigation (as submitted and approved by the LPA)
19. Pre-first use of any extended entrance block approval of the access control system and CCTV provision.
20. Compliance condition relating to the development being carried out in accordance with the measures proposed/included (option 4) within the energy statement

#### Informatives:

1. Positive and proactive working
2. Pre-commencement conditions
3. Highways works
4. Terms
5. Building Control
6. Complaints about construction
7. CIL

#### b) 210550/ADV - GRANT advertisement consent subject to conditions, including:

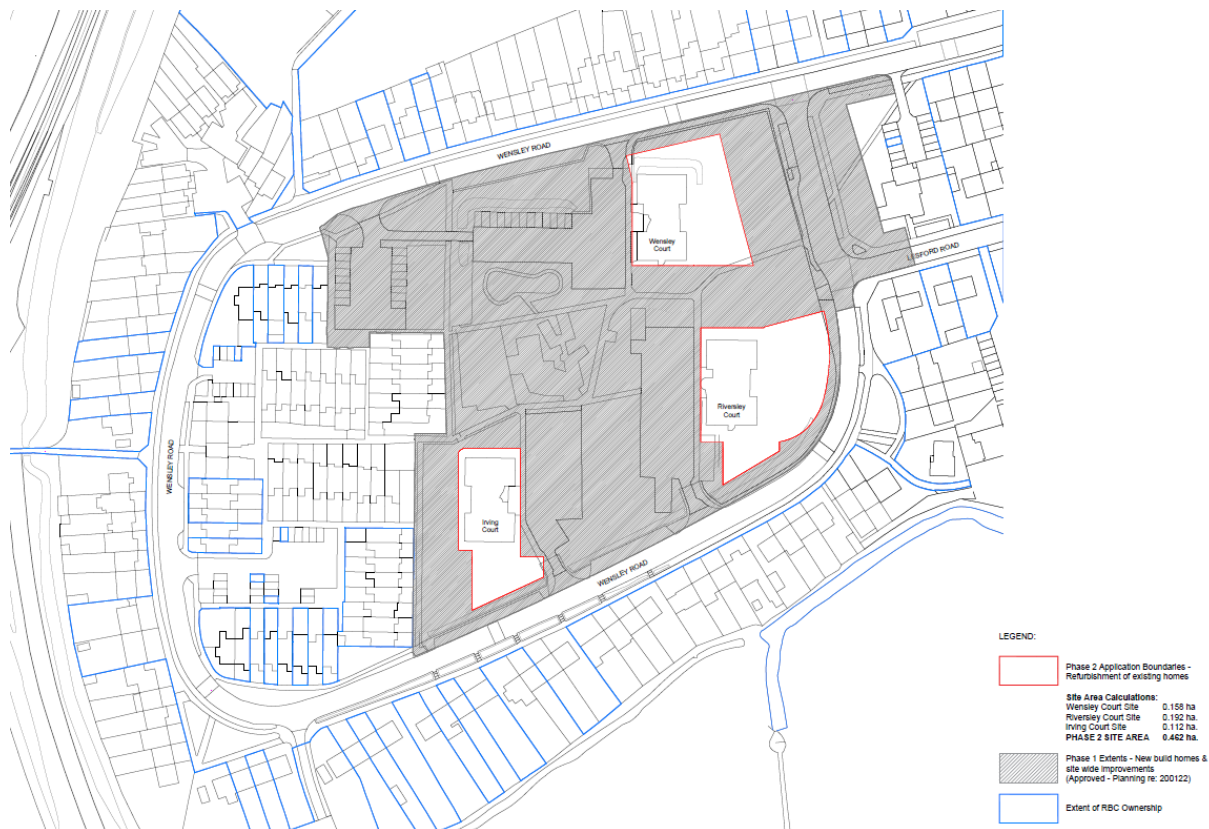
1. The standard conditions
2. Approved plans

#### Informatives

1. Terms and conditions
2. Positive and proactive

## 1. INTRODUCTION

- 1.1 The application site comprises land at the western end of Wensley Road in Coley. More specifically it solely comprises the three existing residential tower blocks of Wensley Court, Riversley Court and Irving Court and land immediately adjacent to each block. This is detailed within the red line boundary plan shown below, which in this instance comprises three parcels of land (one per block). The towers date from the early 1960s and are each 15 storeys high. In total they comprise 267 flats (89 within each block) and are arranged around open space (some of which is inside the red line boundaries of the site and others which are outside) and associated car parking and access (all of which are outside the red line boundaries).



- 1.2 Outside of the red line boundaries of the proposed development is a central play area, which presently includes a multi-use games area (MUGA), playground, pump track for bikes and seating spaces. There are also a variety of trees within the central green space, such as a Category A Turkish Oak and London Plane. There is also a noticeable fall in land levels across the site from north to south, generally of 5m. A substation and water tank building are also outside of the red line boundaries, to the west of Riversley Court and the south of Wensley Court.
- 1.3 No land at the sites are allocated as either Local Green Spaces or Public Open Space (as per Policy EN7). Accordingly, the open space elements within the red line boundaries can be described as undesignated open space under Policy EN8. The application sites are wholly within Flood Zone 1. There are no specific site allocations or specific planning constraints at the sites.
- 1.4 The wider area outside the sites are predominantly residential in character, with a series of two-storey short-terraces, semi-detached, some detached properties, some garage blocks and the five-storey Lesford Road flats (to the east) surrounding the site. Wensley Road presently forms a loop which runs around the outside of the development (and wider) site, providing a link to Holybrook Road in the east and in turn to Berkeley Avenue. A bus route (Bronze number 11) runs around the loop, with bus stops to the north-east, west and east of the site. Wensley Road is subject to a 20mph speed limit, due in part to the presence of St Mary & All Saints C of E Primary School on Wensley Road. Lit footways are provided on both sides of the carriageway and a formal pedestrian crossing is present in the form of a zebra crossing adjacent to the school.
- 1.5 There are several planning constraints outside of the red line boundaries of the application sites, but in close vicinity. The northern side of Wensley Road is a designated cycle route (Route R6). The main railway line connecting Basingstoke

and Newbury to Reading runs further to the west of the application sites and this route marks a Green Link and an area of identified biodiversity interest (Policy EN12). Another area of identified biodiversity interest is also located to the north of the residential properties located on the north side of Wensley Road. Also, at this point is the designated (Policy EN7) Courage Park Public Open Space, which can be accessed on foot via a public right of way off Wensley Road. Other public right of ways are found to the south-east of the sites (running to the south of Heron Way and Lesford Road) and to the west (connecting to Southcote).

- 1.6 The nearby railway line is also within an air quality management area, as per Policy EN15, which runs as far east as the north-western element of Wensley Road, but does not include the application sites, To the south of the application sites, beyond the residential properties on the southern side of Wensley Road, the land is within Flood Zones 2 and 3, with the Holy Brook River to the south of the application sites. The Kennet and Holy Brook Meadows are a Major Landscape Feature (Policy EN13), with this area also an area of archaeological importance (Policy EN2).
- 1.7 The two applications are referred to committee owing to them being Council's own (regulation 3) development. The Council also owns the land shaded in grey on the plan above, together with land/buildings edged in blue, although these do not form part of these proposals.



Photograph (06/05/21) from the north-west corner of the wider site, looking south-east



The most recent aerial photograph available, looking north

## 2. PROPOSALS

2.1 Full planning permission is sought for various renovation works to the three tower blocks (Wensley Court, Irving Court and Riversley Court) and the immediate outdoor areas surrounding each block too. The proposed improvements include:

- A range of thermal performance improvements to the three blocks, including:
  - Removing the external envelope of the three existing tower blocks and replacement with a high quality, non-combustible external wall insulation and render system to improve thermal performance;
  - Replace all the existing windows at the three tower blocks with new triple glazed inward opening windows;
  - Replace the existing roof covering and insulation to improve thermal performance
- A series of external elevation changes, including:
  - A new terracotta render (central recessed section of the tower blocks) and light grey textured render (flanking sides);
  - A brick base at ground and first floor levels.
- Entrance area reconfiguration works and stair core improvements as follows:
  - extend and reconfigure the existing entrance areas to the three tower blocks, including the provision of a replacement door entry system, new entrance doors and new floor and wall finishes (it is noted that internal alterations do not in themselves require planning permission, but these are referenced for completeness to illustrate that the works sought are not solely external);
  - the replacement of ground floor escape doors, external stairs and windows / curtain walling;

- Refuse and recycling strategy
  - Reconfigure the refuse and recycling facilities so that the storage areas are integrated within the ground floor of each block (rather than including some separately located external facilities);
  - Each block will include a dedicated internal facility at ground floor level, comprising 5 x 1100 litre General Waste Bins, 6 x 1100 litre Dry Mixed Recycling Bins and 5 x 240 litre Food Waste Bins
  - Although the following are internal works for which planning permission is not required, it is nevertheless referenced that the existing refuse chute serving each block will be replaced by a tri-separator system for general waste, mixed dry recycling and food waste.
  
- Cycle storage provision
  - The existing limited cycle parking facilities (12 spaces) will be re-provided and an additional 45 cycle lockers (with capacity for 60 cycle spaces overall) to serve the three blocks are also proposed, with these all being proposed to be located externally, close to each block.
  - During the application the applicant has specified that metroSTOR PCM 18 Series Cycle Storage units are proposed.
  
- Improvements to the communal amenity spaces and landscaping works surrounding the bases of each block
  - Instead of the presently undefined open space around each block, amenity areas with paths, street furniture, equipment for incidental play, cycle stores and tree planting (as part of the phase 1 requirements) are proposed. A perimeter buffer zone around the existing buildings will also be introduced.

2.2 The sustainability improvements sought by the proposals include specific measures:

- Improvement of the fabric specifications of the external walls
- Improvement of the fabric specifications of the roofs
- Provision of triple glazing
- Provision of Mechanical Ventilation and Heat Recovery (MVHR) system in each flat
- Provision of low energy lighting fittings

2.3 Separate Advertisement Consent is sought (Application reference 210550) for ground floor entrance point and high-level non-illuminated signage to all three blocks. First, non-illuminated fascia signs are proposed on west elevations of both No. 193 Wensley Court and No. 205 Riversley Court, and also on the east elevation of No. 203 Irving Court, all at ground floor level. These will simply specify the name and number of each block, adjacent to the reconfigured ground floor entrance points. Second, single non-illuminated fascia signs on both the east and west elevations of No. 193 Wensley Court, No. 203 Irving Court and No. 205 Riversley Court at 13th and 14th floor level are also proposed. These will vertically specify the numbers of each block ('193', '203' and '205' as appropriate). Each of the individual numbers would be 1.5m in height and project 0.3m from the face of the building. All signs would be made of grey aluminium to match the proposed new window frames.

2.4 These proposals effectively constitute phase 2 of the regeneration and estate improvement works at this part of the inner loop of Wensley Road. Phase 1 was approved in December 2020 for 46 dwellings and various amendments to the open space and road network (see relevant history below). Three separate sets of plans

have been submitted with this current application to aid understanding. As well as the standard existing and proposed (phase 2 only) plans, a set of combined phase 1 & phase 2 plans have been submitted for information purposes to indicate how the wider site will appear if both phases are completed. A visualisation and annotated infographic are extracted from the submission below to demonstrate this:



Visualisation provided by the applicant of phases 1 and 2 of the scheme combined, aerial view from the north-west corner of the wider site, looking south-east



- 2.5 During the course of the application some revised and additional plans/details have been submitted following initial officer feedback on the proposals. This includes providing further details and clarity regarding the cycle parking, landscaping proposals, swift boxes and crime prevention measures.
- 2.6 In terms of the Community Infrastructure Levy (CIL), the applicant duly completed a CIL liability form as part of the submission of this application. The information submitted specifies that the increase in floorspace is below 100sqm and therefore the development will not be CIL liable.
- 2.7 Plans and documents submitted:

210549 - planning application

Existing

HTA-A\_DR\_0001 Rev A Site Location Plan, as received 08/04/2021  
HTA-A\_DR\_0002 Rev B Existing Site Plan, as received 14/05/2021  
HTA-A\_DR\_0003 Rev A Existing Constraints Plan, as received 08/04/2021  
HTA-A\_DR\_0030 Rev B Existing Site Section AA & BB, as received 14/05/2021  
HTA-A\_DR\_0031 Rev B Existing Site Section CC & DD, as received 14/05/2021  
HTA-A\_DR\_0032 Rev B Existing Site Section EE & FF, as received 14/05/2021  
HTA-A\_DR\_0033 Rev B Existing Site Section GG & HH, as received 14/05/2021  
HTA-A\_DR\_0040 Rev A 193 Existing Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0041 Rev A 193 Existing Plan - Level 01, as received 08/04/2021  
HTA-A\_DR\_0042 Rev A 193 Existing Plan - Level 02,04,06,08,10,12&14, as received 08/04/2021  
HTA-A\_DR\_0043 Rev A 193 Existing Plan - Level 03,05,09&15, as received 08/04/2021  
HTA-A\_DR\_0044 Rev A 193 Existing Plan - Level 07,11&13, as received 08/04/2021  
HTA-A\_DR\_0045 Rev A 193 Existing Roof Plan, as received 08/04/2021  
HTA-A\_DR\_0050 Rev B 193 Existing Elevations - Front/West, as received 14/05/2021  
HTA-A\_DR\_0051 Rev B 193 Existing Elevations - Rear/East, as received 14/05/2021  
HTA-A\_DR\_0052 Rev B 193 Existing Elevations - Side, as received 14/05/2021  
HTA-A\_DR\_0055 Rev A 193 Existing Sections - AA & BB, as received 08/04/2021  
HTA-A\_DR\_0060 Rev A 203 Existing Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0061 Rev A 203 Existing Plan - Level 01, as received 08/04/2021  
HTA-A\_DR\_0062 Rev A 203 Existing Plan - Level 02,04,06,08,10,12&14, as received 08/04/2021  
HTA-A\_DR\_0063 Rev A 203 Existing Plan - Level 03,05,07,09,11&13, as received 08/04/2021  
HTA-A\_DR\_0065 Rev A 203 Existing Roof Plan, as received 08/04/2021  
HTA-A\_DR\_0070 Rev B 203 Existing Elevations - Front/East, as received 14/05/2021  
HTA-A\_DR\_0071 Rev B 203 Existing Elevations - Rear/West, as received 14/05/2021  
HTA-A\_DR\_0072 Rev B 203 Existing Elevations - Side, as received 14/05/2021  
HTA-A\_DR\_0075 Rev A 203 Existing Sections - AA & BB, as received 08/04/2021  
HTA-A\_DR\_0080 Rev A 205 Existing Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0081 Rev A 205 Existing Plan - Level 01, as received 08/04/2021  
HTA-A\_DR\_0082 Rev A 205 Existing Plan - Level 02,04,06,08,10,12&14, as received 08/04/2021  
HTA-A\_DR\_0083 Rev A 205 Existing Plan - Level 03,05,07,09,11&13, as received 08/04/2021  
HTA-A\_DR\_0085 Rev B 205 Existing Roof Plan, as received 14/05/2021  
HTA-A\_DR\_0090 Rev B 205 Existing Elevations - Front/West, as received 14/05/2021  
HTA-A\_DR\_0091 Rev B 205 Existing Elevations - Rear/East, as received 14/05/2021



HTA-A\_DR\_0092 Rev B 205 Existing Elevations - Side, as received 14/05/2021  
HTA-A\_DR\_0095 Rev B 205 Existing Sections - AA & BB, as received 14/05/2021

Proposed Phase 2 only

HTA-A\_DR\_0110 Rev B Proposed Phase 2 Site Plan, as received 14/05/2021  
HTA-A\_DR\_0130 Rev B Proposed Phase 2 Site Sections AA & BB, as received 14/05/2021  
HTA-A\_DR\_0131 Rev B Proposed Phase 2 Site Sections CC & DD, as received 14/05/2021  
HTA-A\_DR\_0132 Rev B Proposed Phase 2 Site Sections EE & FF / A B, as received 14/05/2021  
HTA-A\_DR\_0133 Rev B Proposed Phase 2 Site Section GG & HH / A B, as received 14/05/2021  
HTA-A\_DR\_0140 Rev A 193 Proposed Phase 2 Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0141 Rev A 193 Proposed Phase 2 Plan - Level 01, as received 08/04/2021  
HTA-A\_DR\_0142 Rev A 193 Proposed Phase 2 Plan - Level 02,04,06,08,10,12&14, as received 08/04/2021  
HTA-A\_DR\_0143 Rev A 193 Proposed Phase 2 Plan - Level 03,05,09&15, as received 08/04/2021  
HTA-A\_DR\_0144 Rev A 193 Proposed Phase 2 Plan - Level 07,11&13, as received 08/04/2021  
HTA-A\_DR\_0145 Rev B 193 Proposed Phase 2 Roof Plan, as received 21/06/2021  
HTA-A\_DR\_0150 Rev A 193 Proposed Phase 2 Elevations - Front/West, as received 08/04/2021  
HTA-A\_DR\_0151 Rev A 193 Proposed Phase 2 Elevations - Rear/East, as received 08/04/2021  
HTA-A\_DR\_0152 Rev A 193 Proposed Phase 2 Elevations - Side, as received 08/04/2021  
HTA-A\_DR\_0155 Rev A 193 Proposed Phase 2 Sections - AA & BB, as received 08/04/2021  
HTA-A\_DR\_0160 Rev A 203 Proposed Phase 2 Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0161 Rev A 203 Proposed Phase 2 Plan - Level 01, as received 08/04/2021  
HTA-A\_DR\_0162 Rev A 203 Proposed Phase 2 Plan - Level 02,04,06,08,10,12&14, as received 08/04/2021  
HTA-A\_DR\_0163 Rev A 203 Proposed Phase 2 Plan - Level 03,05,07,09,11&13, as received 08/04/2021  
HTA-A\_DR\_0165 Rev B 203 Proposed Phase 2 Roof Plan, as received 21/06/2021  
HTA-A\_DR\_0170 Rev A 203 Proposed Phase 2 Elevations - Front/East, as received 08/04/2021  
HTA-A\_DR\_0171 Rev A 203 Proposed Phase 2 Elevations - Rear/West, as received 08/04/2021  
HTA-A\_DR\_0172 Rev A 203 Proposed Phase 2 Elevations - Side, as received 08/04/2021  
HTA-A\_DR\_0175 Rev A 203 Proposed Phase 2 Sections - AA & BB, as received 08/04/2021  
HTA-A\_DR\_0180 Rev A 205 Proposed Phase 2 Plan - Level 00, as received 08/04/2021  
HTA-A\_DR\_0181 Rev A 205 Proposed Phase 2 Plan - Level 01, as received 08/04/2021

HTA-A\_DR\_0182 Rev A 205 Proposed Phase 2 Plan - Level 02,04,06,08,10,12,14, as received 08/04/2021  
HTA-A\_DR\_0183 Rev A 205 Proposed Phase 2 Plan - Level 03,05,07,09,11&13, as received 08/04/2021  
HTA-A\_DR\_0185 Rev C 205 Proposed Phase 2 Roof Plan, as received 21/06/2021  
HTA-A\_DR\_0190 Rev B 205 Proposed Phase 2 Elevations - Front/West, as received 14/05/2021  
HTA-A\_DR\_0191 Rev B 205 Proposed Phase 2 Elevations - Rear/East, as received 14/05/2021  
HTA-A\_DR\_0192 Rev B 205 Proposed Phase 2 Elevations - Side, as received 14/05/2021  
HTA-A\_DR\_0195 Rev B 205 Proposed Phase 2 Sections - AA & BB, as received 14/05/2021

HTA-A\_DR\_0900 193 Proposed Phase 2 Landscape Plan, as received 08/04/2021  
HTA-A\_DR\_0901 203 Proposed Phase 2 Landscape Plan, as received 08/04/2021  
HTA-A\_DR\_0902 205 Proposed Phase 2 Landscape Plan, as received 08/04/2021

HTA-A\_DR\_0630 193 Proposed Cycle Stores, as received 14/05/2021  
HTA-A\_DR\_0631 203 Proposed Cycle Stores, as received 14/05/2021  
HTA-A\_DR\_0632 205 Proposed Cycle Stores, as received 14/05/2021  
HTA-A\_DR\_0640 Swift Brick Locations, as received 21/06/2021

HTA-A\_DR\_0340 193 Proposed Phase 2 Boundary Treatments Plan, as received 08/04/2021  
HTA-A\_DR\_0350 193 Proposed Phase 2 External Lighting Plan, as received 08/04/2021  
HTA-A\_DR\_0360 203 Proposed Phase 2 Boundary Treatments Plan, as received 08/04/2021  
HTA-A\_DR\_0370 203 Proposed Phase 2 External Lighting Plan, as received 08/04/2021  
HTA-A\_DR\_0380 205 Proposed Phase 2 Boundary Treatments Plan, as received 08/04/2021  
HTA-A\_DR\_0390 205 Proposed Phase 2 External Lighting Plan, as received 08/04/2021

Phase 1 (already approved) and 2 (proposed) schemes combined (submitted for information purposes)

HTA-A\_DR\_0210 Rev B Proposed Phase 1&2 Site Plan, as received 14/05/2021  
HTA-A\_DR\_0230 Rev B Proposed Phase 1&2 Site Sections AA & BB, as received 14/05/2021  
HTA-A\_DR\_0231 Rev B Proposed Phase 1&2 Site Sections CC & DD, as received 14/05/2021  
HTA-A\_DR\_0232 Rev B Proposed Phase 1&2 Site Sections EE & FF, as received 14/05/2021  
HTA-A\_DR\_0233 Rev B Proposed Phase 1&2 Site Section GG & HH, as received 14/05/2021  
HTA-A\_DR\_0240 Rev B 193 Proposed Phase 1&2 Plan - Level 00, as received 14/05/2021  
HTA-A\_DR\_0260 Rev B 203 Proposed Phase 1&2 Plan - Level 00, as received 14/05/2021  
HTA-A\_DR\_0280 Rev B 205 Proposed Phase 1&2 Plan - Level 00, as received 14/05/2021

HTA-A\_DR\_0990 193 Proposed Phase 1&2 Landscape Plan, as received 08/04/2021  
HTA-A\_DR\_0991 203 Proposed Phase 1&2 Landscape Plan, as received 08/04/2021  
HTA-A\_DR\_0992 205 Proposed Phase 1&2 Landscape Plan, as received 08/04/2021

HTA-A\_DR\_0440 Rev B 193 Proposed Phase 1&2 Boundary Treatments Plan, as received 02/07/2021

HTA-A\_DR\_0450 193 Proposed Phase 1&2 External Lighting Plan, as received 08/04/2021

HTA-A\_DR\_0460 Rev B 203 Proposed Phase 1&2 Boundary Treatments Plan, as received 02/07/2021

HTA-A\_DR\_0470 203 Proposed Phase 1&2 External Lighting Plan, as received 08/04/2021

HTA-A\_DR\_0480 Rev B 205 Proposed Phase 1&2 Boundary Treatments Plan, as received 02/07/2021

HTA-A\_DR\_0490 205 Proposed Phase 1&2 External Lighting Plan, as received 08/04/2021

#### Other plans submitted

HTA-A\_DR\_0600 193 Existing & Proposed GIA - CIL Areas, as received 08/04/2021

HTA-A\_DR\_0601 203 Existing & Proposed GIA - CIL Areas, as received 08/04/2021

HTA-A\_DR\_0602 205 Existing & Proposed GIA - CIL Areas, as received 08/04/2021

HTA-A\_DR\_0610 193 Existing & Proposed Open Space Areas, as received 08/04/2021

HTA-A\_DR\_0611 203 Existing & Proposed Open Space Areas, as received 08/04/2021

HTA-A\_DR\_0612 205 Existing & Proposed Open Space Areas, as received 08/04/2021

HTA-A\_DR\_0800 Existing Accommodation Schedule, as received 08/04/2021

HTA-A\_DR\_0810 Existing & Proposed GIA Schedule, as received 08/04/2021

#### Other documents submitted:

Planning Statement Wensley Road: New Build & Estate Improvements Phase 2 Wensley Road, Reading RG1 by HTA Ref RBC-CRR dated April 2021, as received 08/04/2021

Coley Rise Refurbishment: Design & Access Statement Reading Borough Council Wensley Road: New Build & Estate Improvements Phase 2 by HTA Ref RBC-CRR\_HTA\_A, as received 08/04/2021

Reading Borough Council Wensley Road: New Build & Estate Improvements Phase 1 Approved Planning Drawings Application Ref: 200122, as received 08/04/2021

Reading Borough Council Wensley Road: New Build & Estate Improvements Phase 2 Energy Statement by HTA Sustainability Issue 1 dated 31/03/2021, as received 08/04/2021

Ecological Impact Assessment by ECOSA Ref 20.0406.0004.F0 dated 31/03/2021, as received 08/04/2021

Ground Appraisal Report by Geo-Environmental Ref GE18760-GARv2.0-MAR21 Version 2.0, dated 10/03/2021, as received 08/04/2021

Construction Method Statement by Gleeds dated 19/03/2021, as received 08/04/2021

metroSTOR PCM 18 Series Cycle Storage specification, received 24/06/2021

Reading Borough Council Wensley Road: New Build & Estate Improvements Phase 2 Coley Rise Refurbishment: Design & Access Statement - Updated Tree Planting Strategy July 2021, as received 02/07/2021

### 210550/ADV plans and documents

HTA-A\_DR\_0620 193 Proposed Signage, as received 08/04/2021

HTA-A\_DR\_0621 203 Proposed Signage, as received 08/04/2021

HTA-A\_DR\_0622 205 Proposed Signage, as received 08/04/2021

HTA-A\_DR\_0050 Rev B 193 Existing Elevations - Front/West, as received 14/05/2021

HTA-A\_DR\_0051 Rev B 193 Existing Elevations - Rear/East, as received 14/05/2021

HTA-A\_DR\_0070 Rev B 203 Existing Elevations - Front/East, as received 14/05/2021

HTA-A\_DR\_0071 Rev B 203 Existing Elevations - Rear/West, as received 14/05/2021

HTA-A\_DR\_0090 Rev B 205 Existing Elevations - Front/West, as received 14/05/2021

HTA-A\_DR\_0091 Rev B 205 Existing Elevations - Rear/East, as received 14/05/2021

HTA-A\_DR\_0150 Rev A 193 Proposed Phase 2 Elevations - Front/West, as received 08/04/2021

HTA-A\_DR\_0151 Rev A 193 Proposed Phase 2 Elevations - Rear/East, as received 08/04/2021

HTA-A\_DR\_0170 Rev A 203 Proposed Phase 2 Elevations - Front/East, as received 08/04/2021

HTA-A\_DR\_0171 Rev A 203 Proposed Phase 2 Elevations - Rear/West, as received 08/04/2021

HTA-A\_DR\_0190 Rev B 205 Proposed Phase 2 Elevations - Front/West, as received 14/05/2021

HTA-A\_DR\_0191 Rev B 205 Proposed Phase 2 Elevations - Rear/East, as received 14/05/2021

### **3. RELEVANT PLANNING HISTORY**

- 3.1 At the application sites there have been a number of applications in relation to telecommunication works, none of which are considered to be especially relevant to this application. The following relates to Wensley Court, Riversley Court and Irving Court:
- 3.2 920610 - External alterations to include new cladding, windows and roof treatment; front extension to Riversley Block; alterations to site layout/boundaries. REGULATION 3. Granted 18/9/1992.
- 3.3 The following applications are outside of the red line boundaries of the application sites, but are considered relevant to the consideration of the proposals:
- 3.4 181448 - Riversley Court 205 Wensley Road - Single storey detached prefabricated water storage and treatment plantroom. Granted 07/12/2018.
- 3.5 200122 - Demolition of 29 garages and development of 46 new dwelling units, including the provision of affordable homes, provided in a mixture of houses and apartments (1 bed / 2 bed / 3 bed / 4 bed) in blocks of between 2.5 to 4 storeys, and the provision of bicycle parking spaces, car parking spaces and public realm works. Granted following completion of legal agreement 16/12/2020.

- 3.6 210271 - Discharge of condition 5 (Demolition and Construction / Environmental Method Statement) of planning permission 200122, as granted on 16/12/2020 (amended description) (partly sought retrospectively). Condition not discharged 18/03/2021 as vegetation clearance/tree removal works commenced prior to details being submitted to and approved in writing by the Local Planning Authority. However, it was confirmed on the basis of the information provided, there were considered to be no outstanding planning matters in relation to this condition, nor matters of enforcement, providing that the remainder of the development is undertaken in accordance with the above details.
- 3.7 210386 - Discharge of condition 30 (Design Stage SAP Assessment) of planning permission 200122, as granted on 16/12/2020. Condition discharged 16/03/2021.
- 3.8 210387 - Partial Discharge of condition 39 (Written Scheme of Investigation of Archaeological works) of planning permission 200122, as granted on 16/12/2020 (amended description) (partly sought retrospectively). Partial condition not discharged 18/03/2021, as vegetation clearance/tree removal works commenced prior to details being submitted to and approved in writing by the Local Planning Authority. However, it was confirmed on the basis of the information provided, there were considered to be no outstanding planning matters in relation to the relevant part of the condition, nor matters of enforcement, providing that the remainder of the development is undertaken in accordance with the above details.
- 3.9 210453 - Discharge of condition 16 (Contaminated Land Assessment) of planning permission 200122, as granted on 16/12/2020 (sought retrospectively). Condition not discharged 19/04/2021, as vegetation clearance/tree removal works commenced prior to details being submitted to and approved in writing by the Local Planning Authority. However, it was confirmed on the basis of the information provided, there were considered to be no outstanding planning matters in relation to this condition, nor matters of enforcement, providing that the remainder of the development is undertaken in accordance with the above details.
- 3.10 210462 - Discharge of condition 28 (Habitat Enhancement Scheme) of planning permission 200122, as granted on 16/12/2020. Condition discharged 14/05/2021.
- 3.11 210498 - Discharge of condition 4 (finished floor levels) of planning permission 200122. Condition discharged 27/04/2021.
- 3.12 210514 - Discharge of condition 17 (Contaminated Land Remediation) of planning permission 200122, as granted on 16/12/2020 (sought retrospectively). Condition not discharged 19/04/2021, as vegetation clearance/tree removal works commenced prior to details being submitted to and approved in writing by the Local Planning Authority. However, it was confirmed on the basis of the information provided, there were considered to be no outstanding planning matters in relation to this condition, nor matters of enforcement, providing that the remainder of the development is undertaken in accordance with the above details.
- 3.13 210515 - Discharge of condition 27 (Arboricultural Method Statement and Tree Protection Plan) of planning permission 200122, as granted on 16/12/2020 (sought retrospectively). Condition not discharged 09/04/2021 as vegetation clearance/tree removal works commenced prior to details being submitted to and approved in writing by the Local Planning Authority. However, it was confirmed on the basis of the information provided, there were considered to be no outstanding planning matters in relation to this condition, nor matters of enforcement, providing that

the remainder of the development is undertaken in accordance with the above details.

- 3.14 210715 - Discharge of condition 7 (vehicle access serving the refuse collection area details) of planning permission 200122, as granted on 16/12/2020. Discharged 28/05/2021.
- 3.15 210754 -Partial discharge of condition 39 (Archaeological Fieldwork Evaluation) of planning permission 200122, as granted on 16/12/2020. Current application under consideration.
- 3.16 210866 - Discharge of condition 23 (hard and soft landscaping scheme) of planning permission 200122, as granted on 16/12/2020. Current application under consideration.
- 3.17 210890 - Discharge of condition 40 (Sustainable Drainage Strategy) of planning permission 200122, as granted on 16/12/2020. Current application under consideration.
- 3.18 211123 - Discharge of condition 38 (Secured by Design) of planning permission 200122, as granted on 16/12/2020. Current application under consideration.

#### 4. CONSULTATIONS

##### i) RBC Transport Development Control

- 4.1 Pedestrian access to Wensley Court, Riversley Court and Irving Court and the surrounding grounds is to be facilitated by dedicated footways surrounding the site / wider site. These are to be provided by separate planning permission 200122 (see relevant history) and as such the proposal is acceptable in principle.
- 4.2 The site is provided with 12 cycle storage spaces and the proposals seeks to provide an improvement in terms the number and type of cycle storage on the site. Wensley Court, Riversley Court and Irving Court will each be provided with the following form of cycle parking:
  - 5 family cycle stores
  - 10 individual cycle stores
  - 4 individual cycle stores relocated.
- 4.3 In the initial planning submission there was inconsistency between the Design and Access Statement and submitted plans as to whether the cycle stores would be stored horizontally (acceptable) or vertically (unacceptable). During the application the applicant provided clarification through the submission of an acceptable specification (metroSTOR PCM 18 Series Cycle Store). This is deemed acceptable and is in excess of the current provision and therefore the Highway Authority have no objection to the cycle parking provision.
- 4.4 An internal refuse store has been provided which is located directly adjacent to the refuse collection area and therefore has been deemed acceptable, subject to RBC Waste Services comments (see below).
- 4.5 A Construction Method Statement has been submitted to accompany the planning application; however, no plan illustrating how the Phase 2 works will be managed has been provided and therefore the standard pre-commencement condition is

recommended. In the circumstances there are no transport objections to the planning application subject to the pre-commencement CMS condition and compliance conditions relating to cycle parking and refuse storage facilities being provided as shown.

4.6 RBC Transport has no objections to the advertisement consent application.

**ii) RBC Environmental Protection**

4.7 There are potential EP based concerns in relation to contaminated land, the demolition and construction phase and bin storage.

4.8 In terms of contaminated land, the site investigation concludes that there is some contamination present on site. Therefore, a remediation strategy will be required for the soft landscaped areas. This will be secured via condition, together with the subsequent validation report and unidentified contamination conditions too. These conditions are required to ensure that occupants are not put at undue risk from contamination.

4.9 During the demolition and construction phase concerns arise regarding noise, dust and bonfires possibly adversely impacting nearby residents (e.g. impact on air quality from on-site fires). Although a construction method statement has been submitted, this does not include specific practical noise/dust measures and no pest control/drain capping measures. Accordingly, specific measures will be required to be submitted as part of the recommended demolition and construction method statement condition, hours of work and no bonfires being permitted. With these conditions secured the proposals will safeguard amenity from an EP perspective.

4.10 There has been a well-know widespread issue with rats in the area, with rats encouraged to food sources by poor waste storage. There is a greater risk of rats being able to access the waste where facilities are shared, owing to holes being chewed in the base of the large wheelie bins or due to occupants or passers not putting waste inside bins, or bins being overfilled. It is therefore important for the bin stores to be vermin proof to prevent rats accessing the waste. Consequently, a pre-occupation condition is recommended to secure details of the measures to prevent pests and vermin accessing the bin stores. This will also require the provision of the approved measures prior to first use of any of the re-provided bins and maintained thereafter.

**iii) RBC Ecology consultant (GS Ecology)**

4.11 The Ecological Impact Assessment (ECOSA, March 2021) has been undertaken to an appropriate standard and concludes that the proposals are unlikely to adversely affect wildlife and there are therefore no constraints to the proposals.

4.12 The proposals include more than 70 new trees around the site and the inclusion of twelve swift boxes on each tower block. In principle, these biodiversity enhancements are supported. The positions of these swift boxes at roof level have been referenced on revised plans submitted during the application, following a request for clarification by officers. This approach is welcomed and supported, with there accordingly being no objections to the proposals from an Ecology perspective, with the swift boxes being implemented in line with the recommended 'development shall be carried out in accordance with the approved plans' condition.

**iv) RBC Planning Natural Environment**

4.13 In initial comments provided it was confirmed that there were no objections in principle to the proposals, but some clarifications were sought. These also cross-referenced the proposals back to the tree and landscaping requirements of the phase 1 permission, bearing in mind the landscaping condition is presently under consideration (see relevant history above - refs 200122 and 210866). The clarifications sought are summarised as including:

- Details about the extent of the Irving Court and Riversley Court railings
- Query about the proposal for Scots pine feature species serving Wensley Court and the choice of a Honey Locust
- Concern about long term success of 'dense grid' planting and for the woodland planting mix to be expanded for diversity
- Potential conflict between lighting columns and future need to prune trees
- Clarity over the implementation period for phase 1 and 2 planting

4.14 The initial response facilitated a series of correspondence and a virtual meeting with officers. Subsequent to this an updated Tree Planting Strategy was submitted. The Natural Environment Officer confirmed that, considering the further information submitted, the proposal is now supportable in tree and landscape terms. Whilst some minor adjustments to species will need to be considered by the applicant, this can be resolved through landscape details at a later stage. A series of conditions will be required as part of any permission, as follows:

1. Pre-commencement (barring demolition) hard and soft landscaping scheme to be submitted and approved. Implementation prior to first use of any extended entrance block (or alternative timetable later agreed). Replacement of any planting which dies within 5 years.
2. Pre-first use of any extended entrance block approval of boundary treatment details (including mammal gaps)
3. Pre-first use of any extended entrance block landscape management plan to be submitted and approved
4. Pre-commencement (including demolition) submission of an Arboricultural Method Statement and Tree Protection Plan
5. Pre-first use of any extended entrance block approval of external lighting

**v) RBC Landscape Architect / Parks Team**

4.15 No objections.

**vi) RBC Conservation and Urban Design Officer**

4.16 The site is not in a conservation area and will not impact on any of the listed buildings to the east, which are a reasonable distance away. The proposed works relate to a renovation of three residential towers. The scheme has been designed by HTA Design LLP. The scheme has been subject to positive Pre-Application discussions with RBC Officers and a review by the Design Review Panel, both of which took place in January 2021.

4.17 The proposed works will be an enhancement of the Residential Estate and are supported. In addition, the works are considered to comply with the policies (e.g.



NPPF and Policies CC2 and CC7) and planning constraints. In conclusion, there are no objections to the proposal and approval is recommended.

**vii) RBC Waste Services**

4.18 The reconfiguration of the refuse and recycling facilities and incorporation of food waste facilities are welcomed and supported in principle, representing a significant improvement when compared with the existing arrangements at the site. The level of provision serving each block is consistent with that advised at pre-application stage.

4.19 Several queries were raised in the initial response, which facilitated replies from the applicant to clarify and confirm details. Waste Officers sought for the Riversley Court bins to be within 10m walking distance for collection, but phase 1 approved bollards would prevent this occurring (the walking distance would therefore be just over 10m - unlike the other blocks where the distance is within 10m). RBC Transport confirmed the bollards would not be able to be lowered for pedestrian safety reasons (only to be lowered for emergency access as the footpath that runs along the frontage of Riversley Court will be a well-used public footpath providing access to the adjacent residential block and the adjacent play space, the Highway Authority therefore cannot agree to the use of the area by refuse vehicles given that this will block the footpath for pedestrians and could also result in potential conflict with pedestrians to the detriment of Highway safety) and, by consequence, a planning condition will need to secure a refuse collection management plan for Riversley Court, to confirm how the bins will be presented for collection to allow access within the 10m national standard. In addition, the following was also confirmed:

- the phase 1 approved dropped kerb locations have been specified on the clarify this for refuse collection purposes
- the glass bank locations approved through phase 1 (next to the existing substation, adjacent to the new road, by Riversley Court) were confirmed as remaining in the same position for phase 2.
- The applicant provided details as to how the bins will be cleaned and maintained: The new refuse stores will include plumbing and drainage within the stores themselves to allow the areas to be easily and regularly jet washed. All of the finishes to the refuse stores will be specified to robust, durable and ensure ease of maintenance.

**viii) RBC Access Officer**

4.20 No objections.

**ix) RBC Sustainability**

4.21 The Sustainability Manager is generally supportive of the proposals, with replacement of the external wall insulation, windows and doors, together with ventilation and heat pump improvements all resulting in energy savings and improvements in comparison with the existing arrangements. A query was raised in relation to why photovoltaics were not proposed at roof level, to help deliver further savings, with the applicant responding that this was not financially possible as part of the scope of the scheme. A further query regarding the air permeability value of the mechanical ventilation with heat recovery (MVHR). The applicant clarified that the air permeability value has been set to balance fabric efficiency and challenges related to the fact that this is not new construction, with the

intention to create a tighter envelope to match the air levels of Phase 1. This is accepted in the circumstances and in overall terms the proposals, in particular the initial fabric works being a suitable step in improving the thermal performance of the buildings.

**x) RBC Leisure**

4.22 No objections.

**xi) Reading Design Review Panel (at pre-application stage)**

4.23 The Reading DRP considered the proposals at pre-application stage in January 2021. The overall design approach was supported subject to further resolution and that the facade alterations to the 3 tower blocks had been well considered. There were several suggested areas where design development could evolve:

- The 1.5m-2m defensible space proposed around the base of each tower
- Better articulation of the front entrances. Entrances and bases of towers will make an enormous difference to the quality of the proposal.
- The top of each tower is slightly unresolved (e.g. parapets & combining the top floors.
- Fabric first approach is welcomed; questions around buildability with residents in-situ during the works
- Queries regarding the weathering / longevity and longer views of the proposed signage.
- Materiality generally supported and the window surrounds add variation and depth
- Questions regarding cycle parking and DRP encourages the applicant to design new, innovative and well-integrated external storage and landscaping solutions.

**xii) Berkshire Archaeology**

4.24 The archaeological evaluation undertaken in relation to the application 200122, while eliminating much of the site from further archaeological intervention (due to disturbance from modern construction impacts), has identified an area of prehistoric interest, where further archaeological features are likely to be present below ground. Tree planting as part of the phase 2 works could have a harmful effect on these, and its impact should be mitigated in line with local and national planning policy. Berkshire Archaeology has discussed this with the applicant's consultant, and it appears that a small area of archaeological stripping would be appropriate to achieve the required mitigation. Berkshire Archaeology therefore recommends a condition securing the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

**xiii) Crime Prevention Design Advisor at Thames Valley Police**

4.25 Initial comments, following input at pre-application stage: It is disappointing that previous concerns relating to the residential communal entrance, secure lobby and postal services do not seem to have been addressed. The lack of an airlock entry lobby containing secure post boxes at ground floor level would prevent unauthorised individuals gaining access into residential areas. Conflicting use and activity is likely to negatively impact on sense of residential ownership and

community cohesion. An airlock entrance lobby would promote ownership and establish defensible space, enabling residents to identify visitors and prevent unauthorised access into their private areas whilst maintaining a safe and secure distance. Unrestricted postal delivery access into and throughout a large residential block such as this will provide 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.

- 4.26 In terms of physical security, details of an access control system should be secured via condition. Such a condition will help to ensure that the development achieves the highest standards of design in terms of safety and security, safeguarding future residents.
- 4.27 The applicant responded to the initial comments, summarised as follows in terms of postal services:
- Important to emphasise this is a refurbishment proposal, rather than new build
  - The RBC client and Housing Management Teams day-to-day experiences of the blocks deemed that retrospectively introducing 89 postal boxes within an airlock entrance would present several management challenges and cause disruption to existing residents. Instead, new CCTV within the internal entrance area and a secure audio-visual door entry system will be included, but ground floor postal boxes will not.
- 4.28 In terms of potential compartmentalisation between floors, again the existing constraints of the building would make this being completed retrospectively very challenging. The new visitor audio-visual door entry system is instead proposed, with it is also noted that all existing compartment doors within the lobbies are glazed, providing good visible and natural surveillance through the corridors. In addition, new CCTV cameras are to be installed in a centrally located position, adjacent to the refuse chutes to enhance security.
- 4.29 The CPDA responded to the comments from the applicant, maintaining significant concerns with the postal delivery proposals, noting that whilst CCTV may deter some, those that persist will cause nuisance and damage regardless. The change in consumer habits since the construction of the buildings in the 1960s means there is now a steady flow of courier and postal services on a daily basis. In terms of compartmentation, it is assumed that financial constraints mean there is no further scope for secondary doors or access controls to enter each floor. As such, formal surveillance would be appropriate at this stage, but should any compartmentation between floors be possible then it should be provided.
- 4.30 The applicant provided a further response. Whilst appreciating the further comments from the CPDA in terms of postal services, it is reiterated that it is not feasible within the constraints of the existing building to provide postal boxes for all 89 existing flats in each building within the entrance lobby. RBC Housing also cite concerns regarding congestion, large items being vulnerable to theft and damage and residents with limited mobility having challenges collecting post. Whilst postal boxes within an airlock lobby were included in the phase 1 apartment block, the spatial and logistical challenges of the existing buildings mean this is not possible in phase 2.

4.31 The CPDA has provided a final response, stating that whilst it is appreciated that the application relates to a refurbishment, this shouldn't mitigate the need to address the potential for crime and anti-social behaviour which would negatively impact the future residents as well as police resources. The intention to allow access would suggest the presence of a 'trades' button also allowing unrestricted access to anyone. The applicant's proposal for CCTV is a positive measure which should be present in communal dwellings of this size, however appropriate postal services could also increase the effectiveness of these systems on subsequent floors. Unfortunately, without appropriate secure postal provisions and the presence of a 'trades' button this should be considered a formal objection from Thames Valley Police.

**xiv) Royal Berkshire Fire and Rescue Service**

4.32 At this stage there is no legislative duty placed upon the Fire Authority to make any comment on the application. The proposals have however been briefly examined and appear to meet the basic principles of means of escape in case of fire and fire-fighting access. Any structural fire precautions and all means of escape provision will have to satisfy Building Regulation requirements.

**Public consultation**

4.33 Notification letters were produced to be sent to occupiers of the three blocks on 05/05/2021. 12 site notices were erected on 06/05/2021, expiring on 27/05/2021. No responses have been received.

**5. LEGAL AND PLANNING POLICY CONTEXT**

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

5.2 For this Local Planning Authority the development plan is now in one document - the Reading Borough Local Plan (November 2019), which fully replaces the Core Strategy, the Sites and Detailed Policies Document and the Reading Central Area Action Plan. The application has been assessed against the following policies:

**5.3 National**

National Planning Policy Framework (2019)  
National Planning Policy Guidance (2014 onwards)

5.4 The relevant Reading Borough Local Plan (November 2019) policies are:

CC1: Presumption in Favour of Sustainable Development  
CC2: Sustainable Design and Construction  
CC3: Adaptation to Climate Change  
CC5: Waste Minimisation and Storage  
CC6: Accessibility and the Intensity of Development  
CC7: Design and the Public Realm  
CC8: Safeguarding Amenity  
EN2: Areas of Archaeological Significance  
EN7: Local Green Space and Public Open Space  
EN8: Undesignated Open Space

EN9: Provision of Open Space  
EN10: Access to Open Space  
EN12: Biodiversity and the Green Network  
EN13: Major Landscape Features and Areas of Outstanding Natural Beauty  
EN14: Trees, Hedges and Woodland  
EN15: Air Quality  
EN16: Pollution and Water Resources  
H10: Private and Communal Outdoor Space  
H14: Suburban Renewal and Regeneration  
TR1: Achieving the Transport Strategy  
TR3: Access, Traffic and Highway-Related Matters  
TR4: Cycle Routes and Facilities  
TR5: Car and Cycle Parking and Electric Vehicle Charging

5.5 Relevant Supplementary Planning Documents (SPD) are:  
Sustainable Design and Construction SPD (2019)

5.6 Other relevant documentation:  
Reading Borough Council Tree Strategy (March 2021)  
Reading Biodiversity Action Plan (March 2021)

## 6. APPRAISAL

6.1 The main issues are considered to be:

- a) Planning Application 210549
  - i) Principle of development and land use considerations
  - ii) Design matters - demolition, scale, appearance, detailed design
  - iii) Quality of accommodation for future occupiers
  - iv) Amenity for nearby occupiers
  - v) Transport
  - vi) Open space, trees, landscaping and ecology
  - vii) Sustainability and energy
  - viii) Other matters - Archaeology, Fire Safety
- b) Advertisement Consent 210550
  - i) Amenity
  - ii) Public Safety
- c) Both applications
  - i) Equality

### a) Planning Application 210549

- i) Principle of development and land use considerations

6.2 It is firstly clarified that the proposals do not seek to increase the number of residential units at the site, nor increase the number of bedrooms within any of the 267 flats either. Instead, the proposals comprise a variety of renovation works with the aim of improving the overall quality of accommodation for occupiers, including extended reception areas, refuse and cycling facilities, and most visibly alterations to the external envelope of the buildings. Policy H14 concerns suburban renewal and regeneration, with there being a general presumption in favour of renewal and regeneration improving the local built environment (sought as part of this proposal), improving and modernising the housing stock (sought as part of this proposal) and delivering additional homes (not sought in this proposal, but was in 200122 as the linked phase 1 proposal at the wider site). Where such

aims are met, the policy then details that such proposals would generally be supported subject to other policies in the plan and a series of Policy H14 specific requirements. These are identified and commented upon below:

- Any loss of undeveloped land would be outweighed by a qualitative improvement in open and green space and by the benefits of development to the community as a whole - *officer comment: the proposed works will result in the loss of some undesignated open space around the bases of each base, with amenity areas comprising paths, street furniture, equipment for incidental play, cycle stores and tree planting proposed instead. The loss of open space is discussed in detail later in this appraisal, with the overriding conclusion being that the proposed amenity space represents a qualitative improvement. There are also several beneficial elements to the scheme as a whole, which means in overall terms these outweigh the loss of undesignated open space.*
- Buildings and features that make a positive contribution to the area's character are retained - *officer comment: the existing blocks are not considered to include any specific features which are worthy of retention, having been re-rendered and uPVC windows installed in 1993.*
- There would be adequate community facilities to serve the resulting community - *officer comment: there is no increase in the community as a result of this proposal and it is envisaged that a standalone tenant liaison building could be introduced at the site at a later date).*
- There would not be an unacceptable impact on the highway network as a result of loss of parking areas or garages - *officer comment: no loss of parking or garages is sought as part of this proposal.*

6.3 Accordingly, in land use principle terms, the proposals are considered to be acceptable.

ii) Design matters - demolition, scale, appearance, detailed design

6.4 As a starting point, as alluded to in the previous section, the existing blocks are not considered to include any specific features which are worthy of retention. This is from an architectural or cultural perspective. Having been constructed in the early 1960s the buildings were rendered in 1993 (having originally included a brick central area and pebbledash sides), with uPVC windows installed at this time too. Accordingly, the replacement of the external envelopes of the building raises no issues in terms of demolition of existing elements of the buildings. In scale terms, there is no increase in overall height of the tower blocks, with the only extensions to the buildings occurring at ground floor level to facilitate reconfigured entrance areas with dedicated internally located refuse facilities. These extensions occur in current forecourt / parking areas associated with each block and have been developed alongside the phase 1 proposals, to successfully knit these proposals into the wider regeneration scheme in the locality.

6.5 Moving onto appearance and detailed design matters, it is firstly acknowledged the proposals have been informed by public consultation, a pre-application meeting with officers and consideration by the Reading Design Review Panel (see section 4 xi) above). The Design and Access Statement describes each in detail, together with a clear outline of various design responses considered and a justified rationale for the choices made to inform the finally proposed scheme. At

application stage the proposals have been considered by the Council's Conservation and Urban Design Officer, who is supportive of the proposals in full (see section 4 vi) above).

- 6.6 With the above in mind, there are acknowledged to be several key themes and components of the proposed replacement elevations, relating to the base, top section and the mid-floor components, with the latter two elements incorporating a central contrast aligning with the recess in the building at this point. Each element is considered in-turn.
- 6.7 Starting with the base of the blocks, it is proposed to introduce brickwork to the two lowest floors, to provide a solid but welcoming base for residents and utilising design principles with align with the phase 1 materials. With the entrances moving forward of the main building line, a greater emphasise is added to the entrances. Details such as brick piers (incorporating Flemish bond brickwork), a cast stone canopy over the main entrance and reconstituted stone string course coping parapets provide extra richness to create in overall terms a high-quality entrance area to each block. The high floor to ceiling height and use of rooflights will aid natural light within the buildings, which will be accessible for all. Also at ground level on the north and south (side) elevations are new means of escape, with fire doors replaced to meet current building regulations. These appear more integrated with the overall design composition, rather than the existing arrangement which distinctly appears as a later addition.



Visualisation by applicant from close to the existing junction of Wensley Road and Lesford Road, looking north-west, showing both the phase 1 and phase 2 works

- 6.8 The top floors of the building incorporate elongated windows on the upper two levels, in order to create a more distinct termination point to the building than existing. This, together with the proposed signage (as separately assessed later in this appraisal) creates both visual interest and visual emphasis when viewing the buildings from a distance.
- 6.9 Within the mid-section of the buildings, key component has been the provision of a central bay material contrast, with terracotta coloured render proposed at this point, rather than the light grey textured render on either side. This helps break up the overall massing of each tower (whilst simultaneously creating a strong vertical emphasis), with the colour choice complementing the brick base. These appear as natural materials and provide a simple but elegant finished appearance, marking an evident improvement on the existing appearance and aligning with the architectural language of phase 1 works. The replacement windows have also been carefully considered, with ground floor windows being recessed and including double stacked soldier course lintels. Cills have also been emphasised to add more depth, whilst also helping from a practical perspective to allow space for insulation to be added (whilst retaining the Wimpey no fines concrete structure), aiding the thermal performance of the building. All windows will be alu-clad timber framed and triple glazed.
- 6.10 In order to ensure that the design quality envisaged materialises in practice, precise details of all external materials is recommended to be secured via condition, including the provision of sample panel details being erected on site prior to approval. With this condition secured it is evident that the proposals will represent a considerable visual enhancement in comparison with existing, both in itself and within the context of the phase 1 permission. Furthermore, the improved visual appearance of the blocks will be discernible in both short and long views in and around the application site and wider area.

iii) Quality of accommodation for future occupiers

- 6.11 The various works proposed all seek to improve the quality of accommodation for current and future occupiers of the blocks. For example, the improved thermal performance of the building (e.g. triple glazed windows) is anticipated to reduce energy costs to occupiers, whilst the refuse and cycle parking upgrades represent significant improvements in comparison with existing provision. The inclusion of defensible space around the base of each tower will benefit ground floor occupiers, whilst the communal amenity spaces proposed around each block (comprising paths, street furniture, equipment for incidental play, cycle stores and tree planting) are considered in overall terms to contribute positively to an improved living environment for occupiers. Whilst it is acknowledged that some of these works will potentially lead to 'busier' spaces around the blocks for ground and first floor occupiers in particular, reducing outlook in comparison with the largely open outlook as existing, the wider and overall benefits of the proposals are considered to outweigh any potential loss of amenity in these regards.
- 6.12 It is acknowledged that the Crime Prevention Design Advisor (CPDA) at Thames Valley Police objects to the proposals based on the refurbishment works not incorporating a new postal system, whereby post boxes are provided within an airlock lobby. This would contrast with existing arrangements, where deliveries are made throughout the buildings to individual front doors. The applicant has indicated and reiterated through the application process that it is simply not feasible (due to spatial, logistical and practical reasons) to retrofit this element into the proposals, as explained in section 4 xiii) above. The applicant instead



proposes new CCTV within the internal entrance area and other parts of the building, together with a secure audio-visual door entry system.

- 6.13 Officers can appreciate the merits raised by both the CPDA and the applicant in these regards. In overall terms it is considered that, mainly as a result of the practical factors raised by the applicant, it would not be reasonable to seek to refuse the overall application on this basis when applying an overall critical planning balance of the benefits of the proposals versus the shortfalls. Whilst acknowledging that an airlock lobby with postal boxes would have been preferable, the inclusion of an increased CCTV system (details of which are suggested to be secured via condition, together with the exact access control systems) and entrance level improvements partially mitigates the various concerns raised by the CPDA. With details secured via condition, officers are content that the safety and security of residents is improved in overall terms as part of the proposals, whilst also recognising the airlock lobby for postal services would have resulted in further improvements.
- 6.14 In terms of Environmental Protection based amenity considerations, as per section 4ii) above, the proposals are considered to be acceptable subject to several recommended conditions (e.g. contaminated land).
- 6.15 The applicant has detailed that the buildings will remain in full occupation throughout the works. In addition, there is anticipated to be some overlap in the timings of both phases 1 and phases 2 being implemented, meaning wider potential noise and disturbance concerns during the construction period. This would be in addition to potential temporary reduction in outlook during the construction period for occupiers, associated with the scaffolding and associated works required to facilitate the proposed works. Therefore, the applicant is committed to providing a detailed plan to ensure that the safety of all residents is maintained.
- 6.16 In recognising this, the applicant submitted an initial demolition and construction method statement (CMS) as part of the application, which has been assessed by Transport and Environmental Protection officers (see sections 4i) and 4ii) above). For example, for each individual flat works internal will comprise replacement windows, installing MVHR systems and redecorating as necessary. The applicant has specified that residents will be given the option of either remaining in their flats but in an adjoining room away from the works while they are executed or in a “day room” portacabin, which will provide seating and canteen facilities. A dedicated liaison point of contact will also be provided for residents. Whilst the CMS provides a useful starting point in demonstrating how the proposed development would be implemented, there are further elements which Transport and Environmental Protection officers consider to be necessary. Accordingly, it has been agreed with the applicant that the full CMS will be secured via a pre-commencement condition.
- 6.17 Therefore, in overall terms, the standard of accommodation for current and future occupiers will greatly improve as a result of the proposed works.

iv) Amenity for nearby occupiers

- 6.18 In terms of existing nearby occupiers, and future occupiers as a result of the phase 1 works, it is considered that the proposals would not result in any significant loss of amenity, as per the various Policy CC8 considerations. Whilst windows are being replaced at each block, these follow the pattern of those existing. This means no

additional overlooking or loss of privacy is anticipated, whilst noting that there are presently significant distances between the blocks and nearby properties. Where there are increased in footprint of the blocks, these are solely at ground floor level, mitigating any impact on nearby occupiers, again due to the distances involved. As referenced in the quality of accommodation section above, there will be some overlap between the implementation of the phase 1 and 2 works, thereby increasing the cumulative impact on nearby residents of on-going construction activity. The CMS to be secured via pre-commencement condition will seek to manage this process in order to not cause a detrimental impact on the living environment of existing residential properties.

v) Transport

6.19 As per the observations at section 4i) above, there are no transport-based concerns with the proposals subject to a series of conditions. In particular, it is worthwhile reiterating that the proposals will radically increase the cycle parking provision at the site. In line with Policy TR4 in particular, cycling is acknowledged to be one of the most sustainable forms of transport, and forms an important part of Reading's transport strategy. This development, in line with policy, makes full use of opportunities to promote cycling.

6.20 Linked to this, the waste storage facilities, a known long-term local issue, will be far improved, with dedicated internal facilities incorporating refuse, recycling and food waste. The applicant has liaised with the Senior Recycling and Enforcement Officer at both pre-application and application stage to ensure that the provision is suitable, and this provides a robust solution for residents.

vi) Open space, Trees, landscaping and ecology

6.21 As referenced in the land use principles section, the proposals would result in the reduction of undesignated open space within the red-line boundary of the site. In addition to Policy H14, Policy EN8 specifies that development should not result in the loss of or jeopardise use and enjoyment of undesignated open space. It is however also recognised that the Policy also states that development may be permitted where it is clearly demonstrated that replacement open space, of a similar standard and function, can be provided at an accessible location close by, or that improvements to recreational facilities on remaining open space can be provided to a level sufficient to outweigh the loss of the open space. Furthermore, Policy EN9 relates to the provision of open space, which should be appropriate to the development. With the above in mind, it is also noted that the existing spaces within the red-line boundary are underused and low value. In contrast, the redesigned amenity spaces will provide new legible routes that link into the new pedestrian network proposed as part of the phase 1 scheme. These links will encourage activity in redesigned amenity spaces, which incorporate opportunities for imaginative play and increased cycle storage. In short, the partial loss of open space is outweighed by the proposed improvements to the space, which will assist the overall function of the reconfigured wider area.

6.22 As part of the amenity space proposals input has been sought and provided by the Natural Environment Officer, with a series of initial queries details in section 4 iv) having been resolved during the application, enabling the specialist officer to subsequently confirm there are no tree / landscaping objections to the proposals subject to a series of conditions.

6.23 In relation to ecology matters, the Council's consultant has confirmed at section 4 iii) above that the ecological impact assessment submitted with the application is acceptable and the provision of swift boxes on each block is welcomed and supported. Accordingly, the proposals are considered appropriate in these regards.

vii) Sustainability and energy

6.24 The sustainability and energy benefits of refurbishing the three buildings are considered to be a key tangible planning benefit of the proposals. The nature of the application meant that a formal energy statement was not a statutory requirement for the application, but the applicant, in recognising this being an important element of the scheme, submitted a report detailing the measures proposed. In these regards the various measures (see section 2 for a summary of these and the Sustainability Manager comments at section 4 ix) above) mark a significant improvement compared with the existing context and, in themselves, are in line with the principles of Policies CC2 and CC3 of the Local Plan. In the circumstances, in order to ensure that the measures specified in the information submitted at application stage materialises, a compliance-based planning condition is recommended for the development to be carried out in accordance with the measures proposed/included (option 4) within the energy statement. Accordingly, the measures shall be implemented in practice and these are welcomed and supported.

viii) Other matters - Archaeology, Fire Safety

6.25 With regard to archaeology, as per the comments received from Berkshire Archaeology at section 4 xii) above, there is some overlap with the phase 1 works (these details are presently in the process of being approved through discharge of condition applications - see section 3 above) and therefore a condition will secure further details in due course.

6.26 In terms of fire safety, owing to the nature of the proposals, the applicant has provided fire strategy details within the Design and Access Statement. This includes works incorporated within phase 1 (e.g. improved fire tender access) and works already been carried out within the tower blocks (e.g. sprinklers to all 267 flats and communal areas, and a new fire alarm system in communal areas). Within this phase 2 proposal several additional measures are proposed too, including:

- Existing external fabric to be replaced with a non-combustible, mineral wool insulated render system
- Maintained and improved access routes to and from existing means of escape.
- Relocation of the dry riser inlet to an external location, adjacent to the new entrances.
- Recent sprinkler system proposed within the extended/reconfigured entrance and refuse areas
- Stair core windows incorporate automatic opening vents
- Existing fire escape doors and steps replaced
- A minimum of 60-minute fire rated walls to new internal refuse store, with fire rated hoppers to the refuse chute and refuse lobby.

6.27 Royal Berkshire Fire and Rescue Service have been formally consulted on the application and, as per section 4 xiv) above, raise no in-principle concerns at this stage. Accordingly, for the purposes of this planning application the details

provided by the applicant are welcomed in satisfactorily demonstrating that these matters have been frontloaded in the overall design process, with exact details to be confirmed through Building Control regulations in due course, in conjunction with further input from the Royal Berkshire Fire and Rescue Service.

**b) Advertisement consent application 210550**

6.28 The separate advertisement consent application is considered from amenity and public safety perspectives, as prescribed by the regulations.

i) Amenity

6.29 Considering amenity matters first, the NPPG (Paragraph: 079 Reference ID: 18b-079-20140306) provides clarification as to the exact context amenity should be considered. In short, it includes aural and visual amenity and factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest. Furthermore, at the local level, policies CC7 and OU4 require that development be compatible with the character and appearance of the surrounding environment in order to maintain the visual amenities of the area. Policy OU4 states:

*“Advertisements will respect the building or structure on which they are located and/or their surroundings and setting in terms of size, location, design, materials, colour, noise, lettering, amount and type of text, illumination and luminance, and will not have a detrimental effect on public safety. The cumulative impact of adverts will be taken into account, and a proliferation of advertisements that detrimentally affects visual or aural amenity or public safety will not be acceptable”.*

6.30 With the above in mind, it is considered that whilst the 13<sup>th</sup> and 14<sup>th</sup> floor level 5m high and 0.86m wide signs affixed to the front and rear elevation of each block are undoubtedly significant in size (both individually and collectively), within the context of the works as a whole these high-level signs are not considered especially harmful. In particular, the non-illuminated nature of the signs, which depict the number of each building (193, 203 or 205 - with each number being 1.5m and aligning with the height of adjacent windows) and the colour of the text assimilating with the façade of the building means they sufficient respect the buildings / windows and in-fact help wayfinding by clearly identifying each of the separate blocks. The ground floor signage adjacent to the new entrances simply state the building name and number. These are considered to align with the overall look and feel of the proposed entrances and raise no amenity issues.

ii) Public Safety

6.31 The NPPG (in particular Paragraph: 068 Reference ID: 18b-068-20140306 & Paragraph: 078 Reference ID: 18b-078-20140306) provides guidance as to the considerations affecting public safety. These are detailed below, together with officer responses in relation to the proposal (in bold):

i. The main types of advertisement which may cause danger to road users are:

(a) those which obstruct or impair sight-lines at corners, bends or at a junction, or at any point of access to a highway; **No**

(b) those which, because of their size or siting, would obstruct or confuse a road-user's view, or reduce the clarity or effectiveness of a traffic sign or signal, or would be likely to distract road-users because of their unusual nature; **No, the signs would be visible from various parts of Wensley Road and from a variety of longer distances predominantly to the east and west, but not to the extent to be harmful. The height of the upper floor signs means they would not obstruct or confuse, particularly owing to being non-illuminated. The signs would also possibly be visible from the rail line, but are not of a nature/extent to distract drivers. No issues arise from the ground floor signs.**

(c) those which effectively leave insufficient clearance above any part of a highway, or insufficient lateral clearance for vehicles on the carriageway (due allowance being made for the camber of the road-surface); **No**

(d) those externally or internally illuminated signs (incorporating either flashing or static lights) including those utilising light emitting diode technology: **N/A**

i. where the means of illumination is directly visible from any part of the road; **N/A**

ii. which, because of their colour, could be mistaken for, or confused with, traffic lights or any other authorised signals; **No**

iii. which, because of their size or brightness, could result in glare and dazzle, or distract road-users, particularly in misty or wet weather; **No**

iv. which are subject to frequent changes of the display; **No**

(e) those which incorporate moving or apparently moving elements in their display, or successive individual advertisements which do not display the whole message; **N/A**

(f) those requiring close study (such as Public Information Panels), which are situated so that people looking at them would be insufficiently protected from passing vehicles; or those advertisements sited on narrow footpaths where they may interfere with safe passage by causing pedestrians to step into the road; **No**

(g) those which resemble traffic signs, as defined in section 64 of the Road Traffic Regulation Act 1984, and may therefore be subject to removal by the traffic authority under section 69 of that Act, for example:

i. those embodying red circles, crosses or triangles, or any traffic sign symbol; or those in combinations of colours which might otherwise be mistaken for traffic signs; **No** or

ii. those incorporating large arrows or chevrons with only the arrow or chevron made of retroreflective material or illuminated, causing confusion with similar signs in use at, or approaching roundabouts. **No**

(h) those which embody directional or other traffic elements and which need special scrutiny because of possible resemblance to, or confusion with, traffic signs, for example, advertisements which:

i. contain a large arrow or chevron (or have a pointed end and have only a few words of message); **No**

ii. invite drivers to turn right on a main road, or where there is fast moving traffic; **No**

iii. invite drivers to turn, but are sited so close to the turning that there is not enough time to signal and turn safely; **No** or

- i. are so close to similar advertisements, or official traffic signs, that road-users might be confused in the vicinity of a road junction or other traffic hazard. **No**
- ii. The prevention of crime is a public safety consideration and local planning authorities should consider whether granting express consent could block the view of CCTV cameras, or whether illumination from an advertisement would cause glare on such cameras. **No**.

6.32 In light of the above it is confirmed that the proposals are considered to be satisfactory on public safety grounds.

6.33 Accordingly, in both amenity and public safety terms the proposed advertisements are individually and cumulatively considered to be appropriate. Therefore, advertisement consent is recommended to be granted subject to the standard conditions referenced in the recommendation at the outset of this report.

c) Both applications - Equality

6.34 In determining these applications the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. It is considered that there is no indication or evidence that the protected groups have or will have different needs, experiences, issues and priorities in relation to these particular applications.

## 7. CONCLUSION

7.1 The proposals are considered to be acceptable within the context of national and local planning policies, as detailed in the appraisal above. As such, full planning permission is recommended for approval, subject to the recommended conditions. Similarly, the separate advertisement consent application is also recommended for approval, again subject to conditions.

Case Officer: Jonathan Markwell



Site photograph 06/05/2021 from Wensley Road looking south-west



Site photograph 06/05/2021 from the west looking east



Site photograph 02/03/2021 from the south-west looking north-east



Most recent aerial views looking west (above) and east (below)







Site photographs 06/05/2021 - Existing Irving Court entrance



Below: Site photograph 02/03/2021





Site photographs 06/05/2021 - Existing Riversley Court entrance and surrounding area





Site photographs 06/05/2021 - Existing Wensley Court entrance and surrounding area



## 2.4 Existing Site Photos

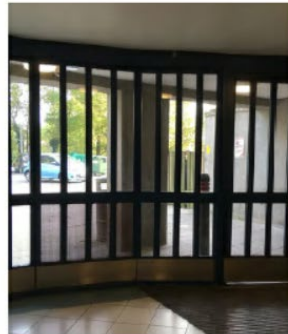
### Internal Views - Ground Floor

Within each building the main entrance and lift foyer connects to a north-south circulation corridor, which terminates with a stair core at either end.

Glazed doors and partitions separate the circulation areas allowing views and natural light through these spaces. A secondary glazed corridor at ground floor level provides a lobby to the existing cleaners and refuse store.



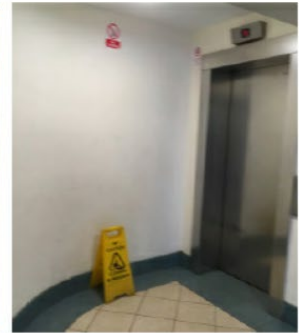
Key Plan - Ground Floor



1 - Entrance Lobby



2 - View into entrance lobby



3 - Lift Entrance



4 - Communal Corridor



5 - Communal Corridor



6 - Staircore Entrance

## 2.8 Context Views Analysis

### Distance Views



Image A. Southcote Farm Lane - Looking east along Windsor Drive



Image B. Berkeley Avenue - Looking south along Ashley Road



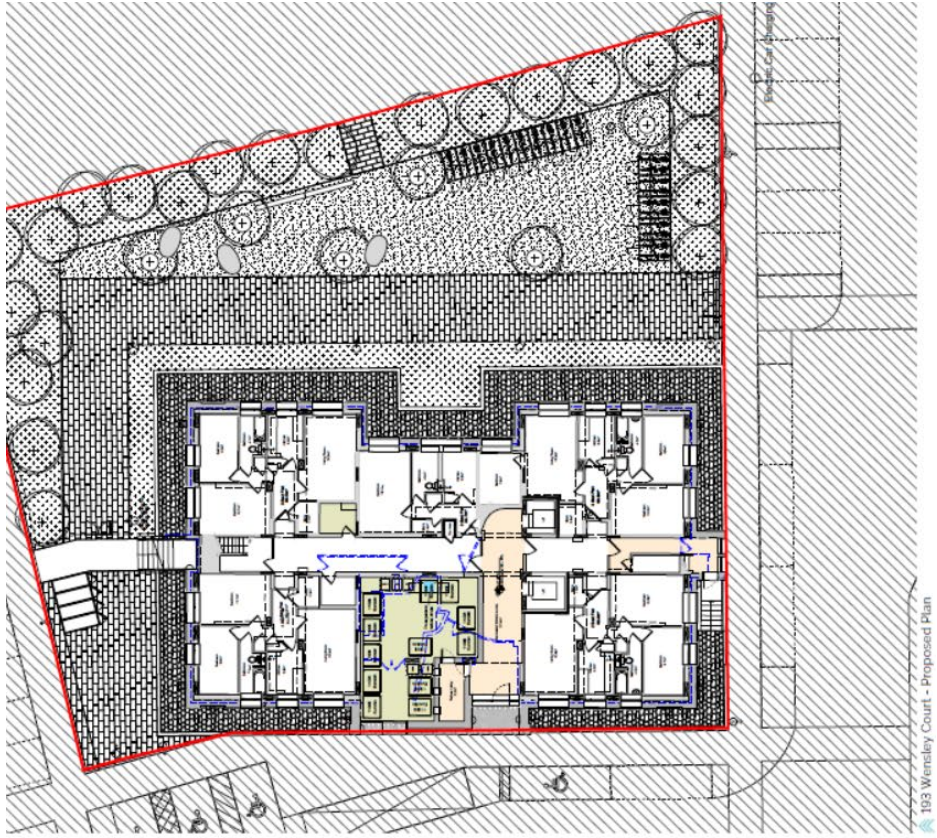
Image C. Holy Brook - Looking West toward Wensley Road



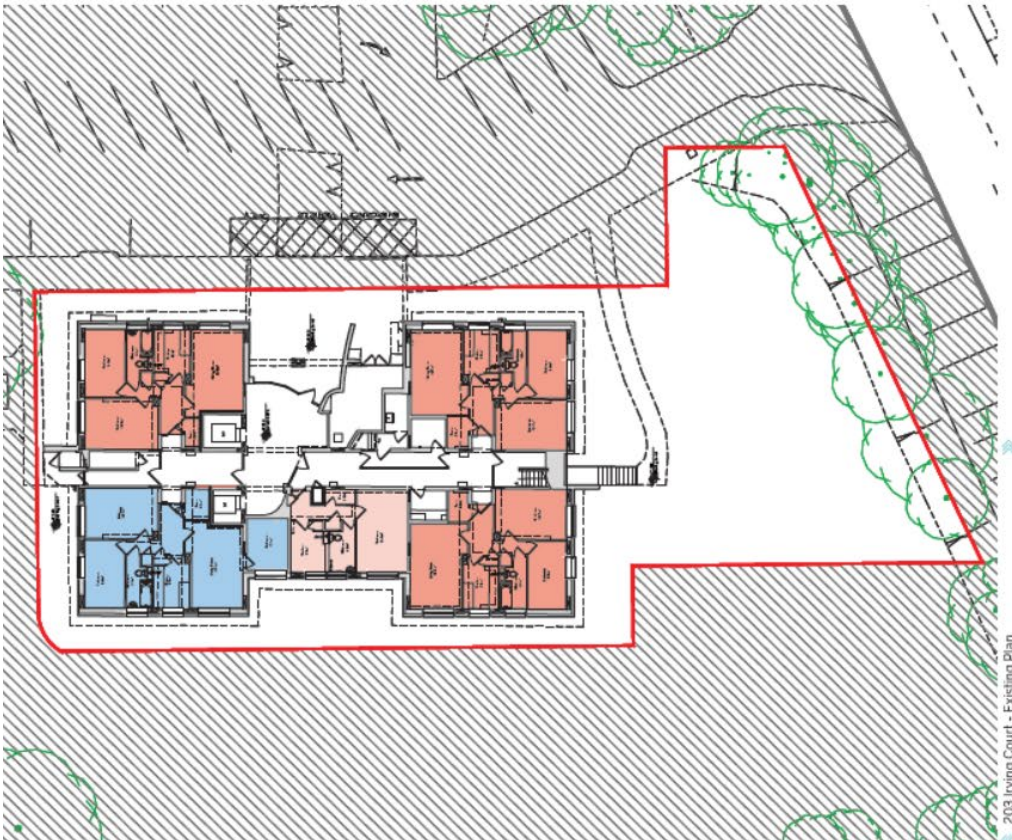
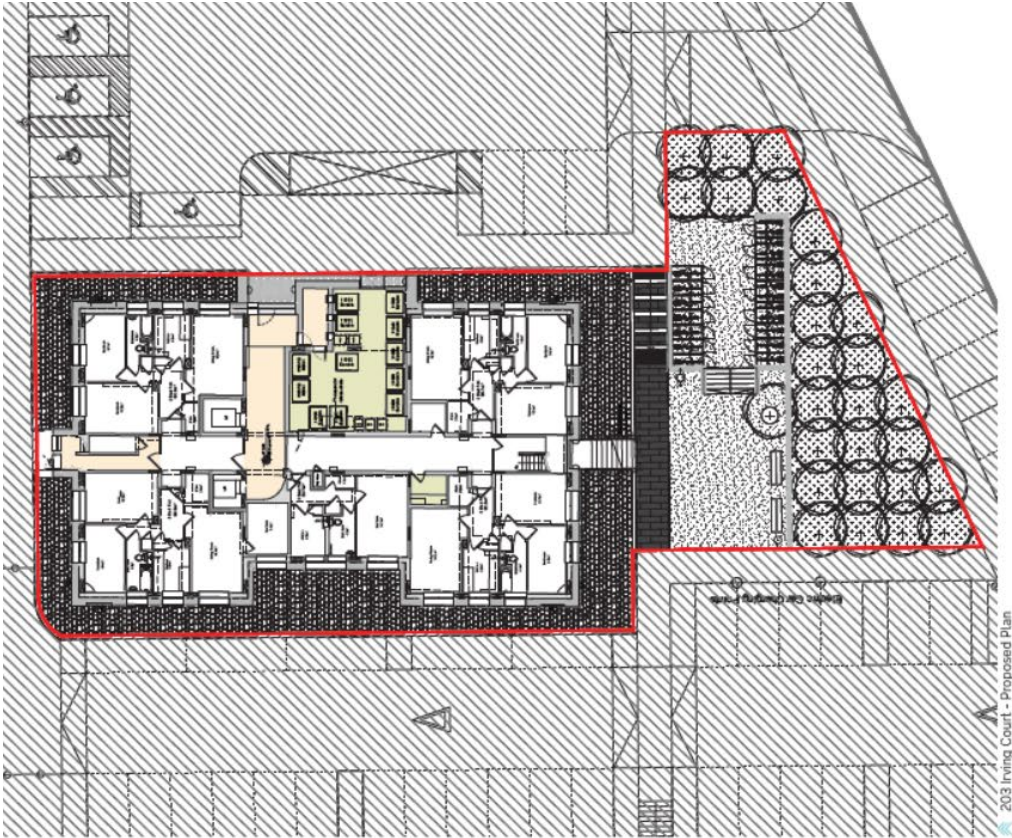
Image D. Waterloo Meadows - Looking North



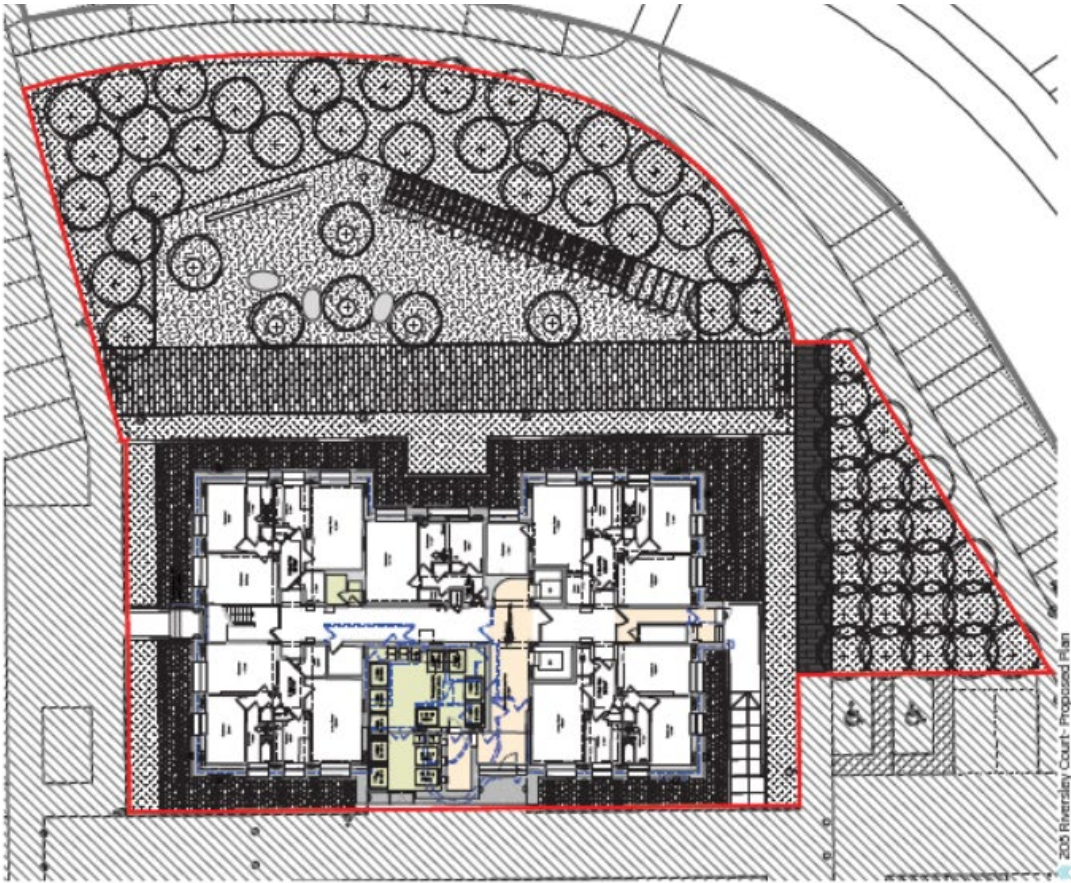
Image E. Train into Reading - Looking North-East



Existing and Proposed Wensley Court ground floor plans (from DAS)



Existing and Proposed Irving Court ground floor plans (from DAS)



Existing and Proposed Riversley Court ground floor plans (from DAS)



Long east and west site sections

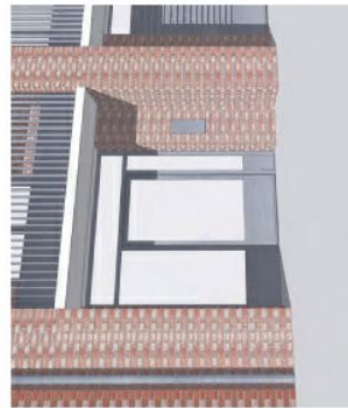


### Main Entrance Elevation

The new extended entrances have been focal points of the design, as this area will effect the daily experience of existing residents as they enter and exit the buildings.

A key principle was to ensure the language and the materials of the entrances had a clear relationship with the entrance of the phase 1 apartment building, as well as tie into the proportions of the existing buildings.

The overall design of each of the three entrances is proposed to be the same. However the intention is to utilise the central panel, separating the main entrance and refuse doors on each of the buildings to introduce a community led design piece, along with the building signage which would be distinct for each of the three buildings and create an individual identity for each of the towers at ground level.



Phase 1 External Entrance Visualisation



**Window Reveals**  
Performed window reveal with integrated head and cill

**Render System**  
Terracotta effect finish and texture

**Parapet**  
Reconstituted stone string course coping

**Brick pier**  
Flemish and facing brick to match Phase 1

**Louvre Doors**  
To refuse & recycling store (Collection access only)

**Cast stone canopy**  
Over main entrance and refuse store doors

**Signage**  
Mounted on cast stone panel (with engraved community led design)

**Communal Entrance**  
Aluminium entrance doors with new door entry system

Design Proposal - Entrance Elevation

## Entrance details

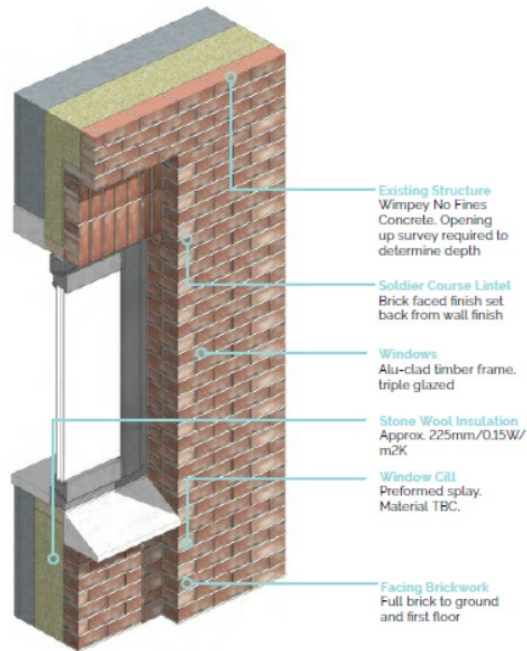
## 4.5 Key Details

### Brick Base

At ground and first floors, external brick work is proposed to provide a more robust and durable material at the lower level where there is increased wear, creating a two storey brick datum which continues across the phase 1 new build homes and the existing buildings.

To the ground floor windows, a recessed, double slacked soldier course lintel is proposed. The height of the lintel is consistent with the brick lintels on the new build phase one houses, however slightly different brick pattern is proposed, to create a subtle distinction.

Consistent with the lintels, recessed brickwork panels are proposed vertically between the windows and a double height blank recessed panel is proposed to the corners. This creates visual affect of engaged brick columns, which is intended to relate to the brick colonnade on the new build phase 1 apartment building.



Red/Pink Multi - Facing Brickwork

Lower Floor Window Reveal

## 4.5 Key Details

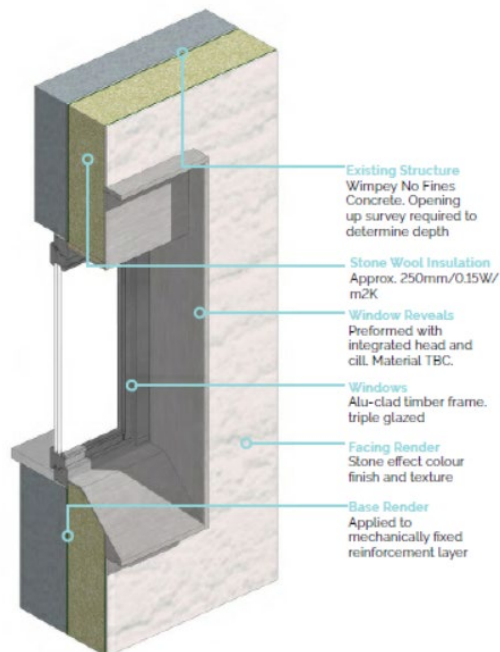
### Upper Floors

From the second floor up to the top of the building, an insulated render system is proposed. To reflect the original 1960s elevation treatment, a lighter colour of render is proposed to the side sections of the buildings, whilst the central recessed section of the building is proposed as a terracotta colour.

The intention to select render colours and textures that have the appearance and quality of natural materials, that will weather gracefully over time. A long-last, high-quality, durable render will also be specified.

Replacement of the existing windows and the installation of new window reveals will have significant impact on the character of the elevations. The accentuated cill and lintel within the window reveal have been designed to create more vertical, elegant proportions.

The will be further develop during the technical stages of the design, however the adjacent images are intended to illustrate the design intent.



Textured Render



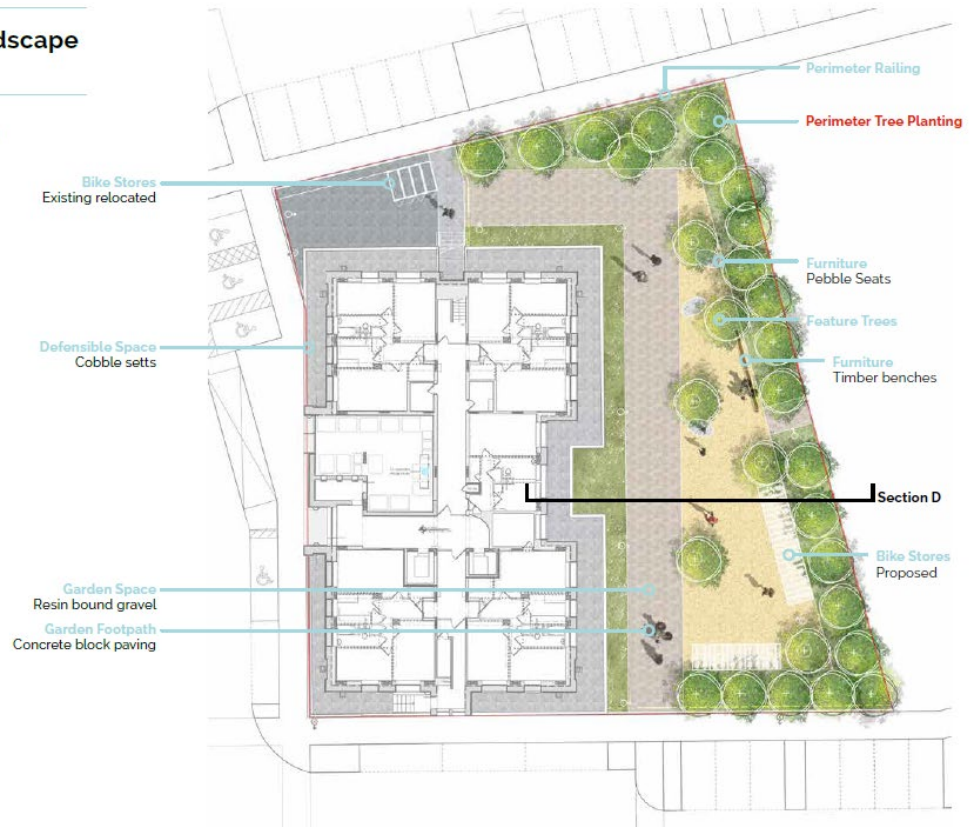
Textured Render

Upper Floor Window Reveal

## Elevation and window details

## 5.9 Detailed Landscape Proposals

193 Wensley Court - Site Plan



193 Wensley Court - Site Section

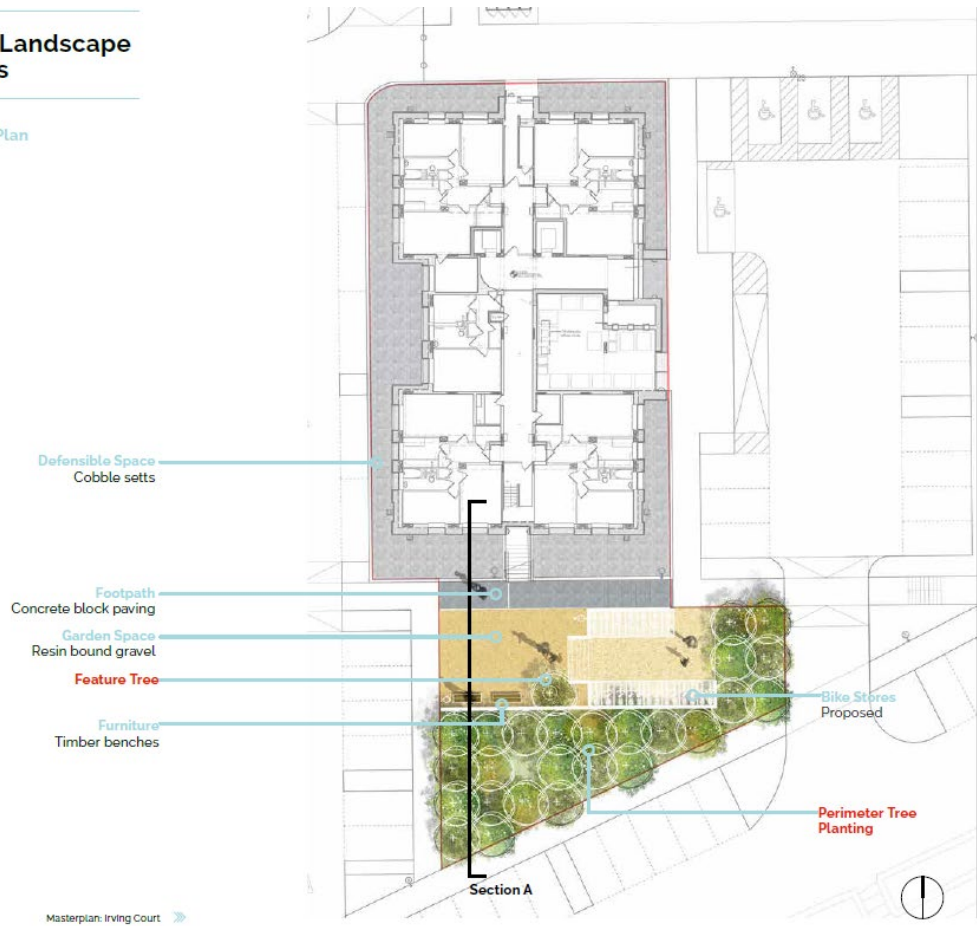


Section D: Wensley Court

### Wensley Court landscaping details

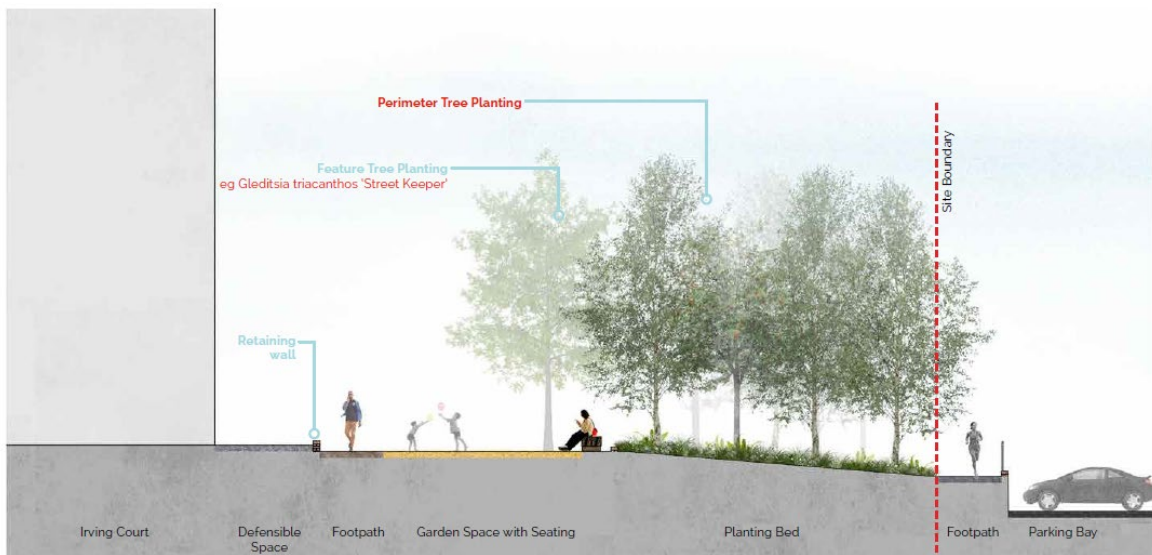
## 5.9 Detailed Landscape Proposals

### 203 Irving Court - Site Plan



## 5.9 Detailed Landscape Proposals

### 203 Irving Court - Site Section

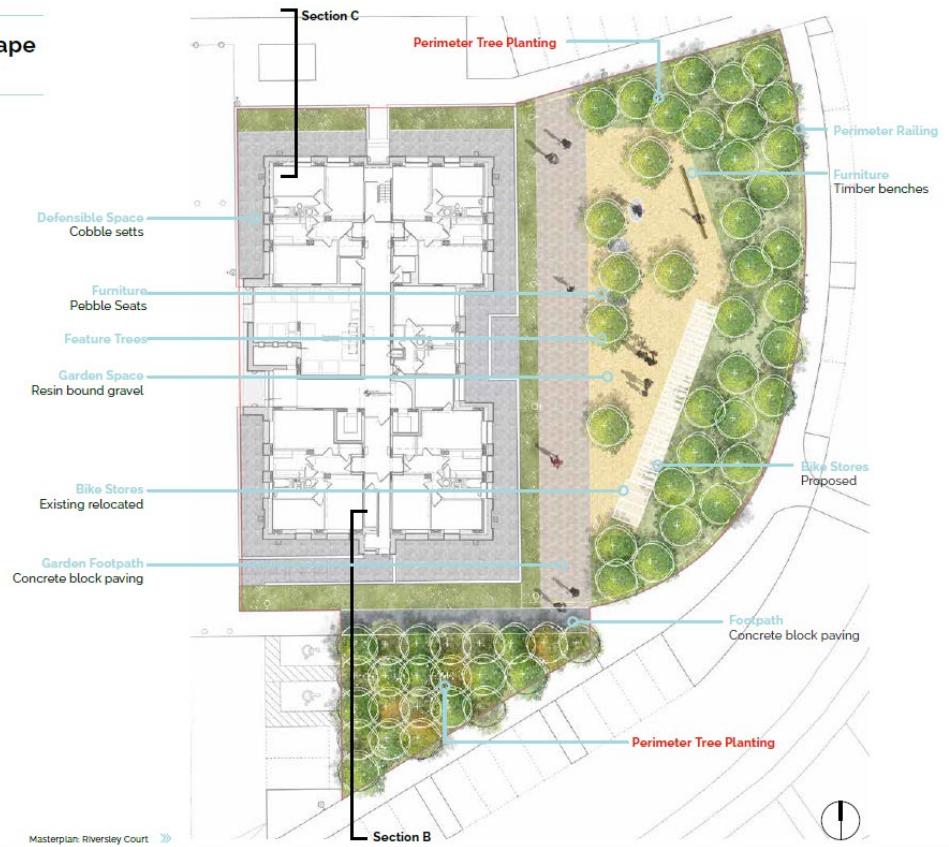


Section A: Irving Court

## Irving Court landscaping details

## 5.9 Detailed Landscape Proposals

205 Riversley Court - Site Plan

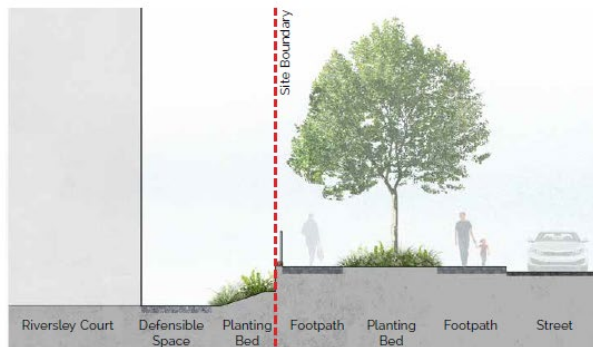


## 5.9 Detailed Landscape Proposals

205 Riversley Court - Site Section



Section B: Riversley Court



Section C: Riversley Court

Riversley Court landscaping details

## 6.5 Refuse Strategy

The internal refuse store is to be extended and reconfigured to accommodate the tri-separator refuse system and all refuse, recycling, and food waste bins internally. The following capacity is proposed: -

- 5 x 1100litre General Waste
- 7 x 1100litre Recycling
- 5 x 240litre

RBC Housing Management and Waste Management teams intend to review the proposed mixed of refuse bin provision at regular intervals to respond to requirements of the residents.

The proposed improvements to the refuse and recycling facilities are an essential element of the improvements works. It will be combined with wider communication and engagement strategy that is being developed by the housing management team to ensure that the new facilities are used correctly by residents.

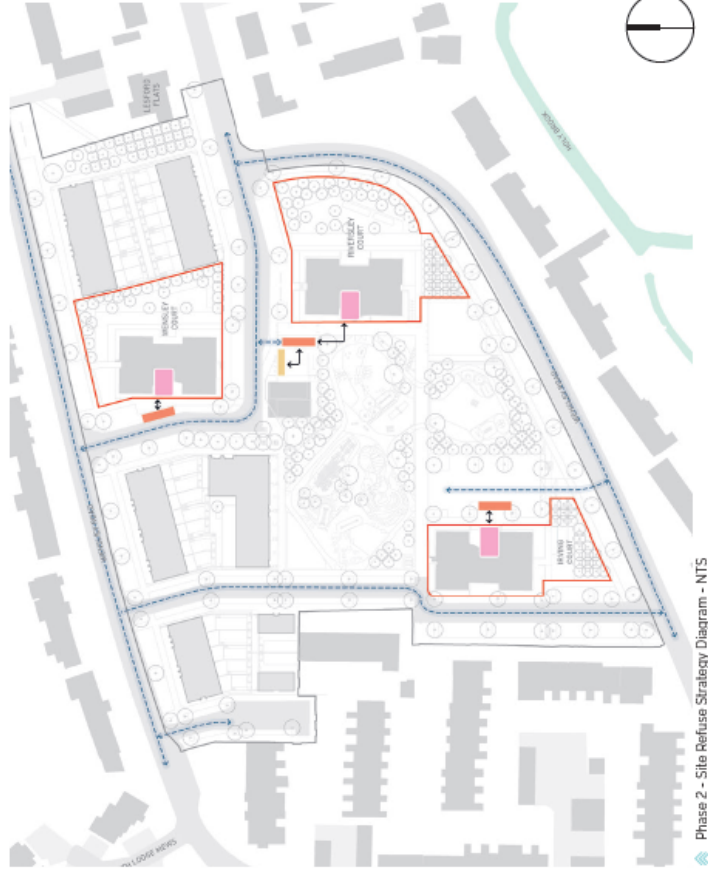
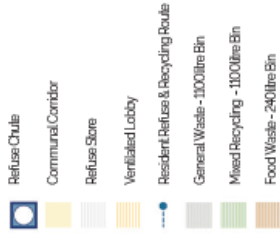
### Diagram Legend

Site Plan

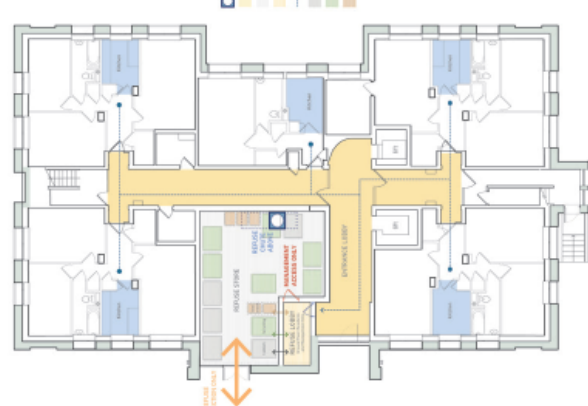


### Diagram Legend

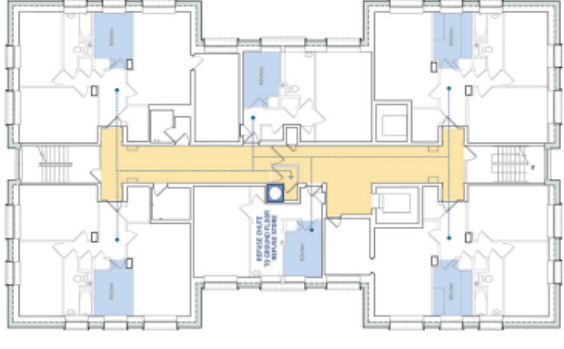
Building Plan



Phase 2 - Site Refuse Strategy Diagram - NTS



Ground Floor Refuse Strategy Diagram - NTS



Upper Floor Refuse Strategy Diagram - NTS

