

## COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO.

PLANNING APPLICATIONS COMMITTEE: 13<sup>th</sup> November 2019

**Ward:** Abbey

**Application No.:** 190627/FUL

**Address:** Gas Holder Site Alexander Turner Close

**Proposal:** Demolition of existing buildings and Gas Holder and the erection of new buildings ranging between 2 and 9 storeys in height, providing 130 residential units (Class C3) with associated access, car parking, landscaping and open space

**Date valid:** 28<sup>th</sup> May 2019

**Application target decision date:** 27<sup>th</sup> August 2019

**Extension of time date:** 4<sup>th</sup> December 2019

### RECOMMENDATION

Subject to :

1. Confirmation from the Council's Ecologist that the final ecological surveys have been carried out to an appropriate standard and that the proposed ecological mitigation/enhancement measures are acceptable, and;

Delegate to the Head of Planning, Development and Regulatory Services (HPDRS) to i) **GRANT** full planning permission, subject to the satisfactory completion of the Section 106 agreement and subject to outstanding sustainability (carbon off-setting) matters being satisfactory resolved with these matters being delegated to Officers to further assess and determine or ii) Refuse full planning permission if the S106 agreement is not completed and sustainability matters resolved by 4<sup>th</sup> December 2019 (unless officers on behalf of the Head of Planning, Development and Regulatory Services agree to a later date for completion of the legal agreement)

The S106 to include the following heads of terms:

- Provision of 15 on-site residential units as affordable housing. 10 x shared ownership units (3 x 3 bedroom units and 7 x 2 bedroom units) and 5 x affordable rented units (5 x 2 bedroom units) and a deferred payment mechanism (the principles of which will be subject to an update report)
- A financial contribution of £200,000 towards bus service improvements
- A financial contribution of £200,000 towards leisure and recreation improvements
- Section 278 Highways agreement to provide the works to connect the access road and footpath to Alexander Turner Close
- Section 278 Highways agreement to provide the works for the new link to the pedestrian footbridge over the River Kennet
- Provision of on-street parking controls.
- Car club (2 spaces - the 1<sup>st</sup> provided prior to occupation then the 2<sup>nd</sup> should demand arise)
- A construction phases Employment Skills and Training Plan or equivalent financial

contribution

Conditions:

1. Time limit - standard three years for implementation
2. In accordance with the approved Plans
3. Pre-commencement (barring demolition) submission and approval of materials
4. Pre-commencement submission and approval of Construction and Demolition Management Plan (consult National Rail)
5. Pre-commencement submission and approval of a parking layout plan, pre-occupation provision of parking spaces and retention of the spaces thereafter free from obstruction
6. Pre-commencement submission and approval of a cycle parking layout plan, pre-occupation provision of spaces and retention of the spaces thereafter free from obstruction.
7. Pre-occupation provision of approved vehicular access
8. Pre-occupation provision of the approved bin stores
9. Within 5 months of first occupation submission and approved of a travel plan
10. Annual travel plan review
11. Pre-commencement submission and approval - Contaminated Land 1: site characterisation report
12. Contaminated Land 2: remediation scheme
13. Contaminated Land 3: implementation of remediation scheme
14. Contaminated Land 4: reporting any unexpected contamination
15. Contaminated Land 5: verification report of completed works
16. No piling works other than with the written consent of the LPA (consult EA and Network Rail)
17. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the LPA (consult EA)
18. Pre-commencement submission and approval - Land Gas 1: site investigation report
19. Land Gas 2: remediation scheme
20. Land Gas 3: implementation of remediation scheme
21. Pre-commencement submission and approval of a scheme for provision and management of a minimum 10m wide buffer zone to the banks of the Kennet (consult EA)
22. Pre-commencement submission and approval of a landscape and ecological maintenance plan (consult EA).
23. In accordance with the approved flood risk assessment
24. Pre-commencement submission and approval of a SuDs scheme including implementation and maintenance details (consult EA)
25. Pre-occupation implementation of SuDs
26. Pre-occupation lighting scheme details to be submitted/approved/maintained as such thereafter (including consultation with the Network Rail Asset Protection Engineer at Network Rail and RBC Ecology Consultant)
27. Pre-commencement (barring demolition) glint and glare study (consult Network Rail at the time of submission)
28. Pre-commencement submission and approval of a security strategy. Pre-occupation implementation of the strategy and its retention thereafter.
29. Pre-commencement submission and approval of hard and soft landscaping scheme

30. Implementation of approved landscaping details.
31. Landscaping maintenance
32. Landscaping: planting specification including native species and maintenance
33. Pre-commencement submission and approval of a final arboricultural method statement and tree protection plan
34. Pre-commencement submission and approval of boundary treatments (consult Network Rail)
35. Pre-occupation pay facilities to be submitted and approved. Pre-occupation implementation and retention thereafter.
36. No use of flat roof to car park building as a roof garden, terrace or balcony.
37. No fixing or installing of miscellaneous item to the external faces or roof of any building without the prior approval from the LPA
38. Provision of 7 wheelchair user units as per the approved plans
39. Pre-occupation implementation and retention thereafter of the specifications within the approved noise mitigation scheme
40. Pre-occupation implementation of the ventilation specifications within the air quality mitigation scheme.
41. Hours of construction: 8am-6pm (Mon-Fri); 9am-1pm (Sat); no Sundays/holidays
42. No bonfires during construction
43. Pre-commencement pest site clearance
44. Pre-occupation submission and approval of details of measures to prevent pests accessing the bin store
45. Pre-commencement submission and approval of details of entrance signage/graphics
46. Pre-occupation evidence of dwellings achieving zero carbon homes standards
47. Pre-occupation provision and retention of lifts to Blocks A and B
48. Pre-occupation provision of approved electric vehicle charging spaces.
49. Pre-commencement submission and approval of proposed site and floor levels

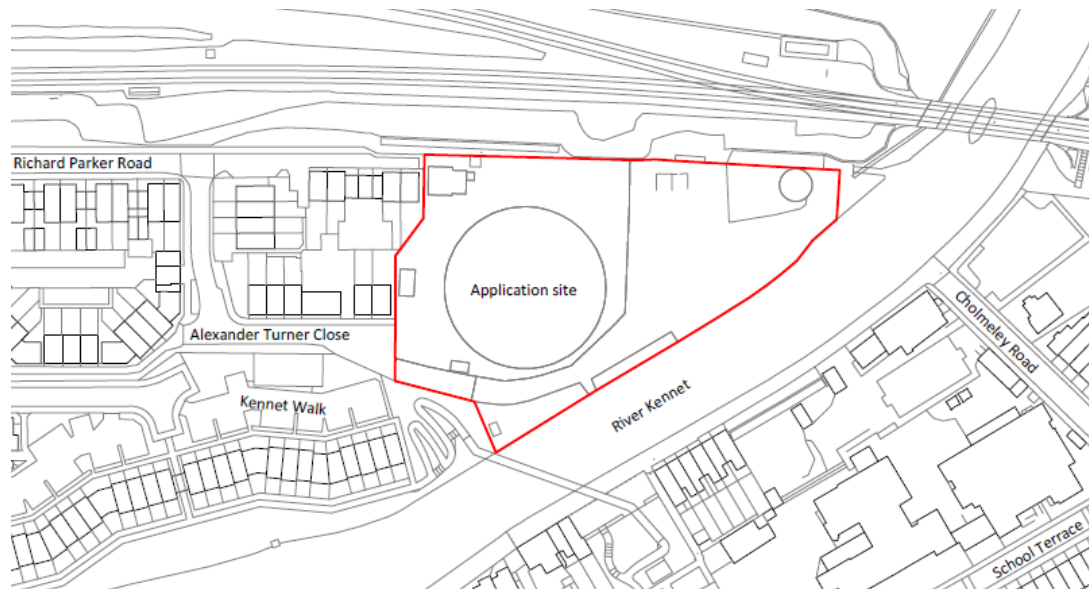
Informatives:

1. Positive and proactive requirement
2. S.106 applies
3. CIL-liable
4. Terms and conditions
5. Pre-commencement conditions
6. Works affecting the Highway
7. Fee for conditions discharge
8. Building Regulations - noise between residential units
9. Thames Water requirements
10. Environment Agency requirements
11. Part Wall Requirements - Network Rail
12. No encroachment - Network Rail
13. No foundation work to penetrate Network Rail land
14. Scaffolding - Network Rail

## 1. INTRODUCTION

- 1.1 The application site measures 0.71 hectares and is broadly triangular in shape. It is bounded by the River Kennet to the south and the east, railway lines to the north, which sits on a 3.5 meter high embankment, and residential development to the west. This includes the Kennet Walk development and the more recent development along Robert Parker Road and Alexander Turner Close.
- 1.2 The site itself is occupied by the existing 33 metre high Gas Holder, some ancillary buildings, a water tower and an area of hardstanding. The north and south boundaries of the site benefit from existing vegetation, predominately in the form of trees, although the majority of these are situated beyond the application boundary for the site.
- 1.3 The site formerly comprised one small part of the wider Reading gasworks which previously extended to the west of the site and was first established in 1880. The site has considerable ground contamination due to its historical use. The remaining Gas Holder on the site, known as GH4, was built in 1916 by C. & W. Walker Limited. It replaced an earlier Gas Holder that had been on the site since the late-19<sup>th</sup> century. The design of the Gas Holder comprises a narrow lattice box-section standard. It is identified as a 'Type 37' in the categories identified as part of the study of Gas Holders commissioned by English Heritage (now Historic England) in 2000, and it is a late example of its type.
- 1.4 In the mid-20th century the production of gas shifted towards intake from the North Sea and Gas Holders became increasingly obsolete. The investment and upgrading of infrastructure means that gas is now stored more efficiently in underground pipework. The majority of the holders at the Reading gasworks were dismantled and GH4 was decommissioned in March 2008. The hazardous substances consent for the Gas Holder was revoked at the end of 2012.
- 1.5 The site is currently owned and operated by Southern Gas Network (SGN), however the Gas Holder has been taken out of service and so is no longer in use. The Gas Holder occupies the majority of the site and the existing buildings and hardstanding remain in use as a depot for SGN, where vehicles and materials are stored.
- 1.6 There is a pedestrian footbridge crossing the River Kennet adjacent to the site, which provides access to New Town.
- 1.7 As well as the Grade II Listed New Town Primary School building, which is situated to the south of the site on the opposite side of the river, the railway bridge to the north-east of the Site is also Grade II listed. These and other local heritage assets are given full consideration in the Heritage, Townscape and Visual Impact Assessment (HTVIA) which accompanies this application. The site does not lie within a Conservation Area.

- 1.8 Part of the site falls within the Reading Air Quality Management Area (AQMA) due to its proximity to the railway line where it passes through the built-up area. The site also falls within Flood Zone 2.
- 1.9 The site also forms the far eastern corner of the East Side Major Opportunity Area (EMO) which has been allocated for development as a new community at the eastern fringes of the centre when the Reading Central Area Action Plan (RCAAP) was adopted in 2009 (Policy RC3). The Gas Holder is the last phase of development to come forward and is still allocated within the New Reading Local Plan (2019) under Policy CR13d. Here it is identified as an area for residential development, which should enhance the character of the mouth of the Kennet and should maximise the potential of the site to be a river gateway to Reading.
- 1.10 In terms of vehicular access to the site, the only access is as used by SGN from sustainAlexander Turner Close, which connects to Robert Parker Road.



*Location Plan*

## **2. PLANNING HISTORY**

### *Gas Holder Site*

- 2.1 180392/Pre-Application Enquiry - Redevelopment of the existing gas holder site with a residential development of c. 120 no 1, 2 and 3 bedroom flats with associated open space, landscaping, access and car parking - Advice given
- 2.2 181687/Environmental Impact Assessment Screening Opinion - Request for confirmation that a Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 is not required - Confirmation given that EIA not required

### *42 Kenavon Drive*

- 2.3 131280/Full Planning Permission - Erection of 192 dwellings with associated access, parking, landscaping and open space - Granted (with S106)
- 2.4 140782/Full Planning Permission - Construction of additional refuse storage and sub-station provision within the permitted residential scheme ref. 131280 at 42 Kenavon Drive - Granted
- 2.5 140786/Non Material Amendment - Non-material amendments to planning permission 131280 - Agreed

*Former Homebase and Toys R Us Site*

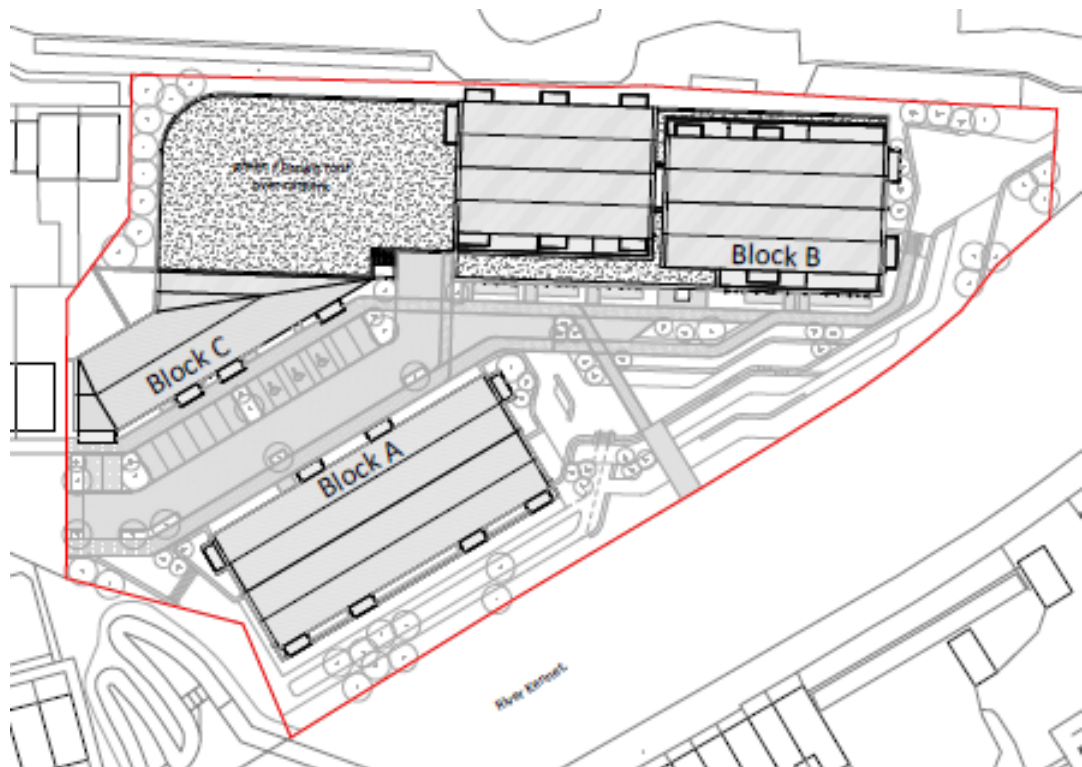
- 2.6 170509/Full Planning Permission - Demolition of the two existing retail (Homebase and former Toys R Us) structures and the erection of new buildings ranging between 2 and 11 storeys in height, providing 765 (18 x studio, 302x1, 409x2 and 36x3- bed) residential units (Class C3), 5 commercial units (1x flexible Class A1-A4, B1 or D1-D2, 1x flexible D1 or D2, 1x flexible Class A1- A5, 1x flexible Class A3 or A4, 1x flexible A1-A5 or D1-D2 uses), various works to the public realm, including a new riverside square, landscaping, accesses, parking and associated works - Granted (with S106).

*2 and 3 Forbury Place, Forbury Road*

- 2.7 121826/Full Planning Permission - Demolition of existing building and construction of two new office buildings (Use Class B1) with associated access, car parking, servicing, landscaping and engineering works - Granted (with S106).

### **3. PROPOSALS**

- 3.1 The application seeks full planning permission for demolition of existing buildings and Gas Holder and the erection of new buildings ranging between 2 and 9 storeys in height, providing 130 residential units (Class C3) with associated access, car parking, landscaping and open space.
- 3.2 The proposed development is formed of 3 buildings; a 5 storey apartment building (Building A) parallel with but set back from the river edge, a taller 9 storey building on the northern boundary incorporating a covered 2 storey car park (Building B) and a 2 storey building (Building C) forming an extension to the existing homes along Alexander Turner Close. 127 car parking spaces are proposed.



*Proposed Site Plan*

- 3.3 A unit mix of 48 x 1 bedroom apartments (36.9%), 74 x 2 bedroom apartments (56.9%) and 8 x 3 bedroom apartments (6.2%) is proposed. Each proposed dwelling would have access to private amenity space. In blocks A and B this would be in the form of the balconies or terraces at ground floor whilst the ground floor units in block C would have private rear gardens.
- 3.4 Building A comprises 38 market apartments (including 3 wheelchair accessible homes) and is 5 storeys high and incorporates 13 x 1 bedroom apartments, 20 x 2 bedroom apartments and 5 x 3 bedroom apartments. The building incorporates a refuse store for residents of these apartments.
- 3.5 Building B comprises 82 units including 4 wheelchair accessible homes) and is 9 storeys high and incorporates 35 x 1 bedroom apartments, 45 x 2 bedroom apartments and 2 x 2 bedroom apartments. This includes 3 x 2 bedroom duplexes and 2 x 3 bedroom duplexes at ground floor level which form part of the affordable housing provision. The building is split into two staggered but connected parts. 114 car parking spaces are proposed within the two level covered car park including accessible and electric charging spaces. A refuse store will be located at the eastern entrance to the multi-story car park in Block B, as well as at both the northern and southern boundaries of the access road. Each refuse store will serve each of the three blocks.
- 3.6 Building C comprises 10 affordable housing units provided across 3 storeys. This includes 2 apartments (1 x 2 bedroom and 1 x 3 bedroom) at ground floor level, as well as the entrance to the cycle store for the development. Across the first and second floors there are 8 x 2 bedroom apartments. 13 car parking spaces (including disabled parking) are located to the front of the building adjacent to

the footway and the access road into the site from Alexander Turner Close. Secure cycle storage for the whole development is proposed on the ground floor of Building C to provide 74 cycle parking spaces.

- 3.7 The design for all three buildings proposes to use red brick, with detailing and accents in grey and white brick. Dark grey materials are used for window frames and other features such as metal balustrades and metal gable pitched roofs to each building. The design approach is influenced by the industrial character of the site and surrounding area. In terms of context within the site, building A relates to the river frontage and the access road, building B relates to the open space and the railway line and Building C relates to the access road and the existing development to the west of the site. The development has been designed to reduce in height to the west where the site abuts the existing terraced houses and to rise in height to the east to mark a 'gateway' into Reading.
- 3.8 Vehicular access into the site is from Alexander Turner Close and a network of pedestrian routes would run through the development site and include provision of a physical connection to the existing footbridge over the Kennet in the south west corner of the site.
- 3.9 The proposals include a 520m<sup>2</sup> public community garden, located between Buildings A and B and the river frontage. This area includes 2 x 50m<sup>2</sup> play areas (to Local Area for Play specifications) and space for informal play, native planting and sheltered seating by the river. A viewing platform is proposed that projects out into the river and provides informal seating areas. A nature corner is proposed as a sunken area to the east of Building B, which provides an ecologically diverse area of approximately 160m<sup>2</sup>.



Proposed Visual - View east into the site from entrance on Alexander Turner Close





Proposed Visual - View north-west into the site from River Kennet

- 3.10 This application is reported to planning applications committee because it is a major category application.
- 3.11 The applicant sought detailed pre-application advice in relation to the proposed development and also held 2 public consultation events during the pre-application stage. A statement of community involvement was submitted with the application and a further public consultation event has been held at application stage. The proposals were also reviewed by Design South East at pre-application stage and the Council's Design Review Panel at application stage.
- 3.12 Members also carried out an accompanied site visit on 11<sup>th</sup> July 2019.

#### 4. CONSULTATIONS

##### Environment Agency

- 4.1 No objection subject to conditions to secure:
- Pre-commencement submission and approval of a contaminated land site characterisation report, remediation scheme, implementation of remediation and verification reports
  - No piling works other than with the written consent of the LPA
  - No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the LPA
  - Pre-commencement submission and approval of a scheme for provision and management of a minimum 10m wide buffer zone to the banks of the Kennet
  - Pre-commencement submission and approval of a landscape and ecological maintenance plan
  - In accordance with the approved flood risk assessment

- Pre-commencement submission and approval of a SuDs scheme including implementation and maintenance details

#### **National Rail**

4.2 No objection subject to conditions to secure:

- Pre-commencement submission and approval of Construction and Demolition Management Plan
- Pre-commencement details of SuDs
- Pre-commencement submission and approval of boundary treatments
- No piling works other than with the written consent of the LPA
- Pre-commencement submission and approval of a lighting strategy and glint study.

A number of informatives are also proposed with regard to activities close to Network Rail land.

#### **Thames Valley Police**

4.3 No objection subject to a condition to secure pre-commencement submission and approval of a security strategy.

#### **British Waterways Canal and River Trust**

4.4 Does not wish to comment.

#### **Berkshire Fire and Rescue**

4.5 No comments received.

#### **Southern Gas Networks**

4.6 No comments received.

#### **Health and Safety Executive**

4.7 No objection.

#### **Thames Water**

4.8 No comments received.

#### **Wokingham Borough Council**

4.9 No objection.

#### **South Oxfordshire Borough Council**

4.10 No comments received.

#### **Berkshire Archaeology**

4.11 No objection.

#### **RBC Natural Environment Trees**

4.12 No objection, subject to condition to secure:

- Pre-commencement submission and approval of hard and soft landscaping scheme
- Implementation of approved landscaping details.
- Landscaping maintenance
- Landscaping: planting specification including native species and maintenance
- Pre-commencement submission and approval of a final arboricultural method statement and tree protection plan

#### **RBC Transport**

4.13 No objection, subject to conditions to secure:

- Pre-commencement submission and approval of Construction and Demolition Management Plan
- Pre-commencement submission and approval of a parking layout plan, pre-occupation provision of parking spaces and retention of the spaces thereafter free from obstruction
- Pre-commencement submission and approval of a cycle parking layout plan, pre-occupation provision of spaces and retention of the spaces thereafter free from obstruction.
- Pre-occupation provision of approved vehicular access
- Pre-occupation provision of the approved bin stores
- Within 5 months of first occupation submission and approved of a travel plan
- Annual travel plan review

And a section 106 agreement to secure:

- A financial contribution of £200, 000 towards bus service improvements
- Section 278 Highways agreement to provide the works to connect the access road and footpath to Alexander Turner Close
- Section 278 Highways agreement to provide the works for the new link to the pedestrian footbridge over the River Kennet
- Provision of on-street parking controls.
- Car club (2 spaces - the 1<sup>st</sup> provided prior to occupation then the 2<sup>nd</sup> should demand arise)

#### **RBC Environmental Protection**

4.14 No objection subject to conditions to secure:

- Pre-commencement submission and approval of a contaminated land site characterisation report, remediation scheme and implementation of remediation
- Pre-commencement submission and approval of a land gas site characterisation report, remediation scheme and implementation of remediation
- Implementation of approved measures for control of construction noise and dust
- Pre-occupation implementation and retention thereafter of the specifications within the approved noise mitigation scheme
- Pre-occupation implementation of the ventilation specifications within the air quality mitigation scheme
- Control of hours of construction
- Pre-commencement site pest clearance
- Pre-commencement submission and approval of bin store strategy for control of pests.

#### **RBC Ecological Consultant**

4.15 Final comments awaited.

#### **RBC Emergency Planning**

4.17 No objection.

#### **RBC Leisure**

4.18 No objection subject to a section 106 agreement to secure:

- A financial contribution of £200, 000 for leisure and recreation improvements

#### **RBC Sustainability**

4.19 It is good that zero carbon homes standards are to be met and in particular the waste water heat recovery system. Disappointed that on site decentralised energy is not being provided.

#### Public Consultation

4.20 Neighbouring occupiers at no.s 1-21 Alexander Turner Close, the Jolly Anglers Public House, no.s 318-346 Kennet Side, no.s 216-232 Kennet Walk and no.s 45-53 Robert Parker Road were notified of the application by letter. 17 site notices were also displayed within the area surrounding the application site.

4.21 70 objections have been received raising the following issues:

#### Transport

- The single access route to the site through an existing house development will not work and is insufficient to serve both for both future and existing residents
- The single access through the existing housing development is a highway safety hazard
- Worsen traffic in the surrounding area from multiple ongoing developments
- Construction pollution impacts
- Who will be responsible for day to day clean up and repair to the single access road during construction
- Electric vehicle charging points should be included within the proposed development
- Large amount of parking proposed will encourage car use
- Increased car emissions
- How will refuse collection and access be managed
- Cycle storage should be provided
- A new bus service will be required
- Will there be any cycle paths to connect to the existing network
- Concern about fly tipping
- Not enough car parking is proposed to be provided

#### Amenity

- Scale of the proposals will block light from New Town Primary School and will overlook the playground
- Loss of light and overlooking and privacy impact upon existing houses on School Terrace and other surrounding streets in New Town, Kingsmead and Kennetside
- The proposals would be overbearing to the surrounding area
- The existing gas holder structure lets light pass through unlike the proposed development
- New Town is already overcrowded and his proposed will worsen drug and litter issues
- Concern regarding the sites contaminated nature and carrying out of construction works so close to a primary school and housing
- A play area should be provided as part of the proposed development
- The daylight sunlight assessment regarding impact on surrounding properties has not been carried out accurately or to an appropriate standard
- Increased light pollution from street lights, flats and cars
- The proposal would result in a cramped form of development with limited personal space and freedom and can result in higher levels of crime and violence

#### Character/Design/Appearance

- The existing gas holder structure is an iconic local landmark and non-designated heritage asset that creates a sense of place and history to this part of the town. The structure is part of Reading's industrial heritage and marks the gateway to reading via the train line. The replacement of this structure with a generic block of flats would erode this sense of place.
- The proposed development would be an eyesore on the riverside
- The proposals are much larger than Council's local plan has allocated for
- The scale of the proposal is out of keeping with the surrounding area

- The historic waterway setting should be development more sensitively
- The proposals would appear overbearing to this part of the River Kennet
- The style of the proposed building is out of keeping with surrounding architecture
- The gas holder structure should be re-used as part of the proposed development similar to Kings Cross in London
- The proposed design and architecture fails to respect Reading's industrial heritage in terms of scale or design
- The height of the proposals should only match that of buildings in the surrounding area
- The existing gas holder is not a solid structure and should not set a precedent for solid buildings of the same scale on the site

#### Natural Environment

- Harm to wildlife in the area
- Peregrine falcons utilise the gas holder structure and their habitat should be preserved
- Harm to bat, otter, kingfisher, swan and geese habitats
- The Council has declared a climate emergency yet the proposed buildings are not in any way sustainable nor does the proposed landscaping mitigate the harm to wildlife
- Ecology survey has now been carried out to an appropriate standard
- Insufficient wildlife mitigation is proposed
- The proposed landscaping works to the bank of the river would be harmful to the existing wildlife
- Loss of healthy tree grounds and replacement with other trees increases risk of disease and environmental threat

#### Other

- There is a lack of infrastructure (schools, doctors surgeries, nurseries, shops etc) to support the proposed new homes
- The proposed 10% on-site provision of affordable housing falls well below the 30% policy requirement
- The site would be better developed as a youth centre, community garden or playground
- No sustainable drainage system proposed
- No renewable energy proposals are incorporated within the development
- Insufficient public engagement as part of the application
- The proposals will not help mitigate against climate change
- The proposal will reduce property values for existing surrounding houses
- Why is the Council selling so much public land to private investors (*Officer comment: the site is not owned by the council*)
- The majority of flats will be bought by investors to rent out
- Increased flood risk
- No environmental assessment for the weight of such a tall building on contaminated land

#### Kingsmead Residents Association Comments:

- Insufficient local infrastructure and amenities
- Timings for deliveries and waste vehicles should be used to reduce impact on commuters and local residents
- The HGV access plan does not take account of the parking bays on Robert Parker Road
- The construction method statement refers to holding areas for HGV's - these should not be within the Kingsmead estate
- How will parking control be enforced
- The construction environmental management plan refers to water suppression and wheel washing to reduce risk of contaminants - more measures are required
- Reassurance over who is responsible for maintenance of the access road required
- What child safety measures are proposed
- Anti-social behaviour and vandalism concerns for the construction site
- There is significant existing pressure on local roads - the number of proposed parking spaces should be reduced, more cycle spaces should be provided, public transport and public rights of way links should be improved and an on-site car club considered
- Inadequate ecological surveys - bat survey completed outside of breeding season, presence of red kites not considered, no assessment of peregrine falcon nest within the gas holder structure
- The proposals are for many more units than the Council's local plan has allocated for
- Insufficient local engagement by the Developer

## **5. LEGAL AND PLANNING POLICY CONTEXT**

- 5.1 Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving the listed building or its setting or any features of special interest which it possesses.
- 5.2 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'. However the NPPF does not change the statutory status of the development plan as the starting point for decision making.
- 5.3 Accordingly, the National Planning Policy Framework and the following development plan policies and supplementary planning guidance are relevant:
- 5.4 Reading Local Plan 2019

CC1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT  
 CC2: SUSTAINABLE DESIGN AND CONSTRUCTION  
 CC3: ADAPTATION TO CLIMATE CHANGE  
 CC4: DECENTRALISED ENERGY

CC5: WASTE MINIMISATION AND STORAGE  
 CC6: ACCESSIBILITY AND THE INTENSITY OF DEVELOPMENT  
 CC7: DESIGN AND THE PUBLIC REALM  
 CC8: SAFEGUARDING AMENITY  
 CC9: SECURING INFRASTRUCTURE  
 EN1: PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT  
 EN4: LOCALLY IMPORTANT HERITAGE ASSETS  
 EN6: NEW DEVELOPMENT IN A HISTORIC CONTEXT  
 EN7: LOCAL GREEN SPACE AND PUBLIC OPEN SPACE  
 EN9: PROVISION OF OPEN SPACE  
 EN10: ACCESS TO OPEN SPACE  
 EN11: WATERSPACES  
 EN12: BIODIVERSITY AND THE GREEN NETWORK  
 EN14: TREES, HEDGES AND WOODLAND  
 EN15: AIR QUALITY  
 EN16: POLLUTION AND WATER RESOURCES  
 EN18: FLOODING AND DRAINAGE  
 H1: PROVISION OF HOUSING  
 H2: DENSITY AND MIX  
 H3: AFFORDABLE HOUSING  
 H5: STANDARDS FOR NEW HOUSING  
 H10: PRIVATE AND COMMUNAL OUTDOOR SPACE  
 H11: DEVELOPMENT OF PRIVATE RESIDENTIAL GARDENS  
 H12: STUDENT ACCOMMODATION  
 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  
 CR1: DEFINITION OF CENTRAL READING  
 CR2: DESIGN IN CENTRAL READING  
 CR3: PUBLIC REALM IN CENTRAL READING  
 CR6: LIVING IN CENTRAL READING  
 CR13: EAST SIDE MAJOR OPPORTUNITY AREA

## 5.5 Supplementary Planning Documents (SPD's)

Supplementary Planning Document: Affordable Housing (July 2013)  
 Supplementary Planning Document: S106 Planning Obligations (March 2014)  
 Supplementary Planning Document: Parking Standards and Design (October 2011)  
 Supplementary Planning Document: Employment Skills and Training (April 2013)  
 Supplementary Planning Document: Sustainable Design and Construction (July 2011)

## 6. APPRAISAL

The main issues raised by this planning application are as follows:

- Principle
- Development Density, Unit Mix and Affordable Housing



- Layout, access, height and massing, appearance, design and impact on heritage assets
- Open Space/Public Realm, Recreation and Leisure, Trees, Landscaping and Ecology
- Amenity of Surrounding Occupiers
- Standard of Residential Accommodation
- Transport
- Flooding
- Sustainability
- Archaeology

### Principle

- 6.1 The National Planning Policy Framework (2019) encourages the effective use of land by reusing land that has been previously developed (brownfield land) and seeks that all housing applications should be considered in the context of the presumption in favour of sustainable development. The accessibility of the site, located within the Reading Central Area as defined by the Reading Local Plan (2019), is considered acceptable for the proposed development in accordance with Policy CC6 (Accessibility and Intensity of Development) whilst the provision of new housing would align with the broad objectives of Policy H1 (Provision of Housing) in assisting in meeting the annual housing targets.
- 6.2 The site forms part of the East Side Major Opportunity Area (MOA) which is allocated for residential development in the Reading Local Plan (2019) under policy CR13 (Development in the East Side Major Opportunity Area). The vision for the East Side MOA, which includes the entirety of Kenavon Drive and Kennet Walk to the east and Forbury Road to the west (incorporating Reading Prison and the recently developed Forbury Place office buildings) is for the area to *“be a new community at the eastern fringes of the centre, lending a more urban character to the area, and helping to frame the historic east of the central core”*.
- 6.3 Policy CR13 continues by stating that development in the east side MOA will:
- i) Provide a more defined urban environment than currently exists, of a medium to high density;
  - ii) Contribute towards the provision of a new residential community at the eastern fringes of the central area;
  - iii) Help facilitate greater pedestrian and cycle permeability, in particular east-west links through the area and links between development areas and the station, including improved crossings of the IDR and railway;
  - iv) Safeguard land which is needed for mass rapid transit routes and stops;
  - v) Preserve the historic features in the area and enhance their setting where possible;
  - vi) Provide additional areas of open space where possible, particularly in the centre of the new community;
  - vii) Maintain, improve and create new access along the River Kennet.

- 6.4 It is considered that the proposed development meets all of these overarching objectives, as will be demonstrated in more detail throughout this report.
- 6.5 More specifically the application site forms part of the eastern Gas Holder Site sub-area under Policy CR13d which states that *'This area will be used for residential development. Development should enhance the character of the mouth of the Kennet and should maximise the potential of the site to be a river gateway to Reading. Public access along the river will be sought. Development should be set back at least ten metres from the top of the bank of the river and allow for a wildlife corridor along the river. Development should take account of potential contamination on the site.'*
- 6.6 Again, it is considered that the proposed development meets the objectives of this policy, as will be demonstrated in more detail in this report.
- 6.7 In addition, the Council's adopted Kenavon Drive: Urban Design Concept Statement (UDCS) (2004) recognises the potential for regeneration in this area. The UDCS recognises that the Kenavon Drive area has the potential to provide a mixed use townscape and envisages the application site will *'continue as a blend of residential and commercial uses or transfer to a wholly residential development'*. The principles of the Kenavon Drive UDCS are incorporated within Policy CR13 of the Local Plan (2019).
- 6.8 The broad principle of the proposal for residential development is therefore considered to be acceptable and in accordance with CC6, H1 and CR13. The details of the proposed development are now considered within the rest of this report.

#### Development Density, Unit Mix and Affordable Housing Provision

- 6.9 The application proposes a development density of 183 dwellings per hectare (130 dwellings/ 0.71 hectare site). Although a high density development, it is noted that there is no prescribed local policy density upper limit for town centre sites, with Policy CR13 (i) specifying development within the East Side MOA will be of a medium to high density. In addition, Policy H2 (Density and Mix) outlines an indicative density of above 70 per hectare in town centre locations, with factors such as site characteristics, accessibility and need to achieve high quality design and minimise environmental impacts informing the appropriate density. The sustainable location of the site, together with the quality of the design on brownfield land have encouraged officers to conclude that the density of development proposed is appropriate. It is also relevant to note that at pre-application stage Design South East considered the density to be generally appropriate.
- 6.10 Whilst the site allocation within emerging Policy CR13d gives an indicative potential of 46-70 dwellings per hectare, paragraph 5.4.23 of supporting text to this policy clarifies that the number of dwellings are, to an even greater extent than other areas, an indication only.

- 6.11 In terms of unit mix Policy CR6 (Living in Central Reading) seeks that residential developments within the town centre area should incorporate a maximum of 40% of 1 bedroom units and a minimum of 5% of 3 bedroom units. The application proposes 48 x 1 bedroom units (37%), 74 x 2 bedroom units (57%) and 8 x 3 bedroom units (6%) and is therefore policy compliant in this respect. In particular the proposal would contribute to the provision of a new residential community within the wider East Side Major Opportunity Area as per Policy CR13 (ii).
- 6.12 In terms of affordable housing Policy H3 (Affordable Housing) seeks that development proposals of more than 15 dwellings should provide a 30% on-site provision of affordable housing. The application proposes to provide 15 on-site affordable units which equates to 12%. Given this falls below the policy compliant level of provision the applicant has submitted a viability appraisal with the application documents to justify this. This appraisal document has been reviewed on behalf of the Local Planning Authority by BPS Chartered Surveyors who consider that this offer maximises affordable housing delivery on the site. This is largely down to the former use of the site as a gas works and the associated major remediation and decontamination works necessary to bring the land forward for residential use. Discussions are ongoing between the applicant and the Council's Principal Valuation Officer on this matter and final details of the affordable housing offer will be provided in the form of an update report.
- 6.13 In terms of the 15 on-site affordable dwellings proposed 10 of these would be located within block C which is all of the units in this block and 5 would form duplex units across the ground and first floors of Block B. The affordable dwellings would comprise of 10 shared ownership units (3 x 3 bedroom units and 7 x 2 bedroom units) and 5 x affordable rented units (5 x 2 bedroom units)
- 6.14 The proposals would be liable for CIL and the liability is projected to be £1.9m. Albeit this may decrease slightly in practice as the applicant could apply for relief on the affordable housing units.

#### Demolition and effect on heritage assets

- 6.15 Policy CC7 aims to preserve or enhance the character of the area in which a development is located. Policy EN11 (Waterspaces) seeks to protect and enhance Reading's waterspaces, so that they can continue to contribute to local and regional biodiversity and ecology, flood mitigation, local character, heritage and visual amenity, the provision of accessible leisure and recreational opportunities and, where appropriate, navigation. Policy CR2's (Design in the Centre) purpose is to secure appropriate relationships between buildings, spaces and frontages within the centre of Reading. Policy CR3 requires proposals to make a positive contribution towards the quality of public realm in the central area of Reading. Finally, Policy EN1 (Protection and Enhancement of the Historic Environment) seeks to preserve or enhance the historic character and setting of heritage assets. These policies are in addition to the wider policy aims of the East Side MOA outlined above are relevant to consideration of the appearance and impact of this proposal on the area.

- 6.16 At 33m in height the existing gas holder structure to be demolished is a prominent and distinctive local landmark which is visible both from short and long range views within the surrounding area. The structure known as gas holder no. 4 dates from 1916 and is the last of 4 gas holders built on the wider gas works site which once extended as far to the west as to Kenavon Drive. Gas holder no. 4 was decommissioned in March 2008 and is now redundant. The design of Gas Holder no. 4 is described as of narrow lattice box-section standard and is a frame guided has holder with 18 lattice columns and four lifts. It is known as a 'Type 37' gas holder, the earliest example of this type was in Manchester at Miles Platting from 1892 which is still standing, albeit there is an extant consent for its demolition, and is considerably larger than Gas Holder no.4 in Reading.



*Gas Holder No. 4*

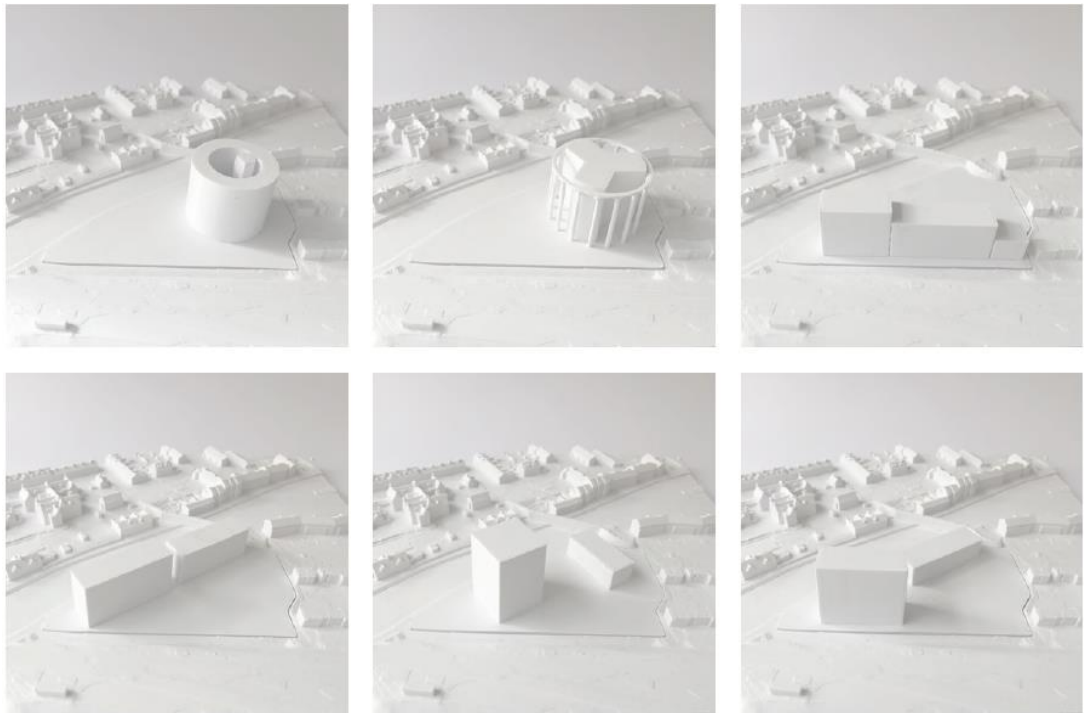
- 6.17 As part of the applicants Heritage, Townscape and Visual Impact Assessment (HTVIA) the applicant has provided a review of the heritage and townscape value of the structure. This document notes that gas storage in England was researched by Historic England as part of the Monument Protection Plan's (MPP) survey and comprehensive review of the gas industry completed between 1997 and 2000. Reports produced as a result of this survey identified 150 sites of historic or architectural interest related to the gas industry but Gas Holder no. 4 in Reading was not identified as being of national significance as part of the review.
- 6.18 Whilst not a designated heritage asset, owing to its age and local value, the applicants HTVIA identifies the Gas Holder Structure as a non-designated heritage asset due to its local heritage interest as the remaining identifiable feature of the gasworks. The report identifies that whilst the structure has some historical interest from its age representing the period of industrial development in this part of Reading this industrial context has now been largely lost as a result of the demolition of the wider gas works site with the structure now isolated within a residential setting. The structure is also identified as being a late example of its type noting that some 'Type 37' gas holders incorporated rolled sections to the frontage to give a neater appearance but that this is not the case for Gas Holder

no. 4 which is more utilitarian and functional in appearance. The structure is noted as being of limited engineering or architectural interest and not a technologically innovative example of its type, whilst also not exhibiting the decorative detail associated with listed examples of gas holders (designated heritage assets) such those seen at Bromley by Bow and Kings Cross in London.

- 6.19 The HTVIA concludes, in respect of the existing gas holder structure, that it is of limited heritage significance. The Council's Heritage Consultant concurs with the findings of the applicants HTVIA and similarly officers are satisfied that this assessment has been carried out to a high standard.
- 6.20 Paragraph 197 of the NPPF (2019) states that, 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'. Given the proposal is to demolish gas holder no.4 this balanced judgement approach must be followed in the assessment of this application. However, it should also be noted that as a non-designated heritage asset the structure is not subject to statutory protection and could be subject to demolition under Part 11 Class B (demolition of buildings) of the General Permitted Development Order 2015 (as amended) without the need for planning permission.
- 6.21 Notwithstanding the above, during pre-application discussions with officers in relation to the proposed development the applicant, as set out within the supporting information submitted with the planning application, has reviewed and considered alternative options to demolition of the gas holder structure including its re-use as part of any redevelopment. This review identified that:
- If the existing structure was to be re-used and incorporated into the new development in its original form and location, then the structure would need to be dismantled, removed, cleaned, and then re assembled and strengthened with additional structure in order that it can support new building.
  - If the existing structure was to be left untouched, it would require repair and upkeep as mentioned above, but would also prejudice the redevelopment of the rest of the site. Notwithstanding the design implications, the remaining land would be too small to accommodate the development necessary to afford to regenerate the land in what is already a very constrained site. The site would as a result also remain classified as a depot.
  - Engineering advice sets out that the loading of any new building sitting within the footprint of the gas holder site needs to be limited to 4 storeys. This is because any greater height in combination with the ground conditions (the ground within the footprint of the gas holders is largely made ground and contaminated ground) would require piled foundation solution, which in turn would breach the clay layer and potentially allow contamination to reach the water course. If a building on the footprint of the existing structure is limited to four storeys, a different foundation design is possible that avoids this.

- There is also a financial aspect to associated costs for retention/redevelopment of the existing structure. The limitations on the scale of any redevelopment on the gas holder site are a key constraint on value as only 4 floors of accommodation is possible within the footprint of the existing structure which limits the viability of an redevelopment taking into account required contributions toward the infrastructure serving the site, affordable housing, and notably the engineering and remediation costs associated with redeveloping a former gas site. The applicant's assessment notes that probably the most famous example of re-use of a gas holder structure is Kings Cross London however; there is a very significant difference in the value profile of the finished developments for the current application site and that of a site within Central London.

6.22 As part of the review of the existing structure a number of design concepts were considered for either re-use or provision of a new building within the footprint of the existing gas holder.



*Design concepts for re-use or re-provision of a new building on the footprint of the existing gas holder*

6.23 The review concluded that the option of a new building in the same location and of the same scale would result in an overbearing form of development upon its neighbours, in particular the directly adjacent properties to the west in Alexander Turner Close and Robert Parker Road and would also create a difficult balance within the site in terms of location of a solid building of this scale (as opposed to the open structure of the existing gas holder). The 'Kings Cross' style approach and retention/adaptation of the existing building was also explored but results in the same problems in terms of relationship with neighbouring buildings and balance of the site.

- 6.24 It is considered that the Applicant has satisfactorily explored options for retention, re-use or adaptation of the existing gas holder structure. Officers conclude that the bulk of an 'infilled' gas holder or of a new building of similar scale in this location would result in significant and unacceptable overbearing and loss of light impacts upon existing adjacent occupiers at Alexander Turner Close and Robert Parker Road to the west. The massing of such a solid structure or new building would also form a significant jump in massing and present an awkward relationship with the small 2-3 storey buildings within these adjacent streets in design and street-scene terms. The engineering and remediation challenges referred to by the Applicant and set out earlier in this report are also acknowledged.
- 6.25 Therefore, Officers accept that re-use or adaptation of the existing gas holder structure is very unlikely to be feasible as part of an overall redevelopment of the site for residential purposes and that whilst considered to have value as a non-designated heritage asset the existing structure is of limited heritage significance. Nonetheless, in consideration of this application, demolition of the structure can only be considered appropriate subject to the proposed replacement buildings being suitable in design and related terms as discussed below (as well as the wider public benefits of the scheme discussed elsewhere in the report).

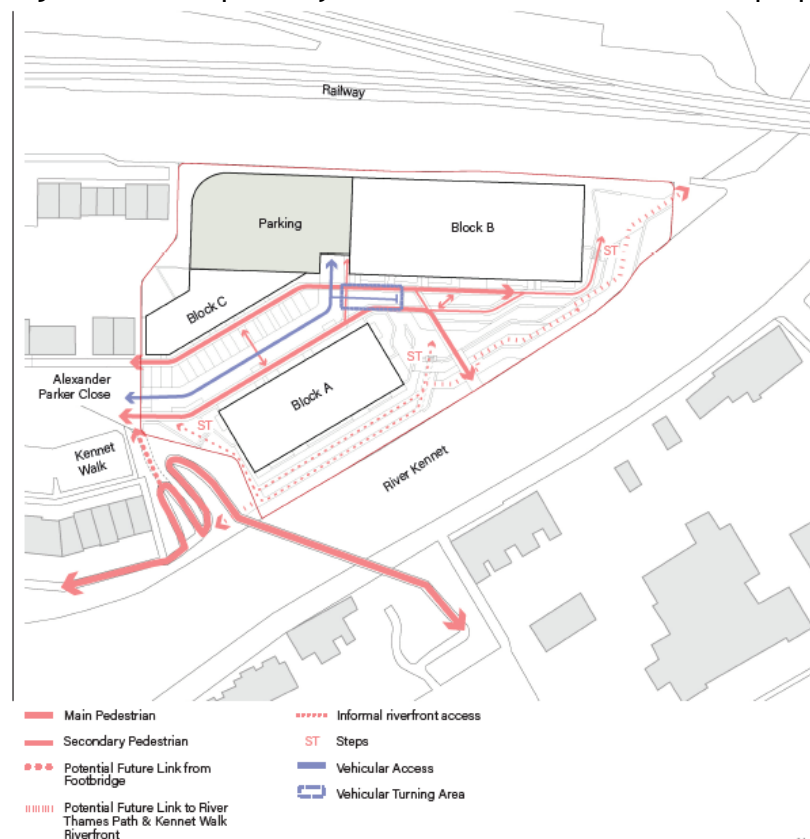
Layout, access, height and massing, appearance, design and impact on heritage assets

- 6.26 The proposed layout is considered to respond positively to its surroundings. The layout is heavily influenced by the site's constrained location with the railway line directly to the north of the site and the River Kennet directly to the south. The river also wraps north around the eastern end of the site as it joins the Thames such that the site is enclosed by both natural and man-made features to three sides.
- 6.27 The Gas Holder site is also located on the very eastern edge of the East Side MOA which spreads westwards towards the Abbey Ruins and Forbury Gardens. Importantly the adjacent site, formerly known as 42 Kenavon Drive, which shares the entire western boundary of the Gas Holder site, has already been redeveloped for 192 dwellings under planning permission ref. 131280. Vehicular access to the application site can only be obtained via this adjacent development at a single point of access from Alexander Turner Close. Therefore, the location of this access point is already fixed. When the adjacent 42 Kenavon Drive site was developed this access point and connecting roads were designed to accommodate additional traffic flow to the Gas Holder Site for a future residential development.
- 6.28 The proposals would extend Alexander Turner Close just under half way into the site and provide the primary access points to the three proposed buildings, including vehicular access to the proposed car park.

- 6.29 In terms of the general layout of the three proposed buildings, Block C is located at the entrance to the site and at three storeys is the smallest block within the development. This block is designed as a transitional block between the two storey terraces which sit on the boundary of the adjacent Bellway Homes site on Alexander Turner Close and is intended as a visual continuation of this form of development into the site and a link to Blocks A and B which are larger in scale. Block B is the largest building in the development at 9 storeys and is located in the north east corner of the site to the south of the railway line and is intended as the marker building as part of the site's gateway status. The proposed two storey covered car park would connect blocks B and C and its position to the rear of block C is such that its location is largely hidden from view.
- 6.30 Block A forms the frontage block onto the River Kennet and would be 5 storey's in height. This block would sit on the south side of the new central street opposite block C and would be set back 10m from the river bank in accordance with Environment Agency buffer requirements intended to protect and encourage riverside biodiversity. In general terms it is considered that the proposed layout relates well to the site's context whilst the general massing approach, which sees heights increase across the site from east to west, facilitates the integration of the development with and transition from the adjacent Bellway Homes scheme but also the policy aspiration of the development forming a gateway site.
- 6.31 Pedestrian routes would also connect to Alexander Turner Close along both sides of the new central street and the cycle route would be extended along the northern side of the new road. The two pedestrian routes would then continue across the site merging into one in the far eastern corner. It is here that the pedestrian route would terminate but with potential to continue further east, onto land currently outside the Applicant or RBC's control, in the future should the opportunity arise.
- 6.32 A significant benefit of the proposed development is the provision of a new pedestrian footpath link to the existing footbridge over the Kennet to the south of the site. On the north side of the river the footbridge is currently only accessible from the river towpath to the south of the Kennet Walk which is poorly located for access to the Gas Holder Site and also for residents of the existing Bellway Homes development, known as 42 Kenavon Drive, to the west of the site. It is proposed to reconfigure the existing winding and ramped access to the footbridge to provide a direct pedestrian link from the new central street which would adjoin Alexander Turner Close.
- 6.33 In terms of river front access at a central point within the site the pedestrian route would also lead down to the river front providing access to a central viewing platform and informal public access routes across the entirety of the river frontage. These routes across the river frontage would not be laid out as formal pathways due to requirements from the EA to maintain a 10m buffer to the riverbank frontage for biodiversity mitigation/enhancement and maintenance access. However, public access would be available across the frontage indicated by mown areas within the soft landscaping.



- 6.34 During pre-application discussions Officers highlighted the aspiration and importance of providing a continuous access along the river frontage to connect to the existing pathway to the rear of the Kennet Walk properties to the east of the site. The transport statement submitted by the Applicant sets out that this has been considered in some detail but that there is insufficient room to provide a footpath along the abutment of the bridge at the water's edge to connect the site to the existing Kennet Walk route. Therefore to facilitate this, given the convoluted ramped access up to the bridge, this would require the entire bridge to be replaced which would be hugely significant in terms of costs and undertaking. The applicant also sets out that the Environment Agency , as a statutory consultee) have also indicated that they would also not support this connection in terms of their requirement for a buffer zone beside the river. Policy EN11 (Waterspaces) also seeks retention of a 10m buffer zone to waterway frontages in line with the EA aspiration for biodiversity enhancement to Readings waterways. Therefore, the proposals include a potential future exit point to the side at the western end of the informal route but a direct link across the river frontage to the Kennet Walk path is not proposed. Whilst this is disappointing officers acknowledge the applicants reasoning as to why this cannot be provided.
- 6.35 The proposed new connection to the footbridge from Alexander Turner Close would provide a slightly more direct route for pedestrians to continue their journey along this side of the river bank. The proposed plans indicate that one of the two informal routes across the front of block A towards the eastern boundary of the site would turn north allowing access up past the east flank elevation of block A which would lead up to the new central street and new footway access to the footbridge. The ramped access to the footbridge could then be followed down to join the river pathway to the rear of the Kennet Walk properties.



*Vehicle and Pedestrian Routes*

- 6.36 As discussed above it is already considered that the site links well with the surrounding area and at street-level it is considered that the proposed layout contributes positively towards creating a sense of place and community within the site as well. All blocks are accessed from and include ground floor units facing onto the new central street or in the case of Block B on to the pedestrian routes which extend off the new street creating active frontages on to the street. Landscaping also plays a key role in the development and all three blocks would have direct access to a large area of public space in the centre of the site and in particular blocks A and B would have units fronting onto this space. The opens space would include informal play equipment set in planted areas and public art, whilst a series of stepped gabion walls would lead down to the riverfront and proposed central viewing platforms. The riverfront buffer area would include informal pedestrian routes across the river frontage and consist of natural and biodiverse wildlife friendly riverfront planting. In the north east corner of the site would be a nature corner with biodiverse further biodiverse planting and wildlife mitigation.
- 6.37 In terms of detailed design the application sets out that the approach was to provide high quality modern buildings to mark the aspirations for the site to be a gateway to Reading but also to reflect and celebrate the industrial heritage of the site. The form and architecture of the proposed buildings is considered to be reflective of a warehouse style with elements also relating to former factories and mills. The buildings all follow similar key principles to form a cohesive group of buildings, with red brick elevations, strong horizontal and vertical emphasis to fenestration and steep metal gable pitched roofs reflecting an industrial character. Projecting balconies are also a theme and are a common feature of warehouse conversion developments together with dark grey window and door frames. However, each building also displays a distinct character though subtle variations in brickwork detail and different architectural elements.
- 6.38 Block A is the middle building both in terms of location and height and fronts the river. In terms of architectural detail the building includes grey and white horizontal brick works bands between each of the floors, inspired by the Huntley and Palmers Factory, to contrast with the red brick core of the building and vertical emphasis of the window positions. Recessed window reveals, use of light mortar, as well as sections of red Herringbone brick detailing below each of the windows assist in providing a good degree of details and variation to the design. Block B is the tallest building in the development and largest in terms of footprint and has been designed to be the marker building on the site in line with the aspirations for a gateway development. At 9 storeys in height the building is not considered a 'tall building' in planning policy terms with the threshold being 12 storeys and above for residential schemes (Policy CR10). Due to its general scale the building has been designed as a split block with one footprint of the building off-set from the other, although still one building with access available internally between the two sections. Due to its height the ground and first floors are expressed differently to the rest of the building providing a modestly projecting base to the duplex apartments located in this part of the building which assist in presenting a more human scale façade to activate street level

frontages of the building. This treatment wraps around the east side elevation of the building. The upper elements of the building again incorporate small variations compared to the other blocks, in this instance light mortar is proposed to the core redbrick work areas in one half of the split block and dark mortar to the other, whilst the Herringbone brick detail below each of the recessed window reveals is shown in a grey rather than red brick.

- 6.39 Block C as the smallest block within the development takes its cues from the other two blocks but in a simplified form given its smaller scale. The main difference to this block is the roof form which whilst presenting a gable to the west flank towards the boundary with the adjacent development the east edge of the roof tapers into a narrow hip where the building changes orientation as it adjoins the car park and block B, which run parallel with the rear boundary of the site with the railway line. The proposed car park building is largely hidden from view within the site with only the vehicle entrance visible from the new central street. This two storey building would also be red brick in design and incorporates hit and miss detailing and incorporates a green roof.
- 6.39 It is considered that the proposed design of the buildings demonstrates a high quality approach which effectively presents a development that is representative of the site and surrounding areas industrial past but is also contemporary in manner. The proposals indicate use of locally distinctive and high quality materials and (detailed samples of which are to be secured by way of condition) and successfully utilise subtle variations in detailing to present a cohesive form of development but with buildings that are distinctive in their own right.

#### *Views*

- 6.40 Moving on to consider massing and the integration of proposals within the character of the surrounding area, the applicant has submitted a detailed Heritage, Townscape and Visual Impact Assessment. For the reasons set out earlier in this report, officers have no objection to removal of the existing gas holder structure, subject to a high quality replacement development which contributes positively to the surrounding area. Whilst the gas holder structure itself is a well known local landmark, it, as well as the utilitarian character of the depot, in some respects, has become increasingly alien to the surrounding area as sites within the East Side MOA come forward for residential development.
- 6.41 As discussed above the general massing approaching of increasing heights from west to east is considered appropriate within the site in terms of the transition from the smaller scale buildings on the western boundary and facilitating provision of a marker building to the eastern part of the site to align with the aspiration for a gateway development with the East Side MOA.
- 6.42 In more detailed terms Block C most closely relates and impacts upon the existing adjacent Bellway Homes development to the west. It is considered that the three storey height of this block and subtle step up in massing would integrate well with the existing adjacent terrace of houses to Alexander Turner Close. The similar materials palette and siting of the buildings which continue

the street form of Alexander Turner Close into the site also assist in providing a visual link and sense of interconnectedness between the two developments. Whilst not visible from street along Alexander Turner Close the proposed two storey flat roof car park building would be visible from the rear of the closest dwellings along this road as well the rear of the closest dwellings to Robert Parker Close further to the north. The 6m high west flank elevation of the two storey flat roof car park building would set 3.5m from the flank boundary of the site with the Robert Parker Road properties. At 6m the height of the car park building would be below that of the adjacent properties, screen planting is proposed along this boundary and together with the proposed green roof and separation to the boundary is considered to satisfactorily soften the transition to the adjacent dwellings in visual terms.

- 6.43 Block A fronts onto the River and most directly impacts upon townscape views towards the site along the towpath on the south side of the Kennet. Buildings on along the towpath are generally modest two storey red brick Victorian terraced properties and the red brick New Town Primary School site also abuts the tow path. At five storeys in height it is clear that Block A would be of greater massing than the existing buildings on the opposite side of the Kennet. However, existing views up and down the river from the tow path provide a relatively wide vista and sense of openness. The tow path on the south side of the river itself is relatively wide at 4m whilst Block A would also be set back 10m from the bank of the river such that there would be around a 37m separation between the front of Block A and residential buildings on the opposite side of the river. A number of visuals of the proposed development have been provided by the Applicant looking both east and west along the tow path and Officers are of the opinion that the massing of Block A would sit comfortably in this context. In addition to the significant separation distance across the river extensive landscape planting is proposed to the 10m river front buffer area to the front of Block A which would further screen and soften views of the development.
- 6.44 Views across the river towards Block A would also include the adjacent three storey terraced properties to Kennet Walk which also front the river. The footbridge over the Kennet and its convoluted access sit between the two sites such that there would be a separation distance of around 25m. Given this separation the step up from three to five storeys is considered a subtle transition to views along the river.
- 6.45 Block B due to its greater scale at nine storeys would also be prominent to views from the Kennet tow path. Due to its orientation, which runs parallel to the railway line to the north of the site, the siting of this block is off-set relative to the river. As such, the far eastern end of the building, at its closest point, would share the same 37m separation to the buildings on the opposite side of the river as block A. However, this separation increases gradually to the west of the building towards the centre of the site to over 75m. Officers acknowledge that the eastern end of the building due to its scale is somewhat of a pinch point relative to views along the river. In particular to views looking west along the towpath the east side end gable of Block B would appear prominent set only 10m back from the river bank. However, this is a narrow end gable view with the

main width of the building set gradually further away from the river bank. Whilst acknowledging that the solid form of block B is a more prominent feature than the open and structural nature of the gas holder it is considered that the a red brick building, particularly one this is of a high quality design, fits more comfortably in the views of the surrounding residential landscape as opposed to utilitarian gas holder structure. To views east along the tow path Block B appears as the backdrop to the smaller Block B. The split block design approach to block B is considered to assist in breaking up its massing whilst the different orientation of Block A in the foreground adds variation to the view and allow the gradual step in heights across the site from the adjacent Kennet Walk development to be seen. Direct views of Block B would also be possible from Robert Parker Road to the east of the site within the Bellway Homes development. Block B, set at the eastern end of the site be positioned further away from this this road than the existing gas holder and as such appears less prominent and is considered to fit comfortably in views east from this location.

- 6.46 Due to their siting and scale both Blocks A and B can be seen from a number of longer range views from the surrounding area. Over 20 different views of the development have been provided as art of the HTVIA. In terms of total height the gas holder and ridge height of Block B are similar at around 33m, but both represent a very different townscape view. Proposed block B is also set to the east part of the site whilst the gas holder is positioned to the west such that their context within longer range views is also different. In many ways it is considered that the red brick form of block B fits more comfortably in the views of the surrounding residential landscape as opposed to existing utilitarian gas holder structure. The proposed detailed design and high quality materials are also considered to assist in providing a landmark building that enhances the visual interest of the townscape views of the site. Officers feel this is particularly evident in longer range views of blocks A and B from New Town to the south of the site where the existing gas holder structure is prominent as a central and contrasting feature against the predominant red brick Victorian architecture when looking north and west along Cumberland Road and Liverpool Road. Furthermore, when looking in the same direction from Chomeley Road the gas holder stands as a back drop to New Town Primary School. The siting of Block B is such that it would sit more to the east of the school and reduce interference with views of the historic roof of the grade II listed school.
- 6.47 With regards to longer range views of the development from the west of the site, from the Forbury Road and Kenavon Drive roundabout junction the existing blocks of flats at the western end of the Bellway Homes adjacent to the application site (known as 42 Kenavon Drive) would largely obscure views of the proposed development. Similarly views from the area of open space to the rear of Canal Way off Orts Road demonstrate that the proposals would only appear very slightly above the modest residential houses to Canal Way and would appear much less prominent that the existing gas holder structure.
- 6.48 In terms of longer range views from the north the site the HTVIA demonstrates that the proposals would not be visible from Kings Meadow, there would be views of the proposals form the Thames and Kennet Marina but these would largely be

screened by the dense tree coverage in this area and the proposals would appear less prominent than the existing gas holder structure. Similarly longer range view from the bank of the Thames to the East would be obscured by vegetation along the river and railway line as well as existing railway infrastructure. Block B would be prominent to views from the train line to the north east of the site to people arriving and leaving Reading by train similar to the existing gas holder. It is considered that the merits of the design discussed above would present a suitable landmark feature to such views and would enhance the general townscape vista.

Whilst the proposal is not a tall building the applicant has also undertaken an assessment of a number of the distant views referenced as being of importance within the Council's Tall Buildings Strategy (2008). This includes viewpoints from Castle Hill, London Road (towards Woodley), Balmore Park View, Wokingham Road and the University Sports Pitches on Queens Drive amongst others. These have been reviewed by officers and it has been found that the buildings would integrate well and comfortably within the townscape and in many cases do not impact upon distant views at all.

- 6.49 The HTVIA also assesses the impact of the proposed development on nearby heritage assets. The Council's Conservation Consultant has reviewed the proposals and HTVIA and identifies that the setting of the grade II listed New Town Primary School to the south of the site on the opposite side of the Kennet and the grade II listed railway bridge to the east of the site as the features with most potential to be impacted upon by the proposals. The Conservation Consultant considers that the proposed scheme forms a hierarchy of new residential buildings which achieve an appropriate relationship with the surrounding historic townscape. It is considered that the siting and separation of the proposals across the Kennet together with the good quality design and proposed high quality materials are such that the proposals would preserve the setting of the New Town Primary School listed building whilst the use of industrial references for the proposed buildings is considered sympathetic to the character of the location between the riverside and railway and to adequately preserve the setting of the listed railway bridge.
- 6.50 In overall terms it is relevant to note that the application proposals have been reviewed by the Council's Design Review Panel who, in general terms, were supportive of the proposals, commenting that 'the general principles of the approach are sound. Blocks A & B address the two main edges of the site whilst also creating a generous landscaped space fronting the Kennet, which in time could offer a well utilised south facing space to be shared with the public travelling along the water's edge. The landscape design is interesting and engaging'. Furthermore, an, albeit early stage, pre-application review by Design South East (DSE) raised no concern with the scale of the proposals whilst a number of the DSE's suggestions such as siting the car park adjacent to the railway line hidden from view and the importance of providing a connection to the existing footbridge over the Kennet have been incorporated within the proposals.

- 6.51 In short, Officers consider that the proposals present a high quality scheme in terms of layout and design which would integrate positively with the character of the surrounding area. In terms of the balance of weighing the benefits of the proposed development against the loss of the existing gas holder structure as a non-designated heritage (albeit one considered to be of limited heritage significance as referenced in paragraph 6.18) it is considered that the high quality design approach are key tangible planning benefit of the proposals.

Open Space/Public Realm, Recreation and Leisure, Trees, Landscaping and Ecology

- 6.52 Policy EN9 (Provision of open space) requires all new development to make provision for the open space needs of the development through appropriate on or off-site provision, or through contributions towards the provision or improvement of leisure or recreational facilities. In areas with relatively poor access to open space facilities, Policy EN10 (Access to Open Space) stipulates that new development should make provision for, or contribute to, improvements to access to green space.
- 6.53 The site abuts the River Kennet, which is also an identified green network. Policy EN12 (Biodiversity and the Green Network) seeks to protect Reading's existing Green Network, and for the enhancement and extension of that network and requires development to retain, protect and incorporate features of biodiversity or geological interest found within the application site into their schemes. Policy EN14 (Trees Hedges and Woodlands) states that individual trees, groups of trees, hedges and woodlands will be protected from damage or removal, and the Borough's vegetation cover will be extended with new development to make provision for tree planting within the application site, or off-site in appropriate situations.

*Open Space/Public Realm*

- 6.54 Intrinsically linked to design matters are the open space/public realm, trees, landscaping and ecology elements of the proposals. The scheme comprises a number of elements in this respect which have largely been outlined above.
- 6.55 The main element is the provision of a 520m<sup>2</sup> area of public open space in the central and eastern part of the site. This area would open up views of the river and consist of informal play equipment set in planted areas, lawn areas, stepped gabion walls with sheltered riverside seating areas and would incorporate the various formal and informal routes across the site discussed earlier in this report. Subtle changes in the hard landscaping palette for pathways and surfacing and soft landscaping will help inform the public/private hierarchy across the site with respect to the private terrace areas to the ground floor units to blocks A and B.
- 6.56 The proposed public open space would lead down to the riverfront area which forms the 10m buffer provided along the river bank as required by the Environment Agency for biodiversity mitigation/enhancements and maintenance access. This area would consist of biodiverse and ecologically rich landscaping

and provide access to a viewing platform onto the river bank and informal routes along the river bank. In the north eastern corner of the site would be a nature corner where biodiversity mitigation/enhancement measures would be focused.

- 6.57 In addition the above pedestrian priority landscaping, including street trees would be set out within the new central street, breaking up the visual dominance of on-street parking to the front of block C and creating a focal route towards the public open space in the centre of the site. For the narrow stretch of land to the rear of Block B along the boundary with the railway a wildlife corridor is proposed whilst a green roof is proposed to the flat roof of the covered car park (both not accessible to the public). It is also proposed to provide a green entrance to the site with feature gabion walls and signage. Details of the signage would be secured by condition.

#### *Leisure and Recreation*

- 6.58 Reading Open Space Strategy recommends that at least some open space for children to play, whether publicly or privately owned, be available within 100-200m of every home. This will primarily affect very high density developments, like flats, as almost all other houses have some form of garden’.
- 6.59 RBC Leisure have confirmed that, in accordance with Fields in Trust (FIT) guidelines, as a scheme for 130 dwellings the proposals should provide play facilities equivalent to a Locally Equipped Area for Play (LEAP) which should be a minimum of 400m<sup>2</sup> in size. The proposal include provision of areas for play but rather than a dedicated facility incorporates informal play equipment set amongst the proposed area of public open space. The areas for play proposed equate to around 100m<sup>2</sup> and therefore would be below the recommended guidelines and would be equivalent to a smaller Local Area for Play (LAP). However, given the fairly high density nature of development and constraints of the site (size and shape) it is accepted that a LEAP would not be achievable in this space. To make up for this shortfall of provision against the Policy requirement (Policy EN9) a financial contribution of £200,000 is to be secured by way of a section 106 legal agreement. RBC leisure have identified that this would be put towards maintenance and improvement of existing play facilities and either Christchurch Meadows or Palmer Park to cater for potential increased demand for these facilities generated by occupiers of the proposed development.

#### *Trees, Landscaping and Ecology*

- 6.60 The current depot site is sparse with limited existing soft landscaping, albeit there are trees located to the sites edge. A tree survey and arboricultural method statement has been submitted which identifies four groups of trees of low quality to be removed from the site to accommodate the proposed buildings and replacement higher quality landscaping. Tree protection measures are also included for tree groups to be retained which are mainly located along the river frontage. The tree officer raises no objection to the trees identified for removal and retention subject to conditions to secure the proposed tree protection measures during construction.



- 6.61 In terms of the proposed soft landscaping works proposals seeks to provide a green and biodiverse landscape across the site. Planting within the public open space is proposed to be a mix of wildlife friendly soft grasses and shrubs and trees that provide seasonal interest and highlights. The planting will be evergreen and provide structure to protect ground floor windows. It will also ensure a green outlook for residents. All private terraces will be set in generous planting blocks to give the feeling of being part of the landscape. Tree planting is proposed along the 3.5m wide strip of land between the car park building and dwellings to Robert Parker Road to provide screening. The proposed street trees will be set in evergreen groundcover to provide a green outlook to the street. The railway boundary buffer planting will include biodiverse hedgerow meadow mix to provide a species rich and ecological buffer. Meadow style areas would extend across the community gardens and along the riverfront. The riverfront planting will be mainly native with a mix of meadow, grasses and shrubs.
- 6.62 The tree officer advises that the soft and hard landscaping works principles and species proposed are acceptable with both native and non-native trees, wildlife friendly trees and native trees on the river frontage being included. Conditions are recommended to secure submission and approval of final planting specification details and maintenance details.

#### *Ecology*

- 6.63 Ecological surveys have been submitted as part of the application. This identifies bat activity close to the site along the river corridor to the south and railway corridor to the north and presence of nesting birds including peregrine falcons. No other protected species were identified on the site. Ecological mitigation and enhancement measures are proposed across the site. This includes sensitive wildlife friendly planting, lighting and a range of built wildlife interventions and a green roof to the car park.
- 6.64 A range of nesting/refuge aids for wildlife are proposed including, gabion walls throughout the site, insect hotels, swift and bat boxes in the building elevations/roofs, hedgehog houses among hedgerow and shrub planting. A peregrine ledge and nestbox is proposed to Block B as well as installation of temporary landing tower during construction phase. Loggeries are also proposed to be populated by moss, lichens, fungi and many kinds of insects. The northern railway corridor and southern riverbank are important green links and habitats for bats, birds, invertebrates, insects and mammals, providing opportunities for foraging, nesting, roosting, and commuting. The proposed landscape design protects and rejuvenates these corridors through the wildlife buffer planting to the northern boundary and river bank buffer to the south by adding to existing planting with an ecologically sensitive of trees, shrubs, mixed native hedgerow, meadow and riparian planting species.
- 6.65 The Environment Agency advises that development that encroaches on watercourses can have a potentially severe impact on their ecological value. In this instance the taller buildings will be set back away from the river to reduce

shading of the river and the proposed 10m undeveloped buffer zone along the river bank is required to undeveloped buffer zone alongside the river will help wildlife adapt to climate change and will help restore the river to a more natural state as required by the Thames River Basin Management Plan. The EA consider that the ecological enhancements that have been proposed are acceptable but will require a Landscape and Ecological Management Plan to be in place. This will ensure the newly created habitats are managed in a sensitive manner to retain their biodiversity interest over the long-term and that the landscape provides a maximum benefit to people and the environment. Provision of the ecological enhancements and a management plan will be secured by way of condition.

- 6.66 A detailed lighting strategy has also been submitted to demonstrate that this would not adversely impact on bat activity around the site. This and the final ecological surveys and mitigation/enhancement measures are being reviewed by the Council's Ecological Consultant. The officer recommendation is therefore subject to confirmation from the Ecologist that these matters are acceptable and comments in this respect will be provided in the form of an update report.

#### Amenity of Surrounding Occupiers

- 6.67 Policy CC8 (Safeguarding Amenity) and CR6 (Living in Central Reading) seeks to protect the amenity of existing surrounding occupiers. Policy EN16 (Pollution and Water Resources) seeks to protect surrounding occupiers from the impact of pollution.
- 6.68 Considering first privacy and overlooking matters, the site's only immediate neighbour is the residential properties to Alexander Turner Close and Robert Parker Road. Block C, the smallest building, is located closest to these properties and due to its angled orientation has limited windows which look directly towards these adjacent dwellings. However, there are two windows at first and second floor level to two units which would look towards the side garden boundary of no.21 Alexander Turner Close. This would be at a distance 12m which as a side on relationship is considered sufficient to prevent any adverse overlooking. Block A would be positioned over 25m from these properties at the closest point and Block B over 45m away such that any overlooking is unlikely to be significant from this element of the proposed development.
- 6.69 Block A is positioned closest to the properties to Kennet Walk to the west but at over 25m away there is not considered to be any potential for undue loss of privacy. There is a separation of 35m from Block A the properties on the opposite side of the river to south along Kennet Side and over 50m separation from Block B. These distances are again considered significant and sufficient to prevent any undue overlooking or loss of privacy. The playground of New Town Primary School also abuts the Kennet Side river pathway but given the separation distances described above there is not considered to be any undue overlooking impact in this respect either.
- 6.70 With regard to daylight/sunlight impacts on neighbouring properties the applicant submitted a detailed assessment as part of the application. This has

been reviewed on behalf of the Local Planning Authority by BRE, who are producers of the good practice guidance on these matters. Properties to Alexander Turner Close, Kennet Side (including New Town Primary School) and Kennet Walk were identified as having the most potential to be impacted upon by the proposed development. However, BRE do not raise concerns with any loss of daylight and sunlight to these properties which would be within their recommended guidelines. There would be a minor to moderate adverse impact on daylight distribution to rooms at 336 to 346 Kennet Side which face the site. However, BRE advise some flexibility in consideration of these results given that the gas holder would have obstructed a lot more light to these premises when it was operational and full and suggest that mitigation is not required.

- 6.71 BRE have also reviewed loss of sunlight to the gardens of no.s 18, 21 Alexander Tuner Close and 51 and 53 Robert Parker Road to the west of the site which have potential to be impacted upon by Block C and also the two storey car park building. Any loss of sunlight to three of the gardens would be within BRE guidelines and not considered to be of concern. Loss sunlight to the garden of no. 21 is identified as being of moderate adverse impact albeit noting that the resultant level of sunlight received would be similar to the existing situation for many of the surrounding properties within this existing adjacent development and BRE suggest that this result should be considered with some flexibility.
- 6.72 In terms of impact with regard to visual dominance and overbearing it is considered that, as touched on earlier in this report in the townscape section, that the separation of distance of Blocks A and B to the Kennet Side properties on the opposite side of the river and Kennet Walk to the West is sufficient to present any undue impacts. The position of the west flank two storey car park wall relative to the adjacent properties to Alexander Turner Close and Robert Parker Road was also touched on in the townscape section with this 6m high wall set 3.5 from the closest garden boundaries. Given the proposed landscaping buffer planting between the gardens and the wall, green roof to the car park and findings of the daylight/sunlight review above officers consider that the car park would not result in any significant detrimental overbearing impact to neighbour properties.
- 6.73 With regard to further impacts on surrounding occupiers a condition is recommended to prevent use of the green roof to the car park being used as a terrace area to prevent any unacceptable overlooking impacts to adjacent dwellings. An air quality assessment has been submitted as part of the application. This has been reviewed by Environmental Protection Offices who are satisfied that the proposals would not result in a significant negative impact on air quality. Environmental Protection Officers also advise that the construction method statement submitted as part of the application is acceptable in terms of measures to control noise and dust impact on surrounding properties during construction and carrying out of the development in accordance with this document should be secured by condition. A Condition to control construction hours to reasonable times (as standard) is also proposed.

- 6.74 With respect to the impact of the proposed development on the nearby rail line, Network Rail has requested a number of conditions. Officers consider that some elements of the suggested conditions should be secured as recommended; others do not pass all the required tests of a condition, while others can be included as informatives rather than conditions. More specifically, with regard to lighting, it is considered reasonable for the Network Rail Asset Protection Engineer to be consulted on the detailed lighting proposals, but it is not considered reasonable for the applicant to fund alterations/mitigation for any conflict Network Rail subsequently identifies once the approved lighting scheme has been implemented (as officers consider that Network Rail should be expected to fully consider this when the details are submitted). It is considered necessary and reasonable to secure a pre-occupation (barring demolition) glint and glare study, to protect the amenity of train drivers and the wider public too. However, it is not considered reasonable for this to then be subject to future change should Network Rail complain to the Council within 12 months of the completion of the development about the details previously agreed within the glint and glare study (as officers consider that Network Rail should be expected to fully consider this when the details are submitted). This is consistent with the approach to lighting and the railway line taken when planning permission was granted for the residential led development on the former Homebase and Toys R Us site on Kenavon Drive in 2017 (ref. 170509).
- 6.75 In overall terms the proposals are not considered to cause a significant detrimental impact to the living environment of existing or new residential properties or wider users of the area.

#### Standard of Accommodation for Future Occupiers

- 6.76 Policies H5 (Standards for New Housing) seeks that all new build housing is built to high standards. In particular new housing should adhere to national prescribed space standards, water efficiency standards above building regulations, zero carbon homes standards (for major schemes) provide at least 5% of dwellings as wheelchair user units. Policy EN16 (Pollution and Water Resources) seeks to protect future occupiers from the impacts of pollution. Policy H10 (Private and Communal Outdoor Space) seeks that residential developments are provided with adequate private or communal outdoor amenity space.
- 6.78 The internal layout of the proposed residential units are arranged so as to create a high standard of living accommodation for all future occupiers. All units would adhere to national overall and individual room space standards and are considered to provide good opportunities for suitable outlook and natural ventilation. Large units are located to the corners of the building to provide dual aspect outlook and daylighting.
- 6.79 The 6 ground floor units to block A are all served by small private front garden terrace areas and have a direct relationship with the surrounding open space. Block B includes 5 duplex units (to be affordable dwellings) to the ground floor of the south elevation only also served by small private front garden terrace areas. The remainder of the ground and first floor of block B forms part of the

undercover car park such that there are no units which have outlooks at these levels to the rear of the site towards the railway line which would be limited. Access to the covered car park is available from the central street or internally from block B. Off-street parking for block C is located along the central street to the front of the building. Each block is served by its own internal ground floor bin store whilst the internal cycle store for the development is located off the new central street adjacent to the car park entrance between blocks C and B. Block C contains some of the larger units which would all be affordable dwellings. also contain the affordable units within the development. The two ground floor units (3 bed unit and a 2 bed unit) would also be served by their own private rear gardens. Upper floor units to blocks A, B and C are served by generous private balconies and combined with the direct access to the public open space and riverside nature areas within the site officers are satisfied with the level of private and communal amenity space provision within the development.

- 6.80 The design and layout of the proposals as a whole ensures that there is a minimum 18m distance between a window and the edge of a facing balcony to prevent any undue overlooking within the development itself.
- 6.81 Policy H5f sets out that developments of 20 or more new build dwellings provide at least 5% of dwellings as wheelchair user units in line with M4(3) of the Building Regulations. The proposal adheres to this target with 7 of the units (5.4%) being wheelchair accessible. There are 3 wheelchair units proposed to the ground floor of block A and four to the second and third floors of block B accessible by lift with level access to the building available from the street. Block A is also served by a lift and level access. In practice it is considered reasonable to secure provision of the wheelchair user units by way of condition.
- 6.82 In terms of daylight and sunlight matters for future occupiers a daylight sunlight assessment in this respect was submitted by the applicant. This has been independently reviewed by BRE who advise that the all rooms within the development would receive levels of daylight within their recommended guidelines apart from 1 living room which would only very marginally below this standard. The proposed large balconies have been taken into account in this assessment and do not materially impact upon the day light levels. BRE also advise that the amenity areas within the development would be served by ample daylight and sunlight.
- 6.83 A noise assessment and mitigation scheme for all the new residential units has been submitted. Environmental Protection Officers have reviewed this and are satisfied that glazing and ventilation specification proposed would ensure internal noise levels standards are met whilst internal noise transmission between units would be covered under building regulations. Environmental Protection Officers also advise that the assessment submitted in respect of air quality demonstrates that the proposed ventilation scheme would ensure suitable air quality standards within the units. Implementation of both noise and air quality measures detailed are recommended to be secured by conditions.

- 6.84 The development lies on the site of former gas works and also within the buffer zone of a former landfill site which has the potential to have caused contaminated land and the presence of land gas. Contaminants could be mobilised during construction to pollute controlled waters. The Environment Agency advises that controlled waters are particularly sensitive in this location because the proposed development site is within a source protection zone 3 and located upon a principal aquifer. The EA and the Council's Environmental Protection Officers have reviewed the Geo-environmental site assessment submitted as part of the application and are satisfied that this demonstrates that it will be possible to manage the risks posed to controlled waters by the development. The EA and Council's Environmental Protection Officers recommended a range of conditions to secure detailed investigation reports and remediation schemes for both land contamination and land gas that are to be submitted to and approved by the Local Planning Authority prior to the commencement of development.
- 6.85 Conditions to ensure any pest or vermin issues on site are dealt with prior to construction/demolition are also recommended along with a condition to require details demonstrating how the proposed bin stores will be designed in terms of pest control.
- 6.86 With regard to crime and safety issues the proposals have been reviewed by the Thames Valley Police Crime Prevention Disorder Advisor who made a number of recommendations which have been taken on board by the applicant in the proposed plans. This includes the addition of gates to prevent access to the railway buffer strip to the rear of block B which lacks surveillance and addition of gates to the car park. Provision of postal boxes for each of the units within the lobby areas to each of the blocks has also been introduced to the proposed plans. A condition is also recommended to secure pre-commencement submission and approval of a security strategy to cover issues such as CCTV and security fob access.
- 6.87 Although fire safety is not a material planning consideration, the application includes details of the fire strategy for the development. This sets out that the proposals would accord with the fire safety requirements (Part B) of the Building Regulations 2010. Also of note is block B, owing to its height, would be fitted with a sprinkler system.
- 6.88 In overall terms it is considered that the proposals would provide a high standard of amenity for future occupiers.

#### Transport

- 6.89 Policies TR3 (Access, Traffic and Highway related matters), TR1 (Achieving the Transport Strategy) and TR5 (Car and Cycle Parking and Electric Vehicle Charging) seek to address access, traffic, highway and parking relates matters relating to development.

#### *Accessibility - Walking and Cycling*

- 6.90 The site is a former gas storage facility and depot. While the gas holder itself is now out of use the site it still used as a depot. To the west of the site is the recent residential development on Alexander Turner Close, built by Bellway Homes. Alexander Turner Close provides access to Robert Parker Road, the principal route through the recent development providing vehicle access to the site. Further west beyond Alexander Turner Close retail units and disused industrial units can be found.
- 6.91 The local area is supported by a good pedestrian and cycle network. This facilitates safe and convenient movement on foot and cycle between the site and the surrounding area. Furthermore, recent and planned developments within the area will help to improve the quality of infrastructure and permeability of the area.
- 6.92 The adjacent Bellway Homes development included new pedestrian/cycle routes to Kenavon Drive and Napier Road. A new route runs parallel to Kennet Walk linking with Kenavon Drive. A passageway between Kennet Walk and the route has been provided. A new route also links the Bellway Homes development with Napier Road (via the railway underpass). This route runs parallel to the existing railway line.
- 6.93 Alternatively a 2m footway is also provided along Alexander Turner Close and Robert Parker Road. These footways are lit with dropped kerbing and uncontrolled pedestrian crossing points. The new pedestrian and cycle route via the railway underpass linking Napier Road and Kenavon Drive provides an improved connection to the Tesco Extra store, bus services on Napier Road and King's Meadow.
- 6.94 It is also possible to walk the footpath along the banks of the River Kennet. A pedestrian/cycle bridge immediately opposite the site and another just beyond the railway line provide a link across the river and to the Thames path.
- 6.95 Reading has a comprehensive cycle network with 7 colour coded routes from the town centre to the wider urban area of Reading and a circular route around the town centre. The cycle network connects all the town's major public facilities, employment and leisure areas.
- 6.96 'Manual for Streets' (MfS) describes "walkable neighbourhoods" as those which are "typically characterised by having a range of facilities within 10 minutes' (around 800m) walking distance". Table 3.1 (taken from the TA) summarises the IHT guidelines for Journeys on Foot (IHT, 2000).

**Table 3.1: IHT Guidelines for Journeys on Foot**

|                   | <b>Town Centres</b> | <b>Commuting / School / Sight Seeing</b> | <b>Elsewhere</b> |
|-------------------|---------------------|------------------------------------------|------------------|
| Desirable         | 200                 | 500                                      | 400              |
| Acceptable        | 400                 | 1000                                     | 800              |
| Preferred Maximum | 800                 | 2000                                     | 1200             |

- 6.97 The Transport Assessment submitted as part of the application sets out that the site is in an ideal location in close proximity to Reading Town Centre (approximately 800m). However, following a review it is evident that this is based on a straight line assessment and the 800m threshold falls short of the Town Centre area, the site is actually 1.3km from the site. This is however still within the recommended commuting distance of 2km and the site is therefore considered accessible relative to the town centre.

#### *Bus Services*

- 6.98 As part of the Bellway Homes site on Kenavon Drive, the 42/42a bus service was implemented to serve the surrounding roads. The route provides a link from the site to Reading town centre via the Reading Railway Station and Rivermead Leisure Centre on Richfield Avenue. Reading Buses route 42/42a eastern terminus is located 370m from the site at the roundabout to the Bellway Homes development. This stop is easily accessible on foot from the application site. This service provides 2 buses an hour Monday to Friday with 1-2 buses an hour on Saturdays. This route is developer funded with funds secured via the Bellway Homes development; therefore a contribution would need to be secured through this development given increased demand that would be generated by the proposals. A contribution of £200, 000 for this purpose is proposed to be secured as part of the section 106 legal agreement.
- 6.99 Other bus stops can be found on Kings Road, approximately 700m or less than a 9 minute walk from the site which are served by some 7 bus services. These buses serve the town centre and surrounding towns of Reading including; Bracknell, Maidenhead, Wokingham and Newbury. Bus route 17 runs 24 hours, 7 days a week. This connects the site to central Reading, Three Turns in the east and Tilehurst in the west. Therefore the site is well served in terms bus connectivity.

#### *Train Services*

- 6.100 The site is located 1.5km west of Reading train station, a major train interchange. The majority of services into Reading have an origin/destination of London Paddington. The station is served by three major train operating companies: Great Western Rail, Cross Country, and South West Trains. Services operate 7 days a week at a high frequency through the day and night.

#### *Local Road Network*

- 6.101 The A329 Caversham Road forms part of the Inner Distribution Road (IDR) which loops around Reading town centre. The A329 takes the form of a dual carriageway and is restricted to a 40mph speed limit. To the north the A329 connects with Vastern Road and the A4155. To the south the A329 continues to connect to the A33, which provides direct access to the M4 at junction 11. Alternative access to the M4 and for destinations east of Reading, can be sought via the A329 south of the site linking with the A4 Kings Road / London Road. To



head north of the development towards Caversham, traffic will use the A4155 over the river Thames.

- 6.102 Kenavon Drive is subject to a 30mph speed restriction, typical of a built-up area. There are on-street parking restrictions along with pay and display bays present along the road.

#### *Access Arrangements*

- 6.103 The proposed development will use an extension of Alexander Turner Close as a point of vehicle access. This access was considered within the allocation of the site and the connection built into the existing adjacent Bellway development scheme. This has always therefore been the intended access point for the site. Given that the Gas Holder Site is still operational this has not allowed for the Highway works to be completed at the eastern boundary of the site which would form the access into the site. As such the roads within the Bellway scheme have not been formally adopted by RBC and therefore the adjacent road network remains private.
- 6.104 The width of the proposed access road is 6.1m although some localized narrowing is proposed which accommodates planting. The retained width would still be 5m and this would be sufficient to accommodate two-way flows.
- 6.105 The proposed internal road layout not only allows suitable reversing space for the proposed parking spaces along the northern side of the road but allows sufficient width for a larger vehicle including an emergency vehicle to pass a car.

#### *Connection to Alexander Turner Close*

- 6.106 As part of the pre-application discussions Officers requested that consideration be given to the connection to the existing Alexander Turner Close and its current layout. As part of the adjacent Bellway scheme the design of Alexander Turner Close allowed for a connection through to the Gas Holder site, however as the Gas Holder site layout has developed the access alignment has moved further south of the anticipated connection point and more in line with the existing site access. Officers indicated that this alignment would leave an area of unused tarmac on Alexander Turner Close which the Council would prefer to see landscaped to provide a better overall road alignment connecting the two sites. The developer has confirmed that they will provide these works via a S278 agreement as this is work to the public highway and this requirement would form part of the section 106 legal agreement.
- 6.107 In addition to the above a footway was also to be provided at part of the Bellway scheme along the Southern boundary of Alexander Turner Close linking to the application site. However, given that the gas holder site is still operational and the footway would obstruct access this footway has not been provided. The path has been terminated 11m (approx.) to the west of the application site but would need to be provided to retain a connection into the site and to the bridge over the River Kennet. Given that the extension of this path has not been possible due

to the retained use on the site the extension of the path should be provided by the developer again by way of a S278 Agreement as part of the section 106 legal agreement.

- 6.108 A plan has now been submitted by the applicant illustrating the proposed layout of these elements (Drawing 5757.001) which is considered acceptable.

*Connection to the footbridge over the Kennet*

- 6.109 There is an existing footbridge to the south of the site which provides access over the River Kennet. As part of the pre-application discussions officers requested that the development consider possible connection from the site to the footbridge and possible improvements to allow a more central access ramp that accommodated the three key desire lines, from the existing pathway on the riverside, the central footway from Kennet Walk and the access from the application site/Alexander Turner Close.
- 6.110 The applicant has considered these requests, however the Transport Statement submitted with the application set out that there were a number of constraints relating to the possible reworking of the ramps and providing the connections suggested including land ownership and costs. However, following discussion with the applicant during the course of the application it has been established that the whole of the works required can be accommodated within the extent of the Public Highway and the applicant has agreed to provide for this new pedestrian link to the bridge as part of the S278 works to be secured through the S106. A plan indicating the proposed works has been submitted and is considered acceptable.

*Servicing*

- 6.111 The proposed site layout shows a refuse store at the eastern entrance to the multi-story car park and the southern boundary of the access road. A refuse vehicle would be able to get within 10m of the refuse store and therefore this is considered acceptable. A swept path analysis has been submitted which shows that a refuse vehicle can fully enter and exit the site and has is considered acceptable. The turning head to the east of the site allows the refuse vehicle to turn and reverse up to the refuse store at the entrance to the multi-story car park. Access to the other bin stores can also be achieved. Changes to the surface treatment of the turning facility have been included so as to reduce potential conflict between pedestrians and refuse/delivery vehicles and this is deemed acceptable.

*Trip Generation and Impact - Trip Rates*

- 6.112 The applicant has calculated the proposed trip generation from the development using the Trip Rate Information Computer System (TRICS). TRICS is the national standard system of trip generation and analysis in the UK and Ireland, and is used as an integral and essential part of the Transport Assessment process. It is a database system, which allows its users to establish potential levels of trip

generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities and is accepted by Inspectors as a valid way to ascertain likely trip generation. The Transport Development Control Manager is therefore happy that the proposed methodology is acceptable and having reviewed the trip rates proposed is satisfied that the assessment undertaken is acceptable with all the sites used from TRICS comparable to the application site. The total number of trips by all modes within the peak periods that would be generated by the development can be found in the table below taken from the TA.

**Table 5.1: Trip Rates from TRICS Database**

|                                | Trip Rates |            |         | Potential Trip Generation |            |         |
|--------------------------------|------------|------------|---------|---------------------------|------------|---------|
|                                | Arrivals   | Departures | Two Way | Arrivals                  | Departures | Two Way |
| <b>AM Peak<br/>08:00-09:00</b> | 0.045      | 0.118      | 0.163   | 6                         | 15         | 21      |
| <b>PM Peak<br/>17:00-18:00</b> | 0.116      | 0.077      | 0.193   | 15                        | 10         | 25      |

- 6.113 To ascertain the number of trips per mode the applicant has utilized census data which is an acceptable method and the percentages per mode can be found in the table below. (It should be noted that the daily total is the amount of movement from the census data assessed and not the amount of movements the development would generate).

**Table 5.3 – Trip Generation to work by mode**

| Mode of Travel | Daily       | %           |
|----------------|-------------|-------------|
| Car Driver     | 4033        | 33%         |
| Car Share      | 397         | 3%          |
| Cyclist        | 601         | 5%          |
| Pedestrian     | 3657        | 29%         |
| Bus/Tram       | 1518        | 12%         |
| Train          | 2015        | 16%         |
| Motorcyclist   | 55          | 1%          |
| Other          | 98          | 1%          |
| <b>Total</b>   | <b>5394</b> | <b>100%</b> |

### *Traffic Impact*

- 6.114 As part of the scoping exercise it was agreed with RBC that the TA would look at the following key junctions:
- Forbury Road/ Vastern Roundabout;
  - Forbury Road / Kenavon Drive Roundabout;
  - Oscar Wild Road / Kenavon Drive / Kennet Walk;
  - Watlington Street Gyratory.

- 6.115 To determine the baseline traffic situation near the proposed development site, Manual Classified Counts (MCC) and queue length counts were undertaken by Advanced Transport Research, in locations agreed with the local HA.

The following assessment scenarios have been undertaken for the AM peak and PM peak hours:

- 2018 Baseline
- 2024 Baseline + Committed Developments
- 2024 Baseline + Committed Developments + Proposed 130 unit Development

- 6.116 It has been agreed that following an initial assessment of the increased trips at the Oscar Wild Road / Kenavon Drive / Kennet Walk; that no formal assessment is required given the proposed increase in flows would not be a material increase.

- 6.117 The assessments undertaken identify that the junctions operate within capacity when assessed in isolation however the surveys do not take account of the queues that extend through the junction from subsequent junctions. The applicant has however clarified that including the queue lengths from further along the network does not assess the capacity of that actual junction and that any mitigation to that junction would not alter the queues that commence further along the network.

- 6.118 Given that the proposal will result in increases to these existing queues it has been agreed that the applicant provide an overall package of sustainable travel measures to support the development and promote non car modes in order to mitigate the development impact. These measures include the provision of suitable cycle parking, pedestrian facilities within the site and connections to the wider network including the adjacent footbridge, car club provision, a site Travel Plan and a contribution towards the local bus services.

#### *Parking Provision - Car Parking*

- 6.119 The proposed development will provide 127 unallocated parking spaces within the site. One of these spaces will be a dedicated car club space. This provides an overall car parking ratio of 0.97. As previously stated this provision is acceptable as it is a mix of between zones 1 and 2 of the Council's adopted parking standards.

- 6.120 It has been agreed that the car ownership ratio of 0.62 is representative of the car ownership levels of flats within the immediate local area. This is evidence based on local data and best represents the likely parking demand for the site. On this basis, a total of 81 spaces would be required to meet the actual parking demand for the development. This would leave a further 46 spaces being provided on site to accommodate any further parking demand likely such as visitor parking, equivalent to 13 spaces as set out in the Councils adopted parking standards. The 127 spaces proposed are therefore consistent with Local and National Policy requirements.

- 6.121 The proposed 13 visitor spaces should be specifically identified on a plan to ensure that they are retained and as such a condition is recommended to ensure such a plan is submitted to and approved by the Local Planning Authority.
- 6.122 The proposed development requires a provision of 2 car club spaces rather than the 1 currently proposed. The applicant contacted a number of potential operators prior to submission of the application to ensure that a car club could be operated from this site. Whilst the car club operator acknowledged that RBC would want to see 2 cars operating; it was felt that this would not be required in this location and the operator considers that only 1 car space would be viable.
- 6.123 The Transport Development Control Manager has been agreed that the development could initially provide for a provision of 1 car club space but with the provision of a second should there be sufficient demand and this approach can be secured as part of the section 106 legal agreement.
- 6.124 Within the overall parking provision the developer has included the provision of 13 electric vehicle charging spaces and 7 disabled spaces. This complies with the requirements set out in the Council's Parking SPD and Policy TR5.

#### *Cycle Parking*

- 6.125 The Council's Parking and Design SPD notes 0.5 cycle spaces is required for 1 or 2 bedroom dwellings and 1 space is required for 3 or more bedroom dwellings. The proposed development is to provide 74 cycle parking spaces or 0.52 spaces per unit, providing some 5.5 spaces over the number required by the SPD.
- 6.126 Although it is not confirmed it is assumed that the type of cycle parking would be two tier josta cycle parking which would be acceptable. However this would need to be confirmed by way of an amended plan, but as there would be sufficient space to accommodate this level of cycle parking, the Transport Development Control Manager is happy for this to be dealt with by way of a condition.

#### *Travel Plan*

- 6.127 A Framework Travel Plan has been submitted to encourage sustainable travel. This has also been reviewed by the Transport Development Control Manager and is considered acceptable subject to conditions to secure its implementation and regular review.
- 6.128 The proposals are considered to be acceptable in transport terms subject to the recommended condition and section 106 heads of terms.

#### Sustainability

- 6.129 Policies H5 (Standards for New Housing) seeks that all new building housing is built to high standards. In particular new housing should adhere to national prescribed space standards, water efficiency standards above building

regulations, zero carbon homes standards (for major schemes) provide at least 5% of dwellings as wheelchair user units. Policy CC2 (Sustainable Design and Construction) and CC3 (Adaption to Climate Change) seeks that proposals should incorporate measures which take account of climate change. Policy CC4 (Decentralised Energy) seeks that developments of more than 20 dwellings should consider the inclusion of combined heat and power plant (CHP) or other form of decentralised energy provision.

- 6.130 The applicant has submitted a sustainability and energy report as part of the application which follows the relevant policies and Sustainable Design and Construction SPD guidance applying the recognised energy hierarchy of 'be lean', 'be clean' and 'be green'.
- 6.131 Policy H5 includes a number of specific requirements for new housing. The information submitted as part of the application demonstrates that the proposals would be compliant in this respect. Notably the proposals would achieve zero carbon homes standards in achieving a 35% improvement over 2013 Building Regulations Standards and in providing a carbon off-setting contribution equivalent to £1, 800 per tonne of carbon. The building regulations improvement would be secured via use of highly efficient building materials as well as a Waste Water Heat Recovery System. The applicant has agreed to the principle of providing the carbon off-setting contribution and has calculated this to be one hundred and thirty eight thousand seven hundred and thirty six pounds (£138,736.00) which would be secured as part of the section 106 legal agreement. Officers are currently seeking specialist review of the applicant's carbon off-setting calculations and as set out in the recommendation box at the beginning of the report officers seek that, should planning permission be granted, agreement of the final level of the carbon off-setting contribution is delegated to officers once the specialist review of the calculations has been completed.
- 6.132 The carbon off-setting contributions would be ring-fenced for energy-efficiency improvements or renewables projects within the Borough. This may include (but is not limited to):
- Visits from energy advice officers;
  - Free energy-efficient lightbulbs;
  - Subsidised loft and cavity wall insulation;
  - Boiler cash-back scheme for replacement of inefficient boilers with higher rated boilers; and
  - Draught proofing.
- 6.133 Projects funded through the offset fund cannot also be secured via CIL, as they are not 'infrastructure' in the sense that is covered by CIL. Projects funded by the offset fund should emphasise energy efficiency improvements and should maximise co-benefits, such as alleviating fuel poverty, reducing energy bills, improving air quality, providing heat for vulnerable residents, increasing the efficiency of public sector buildings and reducing operations costs.

- 6.134 In terms of decentralised energy provision the applicant has considered a number of measures with CHP being considered to be the most appropriate. However, due to cost inefficiencies from installation and running of CHP in development that is split into 3 separate buildings this has been discounted. The potential to connect the development to the existing district heating system at the adjacent Bellway Homes site has also been considered however, the district heating serves the flatted elements of the adjacent scheme only which are located at the far west of the site at the furthest point from the application site and therefore connection into this system would not be possible.
- 6.135 A sustainable drainage strategy (SuDs) has also been submitted as part of the application. This has been reviewed by the Local Flood Authority (RBC Transport) and is considered acceptable subject to conditions to secure a timetable for its implementation and details of management and maintenance of the scheme and its implementation in accordance with the approved details.
- 6.136 On balance, officers are satisfied that the proposals demonstrate a good standard of sustainability and in particular adhering to zero carbon homes standards is considered to be a positive benefit of the scheme.

#### Flooding

- 6.137 Policy EN18 (Flooding) seeks that development should not increase the risk of flooding and that major schemes should include provision of sustainable drainage systems (SuDs).
- 6.138 The proposals are located within Flood Zone 2. As allocated land, the local planning authority has already been through and passed the sequential test and an exception test is not required in this instance. The land levels will be raised as part of the proposed development (by up to 1.6m) to remove the risk from flooding as part of the proposals. Safe access would be maintained for all rainfall events up to and including the 1 in 100 year + 35% climate change event and would not create an unacceptable increase in flood risk elsewhere.
- 6.139 Due to the depth of the made ground and the high water levels, infiltration methods of disposal of surface water run-off will not be feasible. Surface water run-off will therefore be discharged into the watercourse. The proposed development will lead to an overall decrease in impermeable area across the site, providing a betterment to the existing situation. Attenuation storage will be provided using porous paving, with geo-cellular crates underneath.
- 6.140 The Environment Agency raises no objection to the proposed development in terms of flood risk and the proposals are not considered to result in increased risk of flooding.

#### Archaeology

- 6.141 Policy EN2 (Areas of Archaeological Significance) seek that development, where appropriate, should preserve archaeological remains.

- 6.142 An 'Archaeological Desk-Based Assessment' has been submitted as part of the application. This highlights past developments on the site resulting from its former use as part of Reading Gas Works and cartographic sources and geotechnical data provide evidence for other former Gas Works structures within the site. The application area is not substantial in size (0.71ha) and it is clear that a large proportion of the site has suffered considerable impacts as part of its former use. On this basis, the areas of the site that retain an archaeological potential are, at best, modest.
- 6.143 Berkshire Archaeology have reviewed the submitted assessment and concur with the conclusions that the likelihood of buried archaeological remains within the site is, at best, low, and likely to be negligible. On this basis, they advise that further archaeological investigation of the site would not be proportionate and therefore no further action is required in this respect.

#### Other Matters

- 6.144 A construction phase Employment Skills and Training Plan would also be secured via the section 106 legal agreement as per the Councils Employment Skills and Training SPD. This could be in the form of a site specific plan or equivalent a financial contribution. As such, the s106 will secure this in a flexible manner covering both options.
- 6.145 Policies CC9 (Securing Infrastructure) and DM3 (Infrastructure Planning) allow for necessary contributions to be secured to ensure that the impacts of a scheme are properly mitigated. It is considered that each of the obligations referred to above would comply with the National Planning Policy Framework and Community Infrastructure Levy (CIL) in that it would be: i) necessary to make the development acceptable in planning terms, ii) directly related to the development and iii) fairly and reasonably related in scale and kind to the development.
- 6.146 Equality - In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. 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 this particular application.

#### Matters Raised in Representations

- 6.147 All matters raised are considered to be covered within the appraisal section above.

## **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.
- 7.2 The proposals are considered to demonstrate a good level of adherence to the policy objectives within the East Side Major Opportunity Area and Kenavon Drive Urban Design Concept Statement. The lack of a continuous access from the site to the existing Kennet Walk riverside pathway to west of the site owing the location of the existing footbridge is considered to be a shortfall of the application however the proposals do not preclude such a link being provided in the future. There are considered to be a number other tangible planning benefits to the proposed development, in particular provision of a high quality riverside area of open space with significant landscape and biodiversity enhancements, provision of a new pedestrian link to the footbridge over the Kennet from Alexander Turner Close, high quality design approach and adherence to zero carbon homes standards. Therefore, when applying an overall critical planning balance of all material considerations, the benefits are considered to evidently outweigh the conflicts. As such, full planning permission is recommended for approval, subject to the recommended conditions and completion of the S106 Legal Agreement.

#### **Drawings and Documents Submitted:**

Site Location Plan P0-001 P  
Existing Site Plan E0-010 P  
Proposed Plan - Second Floor P0-102 P  
Proposed Plan - Third Floor P0-103 P  
Proposed Plan - Fourth Floor P0-104 P  
Proposed Plan - Fifth to Eight Floor P0-105 P  
Proposed Plan - Roof P0-109 P  
Proposed Plan - Block B - Ground Floor P1-200 P  
Proposed Plan - Block B - First Floor P1-201 P  
Proposed Plan - Block B - Second to Third Floor P1-202 P  
Proposed Plan - Block B - Fourth to Eighth Floor P1-204 P  
Proposed Plan - Block C Plans P 1-300 P  
Proposed Elevations - Block A - South and East P3-101 P  
Proposed Elevations - Block A - North and West P3-102 P  
Proposed Elevations - Block B - North P3-202 P  
Proposed Elevations - Block C P3-301 P  
Dated 01/04/2019

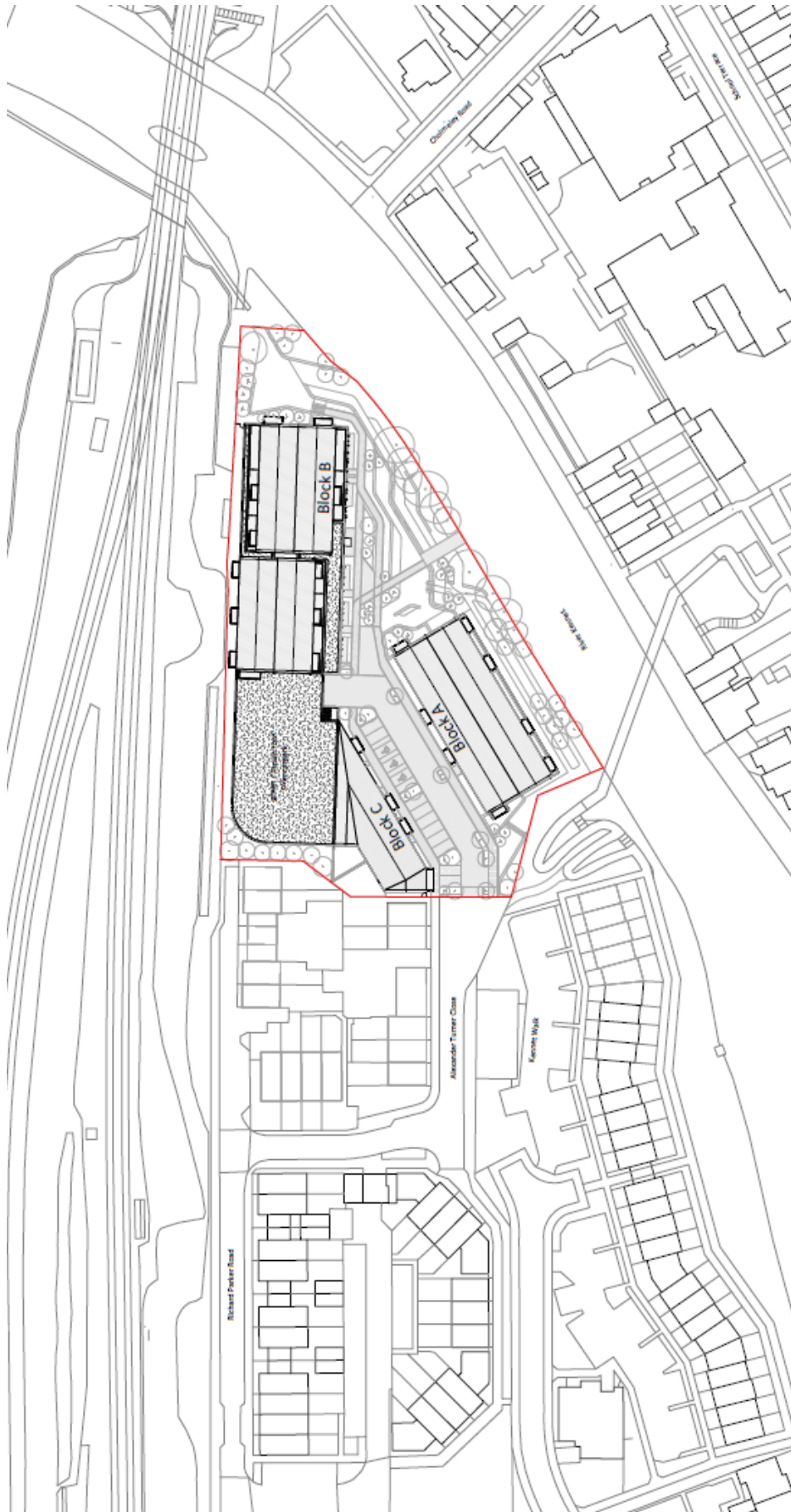
Proposed Sections P2-201 P1  
Proposed Context Elevations - Block A (1) P3-011 P1  
Proposed Context Elevations - Block A (2) P3-012 P1  
Proposed Context Elevations - Block C P3-015 P1  
Proposed Context Elevations - Block C (2) P3-016 P  
Proposed Elevations - Block C - West P3-302 P  
Dated 14/05/2019

Proposed Site Plan P0-010 P1

Proposed Plan - Ground Floor P0-100 P1  
Proposed Plan - First Floor P0-101 P1  
Proposed Plan - Block A - Ground Floor P1-100 P1  
Proposed Plan - Block A - First to Fourth Floor P1-101 P1  
Proposed Elevations - Block B - South P3-201 P1  
Proposed Elevations - Block B - East and West P3-203 P1  
Proposed Context Elevations - Block B (1) P3-013 P2  
Proposed Context Elevations - Block B (2) P3-014 P2  
Dated 23/09/2019

Landscape Softworks Strategy Plan 716-FH-XX-00-DP-L-401 P2  
Landscape Hardworks Strategy Plan 716-FH-XX-00-DP-L-201 P2  
Levels Strategy Plan 716-FH-XX-00-DP-L-301 P1  
Topographical Survey 716-FH-XX-00-DP-L-P000 P1  
Dated February 2019

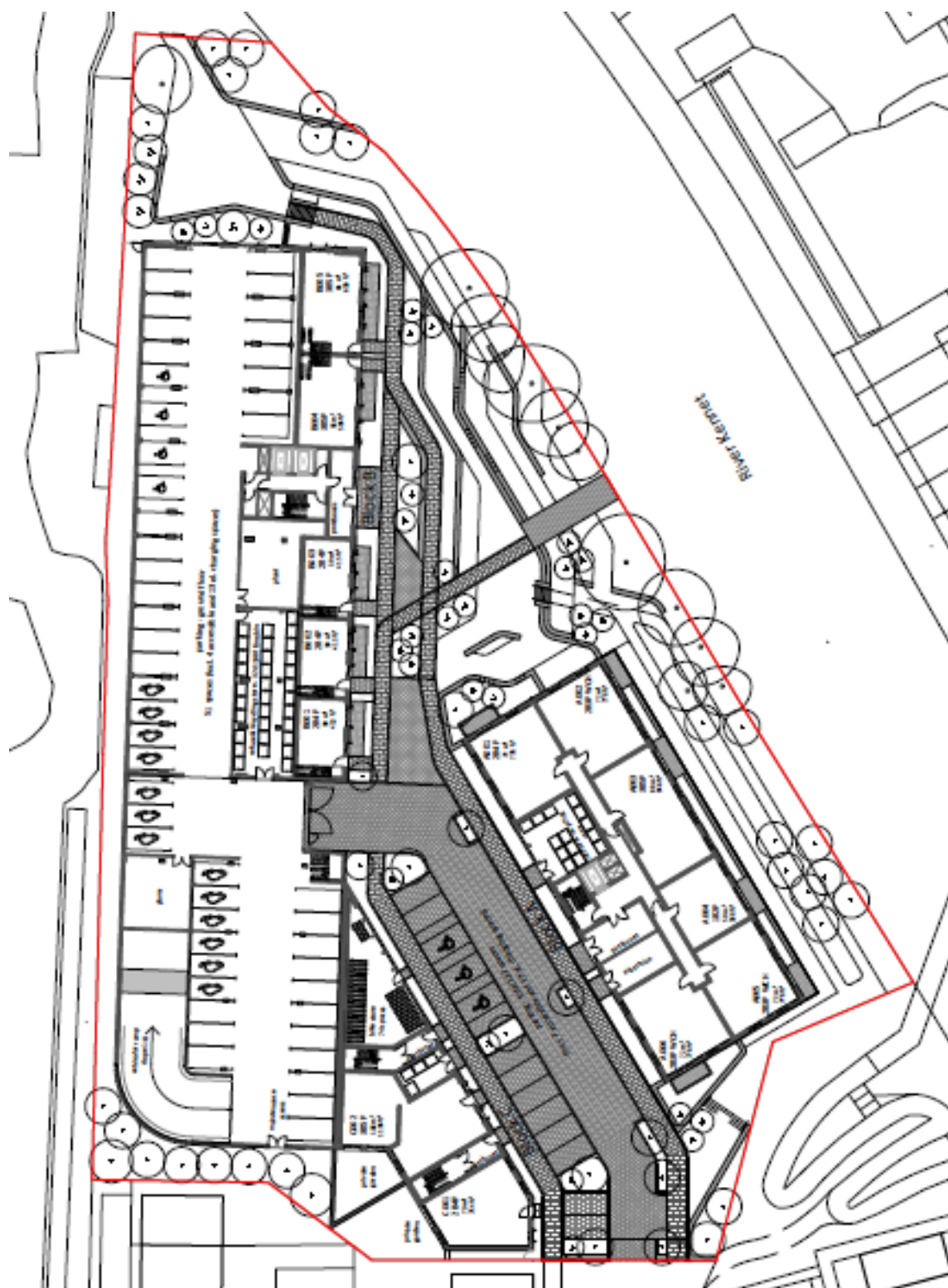
Anstey Home Daylight and Sunlight within the Proposed Dwellings  
Atkins Geotechnical & Structural Engineering Planning Design Report  
Boyer Planning Statement  
Boyer Statement of Community Involvement  
Briary Energy Energy Statement  
Collado Collins Design and Access Statement  
Farrer Huxley Landscape Statement  
Greenspace Ecological Solutions Arboricultural Impact Assessment  
Greenspace Ecological Solutions Bat Emergence Survey  
Greenspace Ecological Solutions Preliminary Ecological Appraisal  
Montagu Evans Heritage, Townscape, Visual Impact Assessment  
Stuart Michael Associates Limited Air Quality Assessment  
Stuart Michael Associates Limited Construction Environmental Management Plan  
Stuart Michael Associates Limited Flood Risk Assessment and Drainage Statement  
Stuart Michael Associates Limited Framework Travel Plan  
Stuart Michaels Associates Limited Noise Assessment  
Stuart Michaels Associates Limited Transport Assessment  
Turner Morum LLP Affordable Housing Statement  
Wessex Archaeology Archaeological Desk-Based Assessment  
WSP Geo-Environmental Site Assessment



Proposed Site Plan

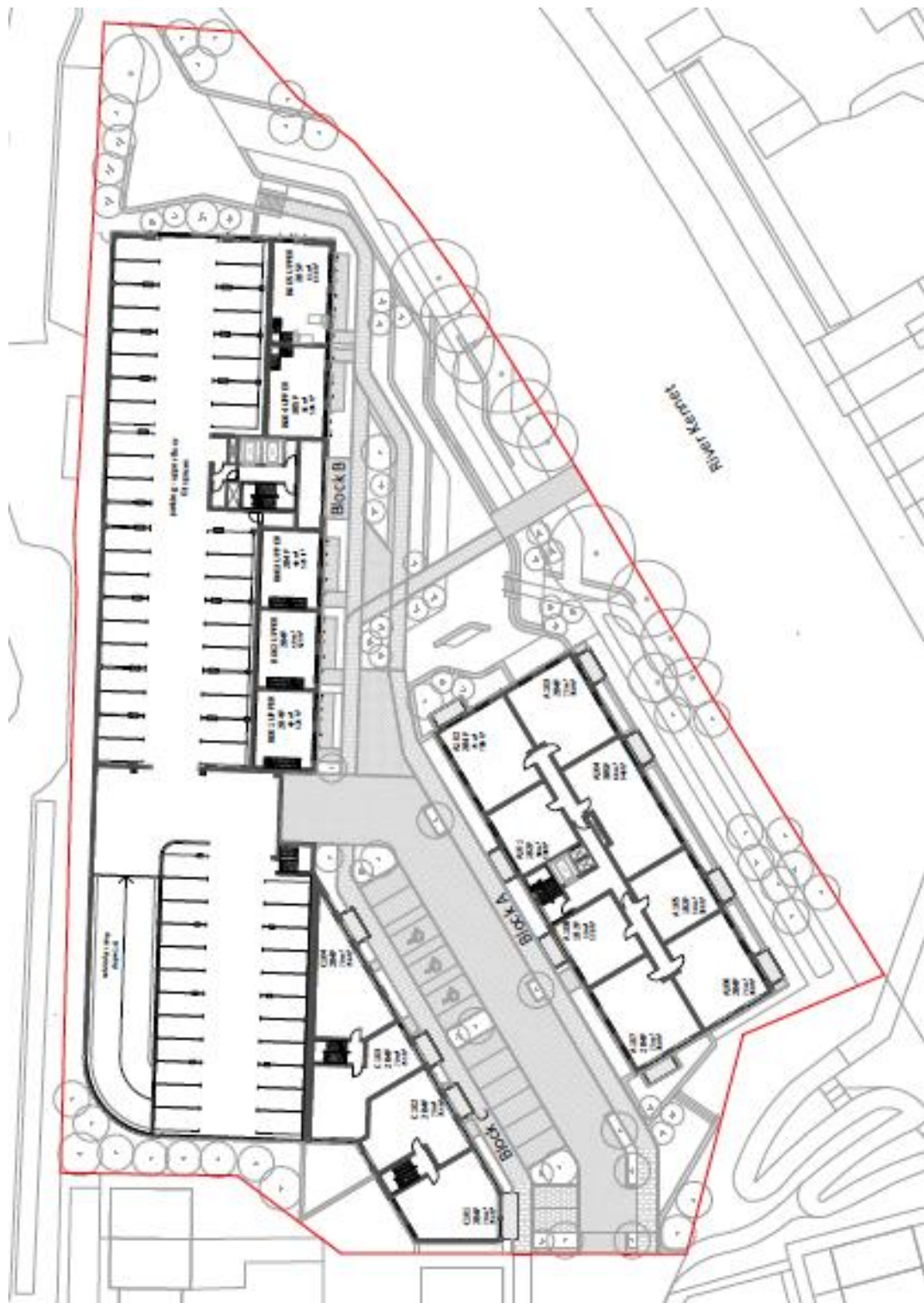


Proposed Master Plan Site Layout

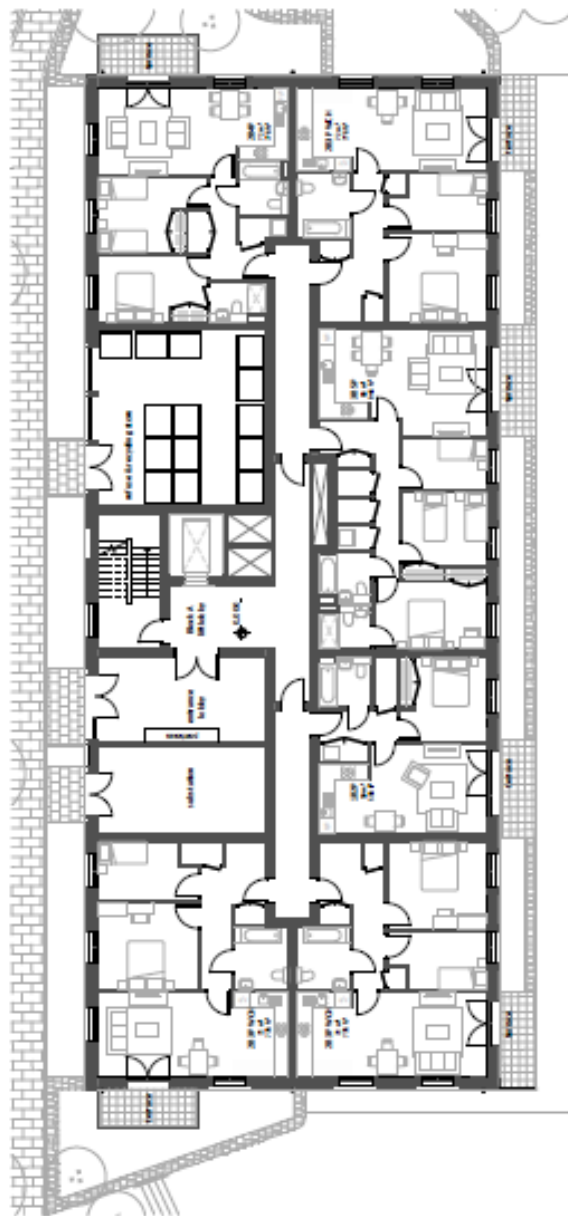


Proposed Ground Floor Layout





Proposed First Floor Layout



**1** Ground Floor Plan  
1: 300



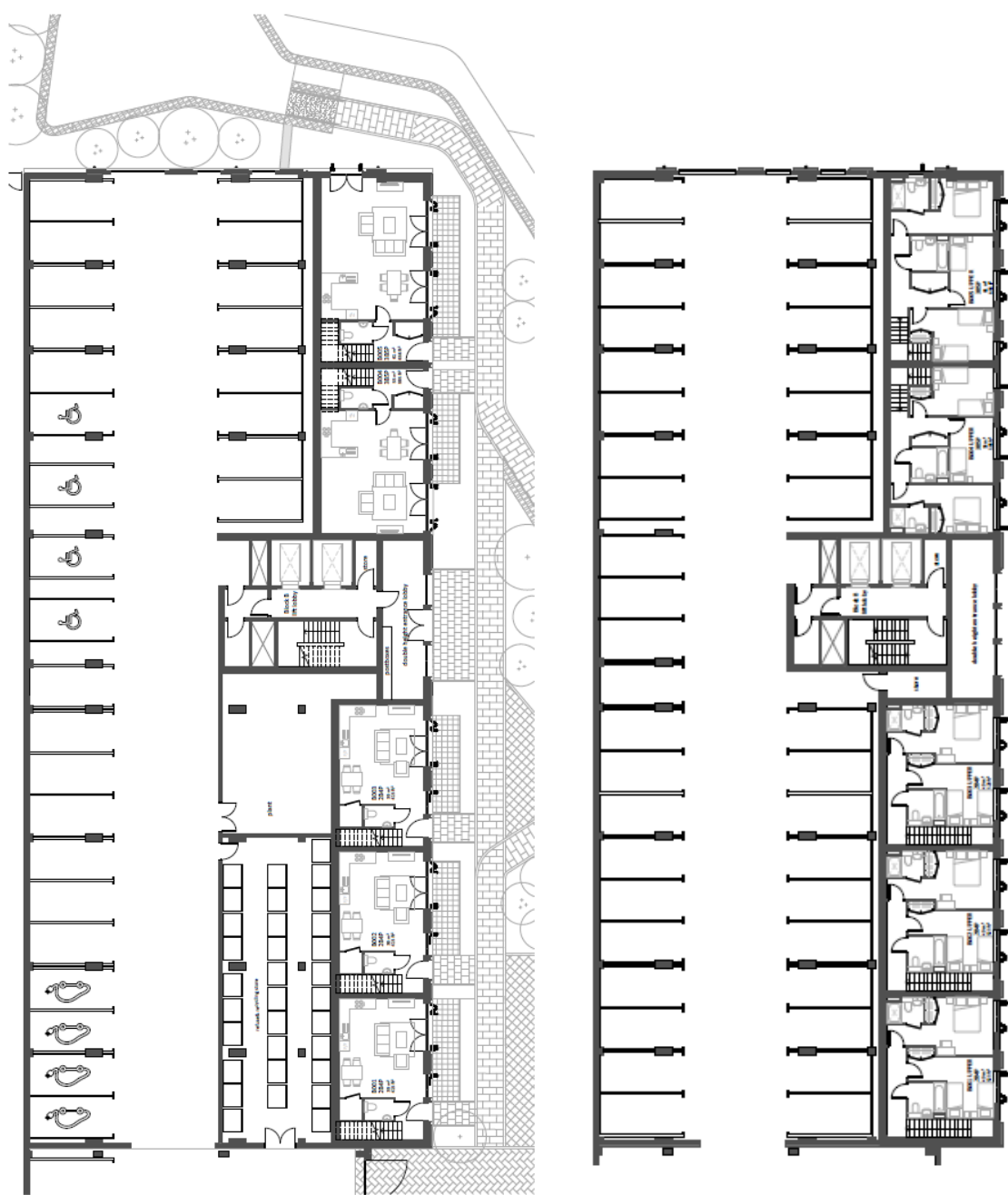
**2** First to Fourth Floor Plan  
1: 300

Block A – Proposed Floor Plans

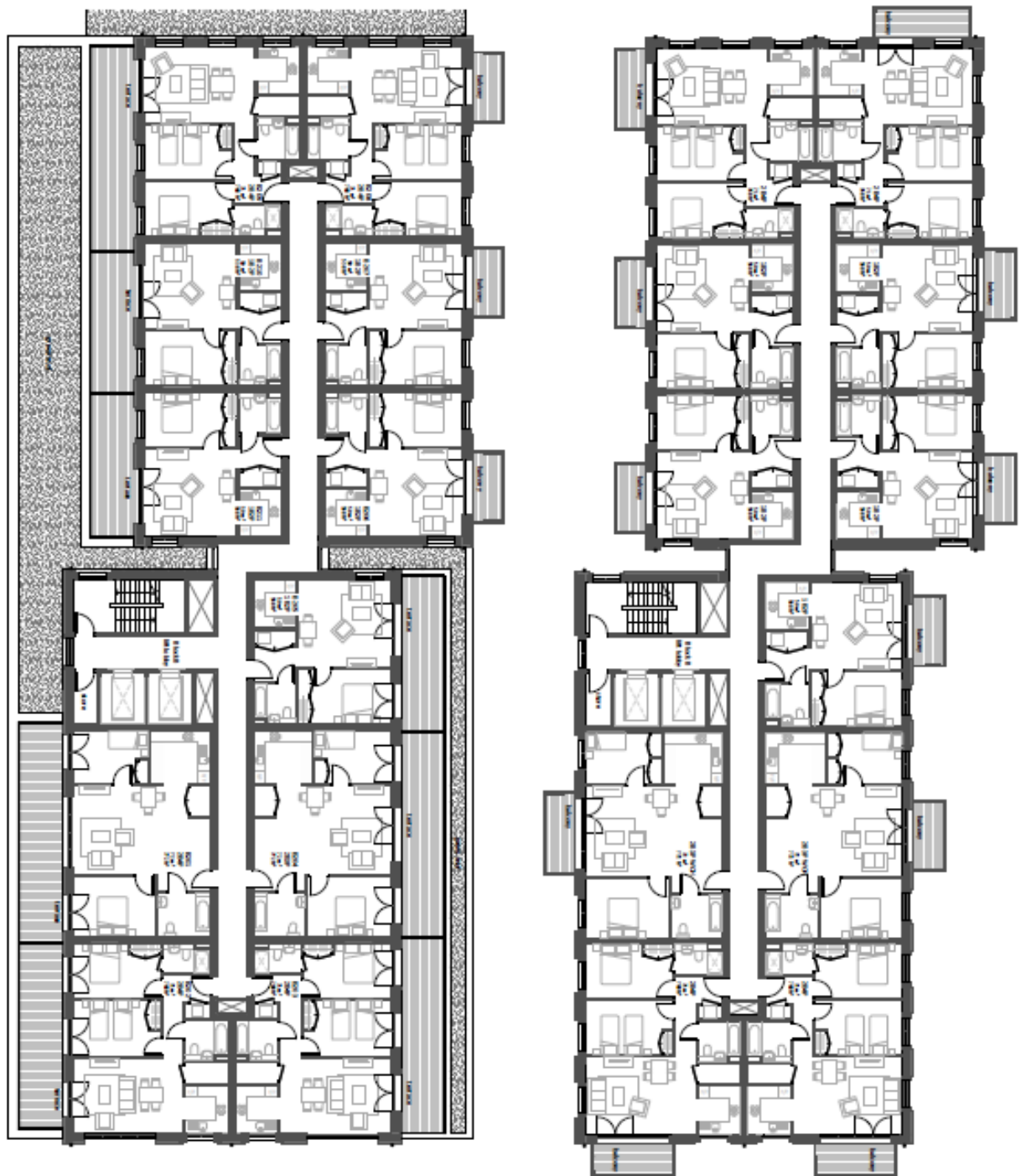


Block A Proposed Elevations

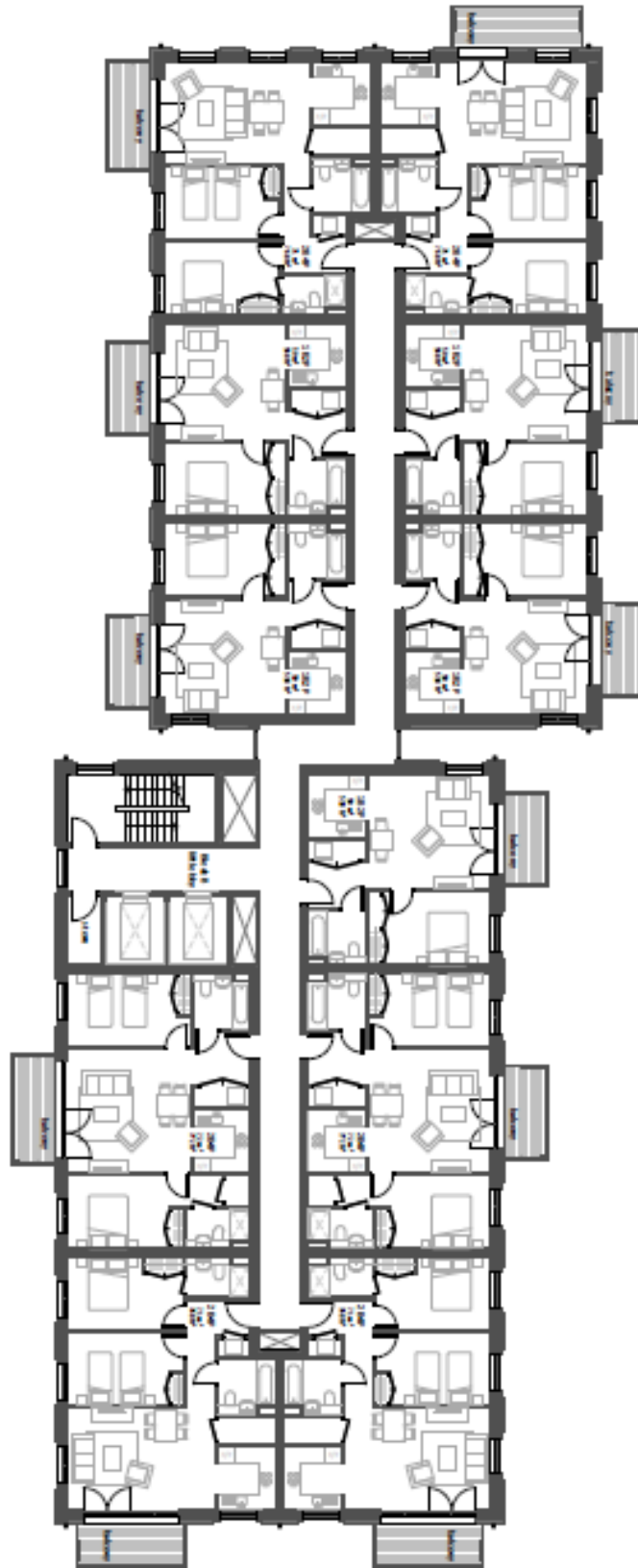




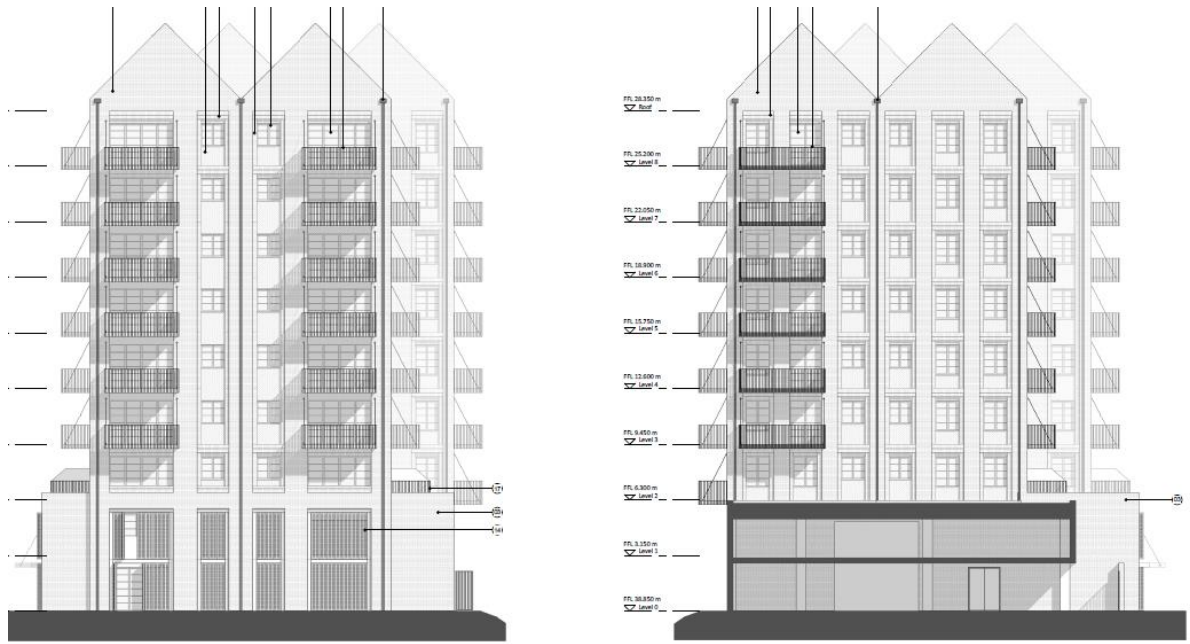
Block B – Proposed Ground and First Floor Plans



Block B - Proposed Second and Third Floor Plans



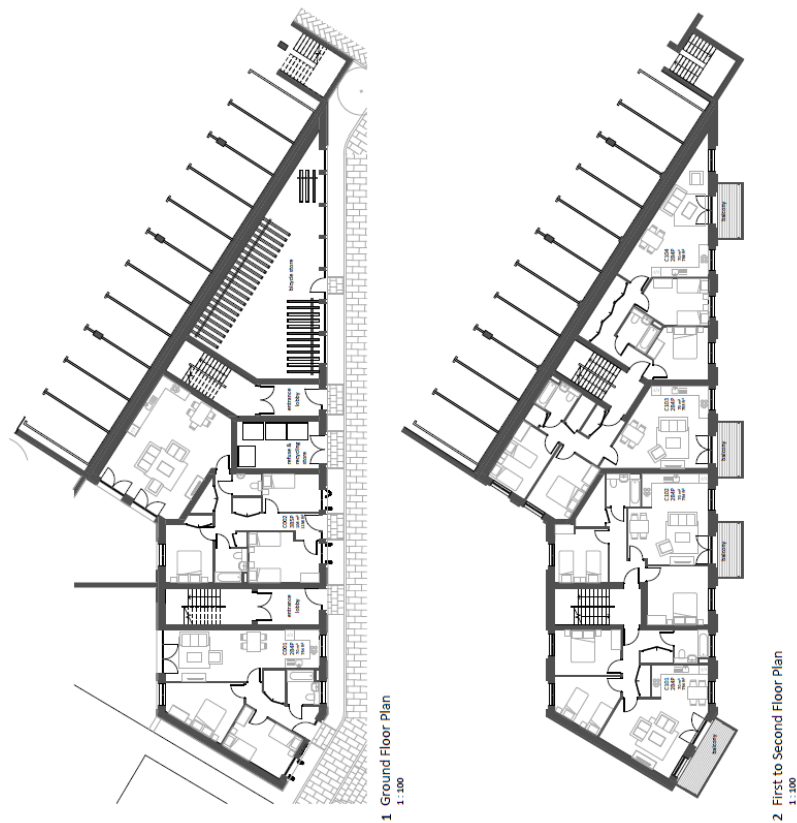
Block B – Proposed Fourth to Eighth Floor Plans



Block B - Proposed East, West and South Elevations



Block B – Proposed North Elevation

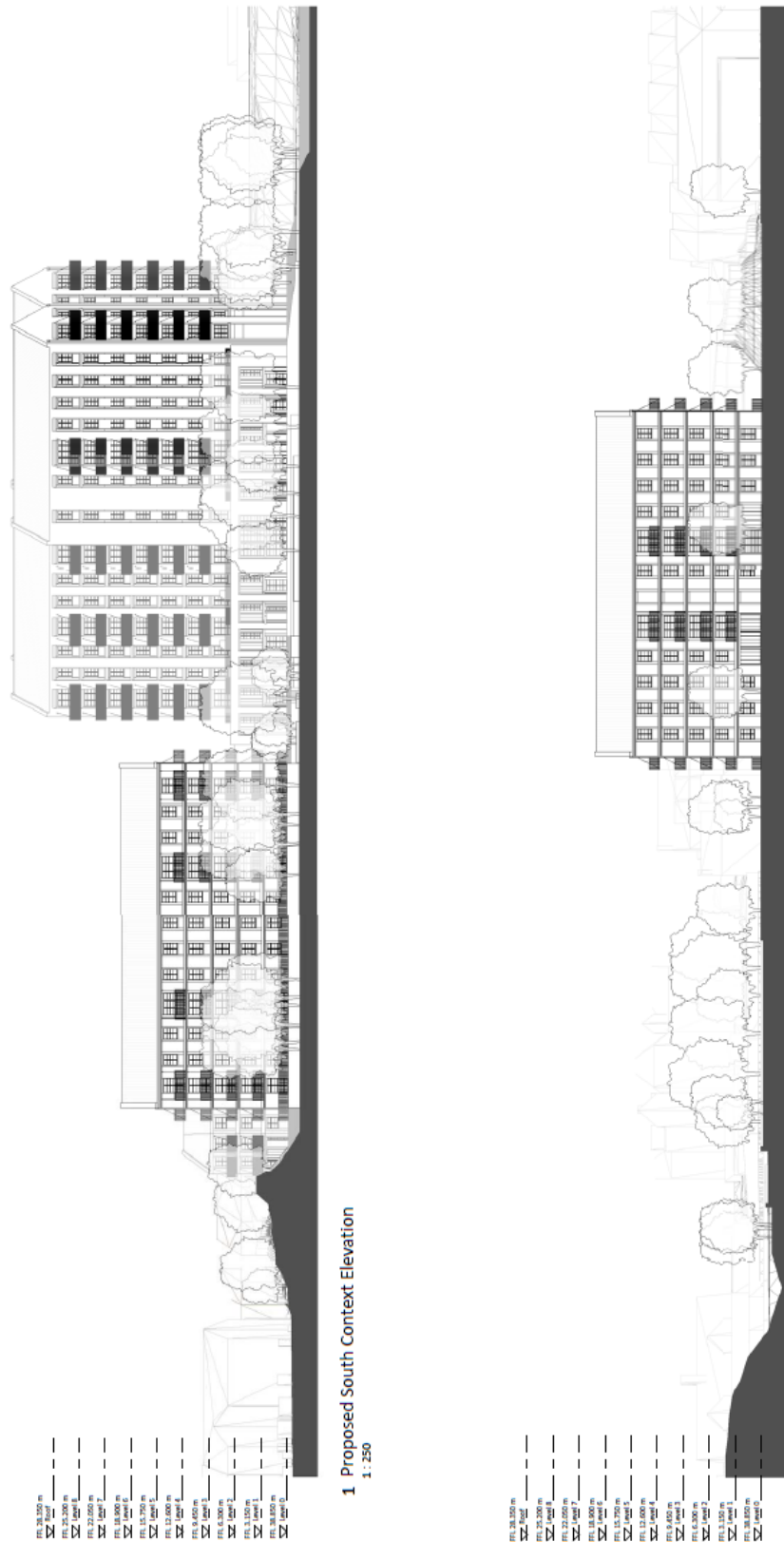


Block C – Proposed Floor Plans

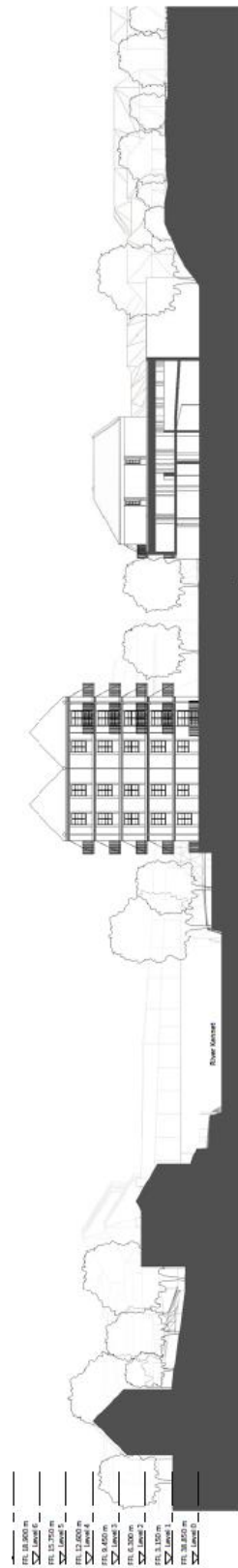


## Block C – Proposed Elevations

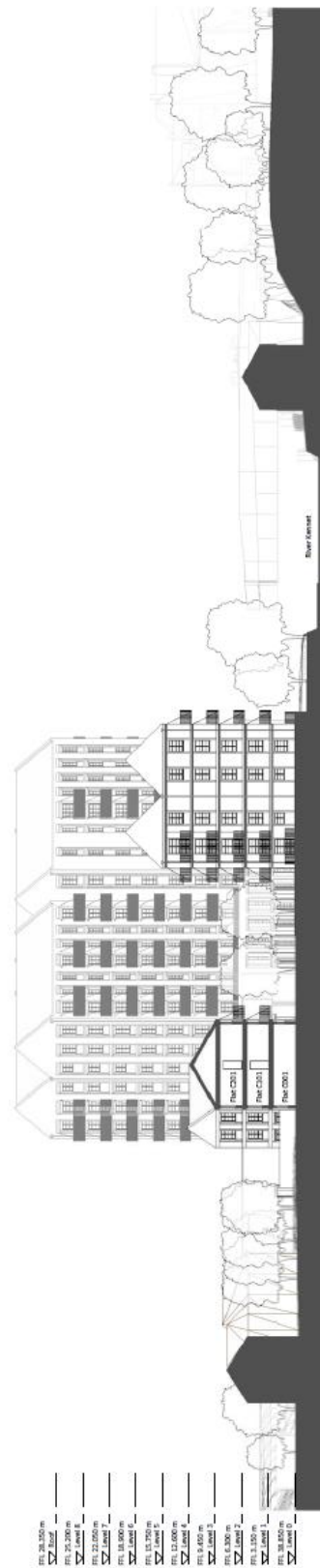




### Block A - Proposed North and South Context Elevations



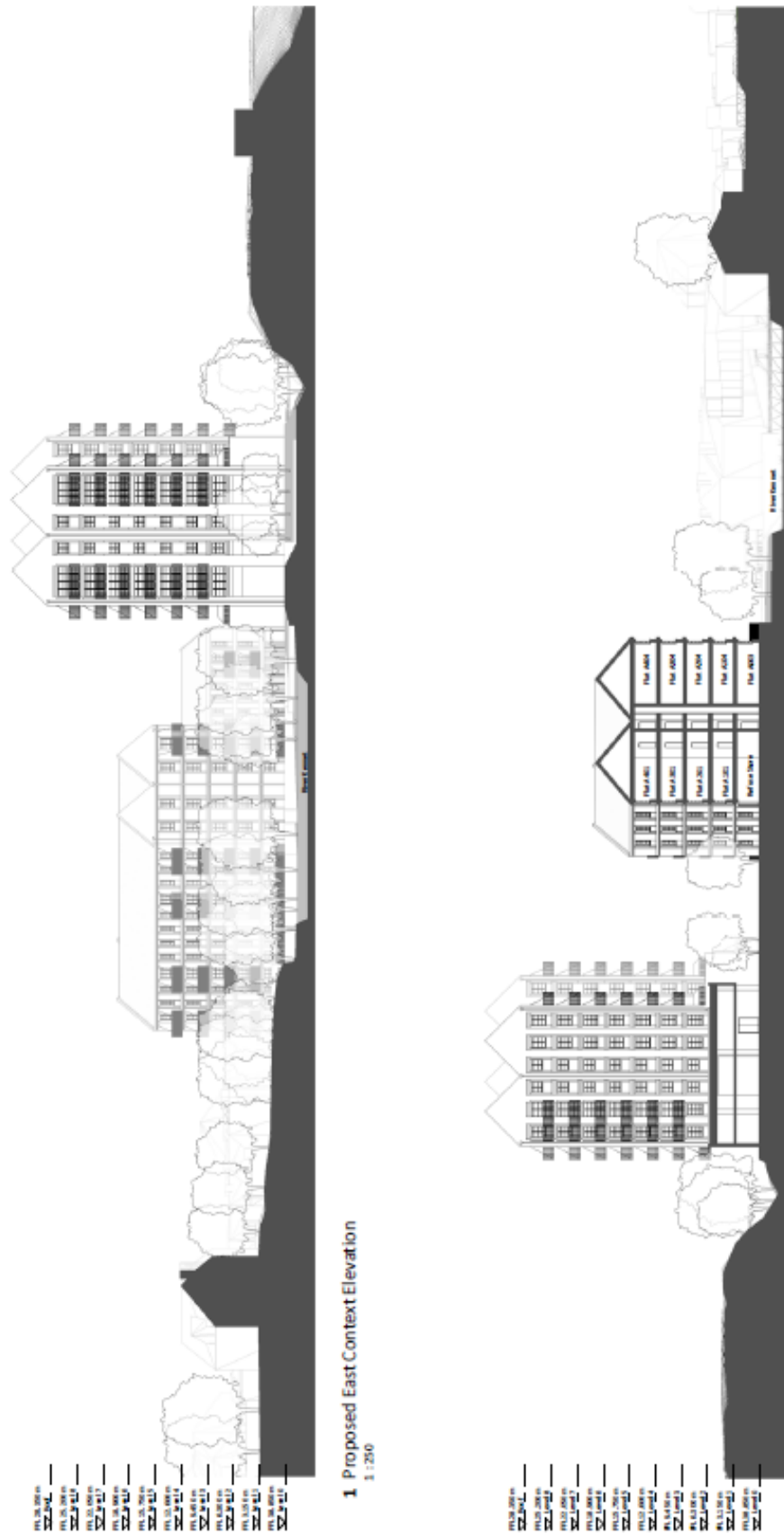
1 Proposed East Context Elevation  
1 : 250



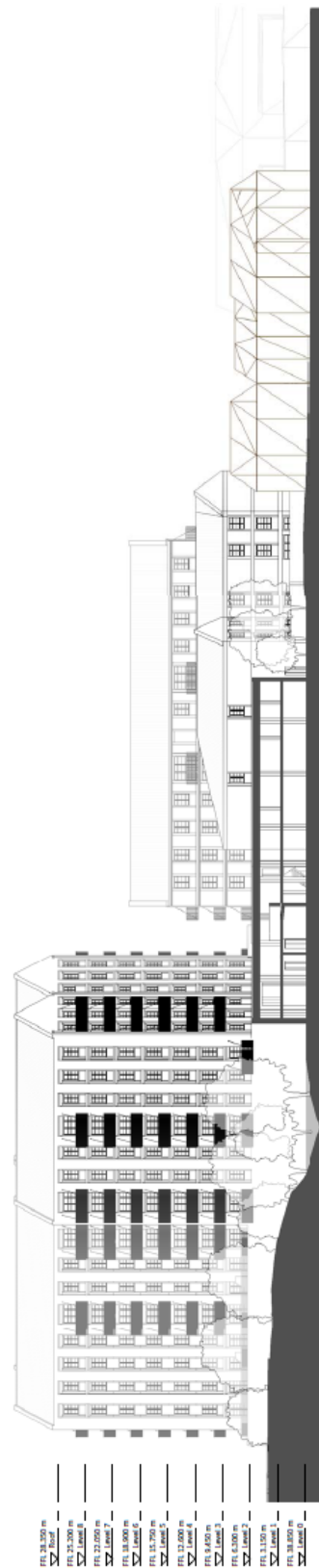
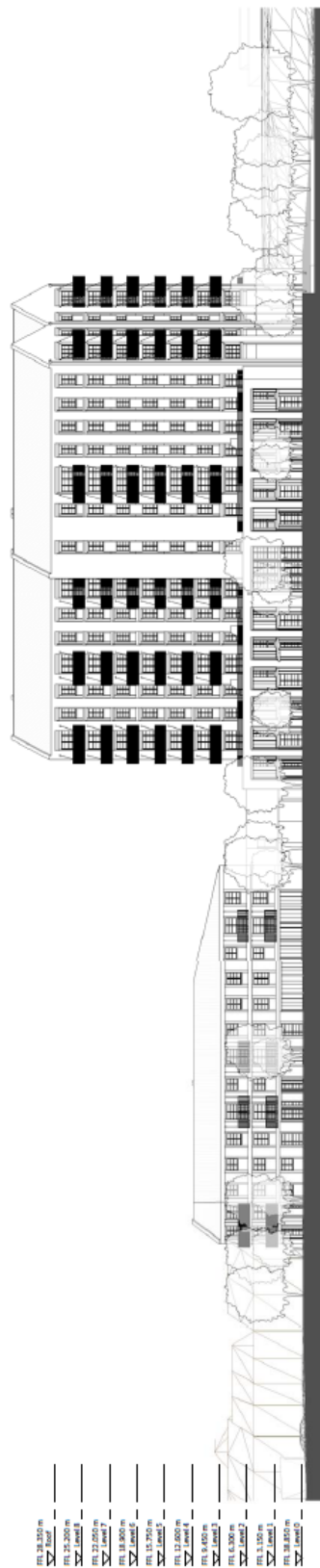
Block A – Proposed East and West Context Elevations



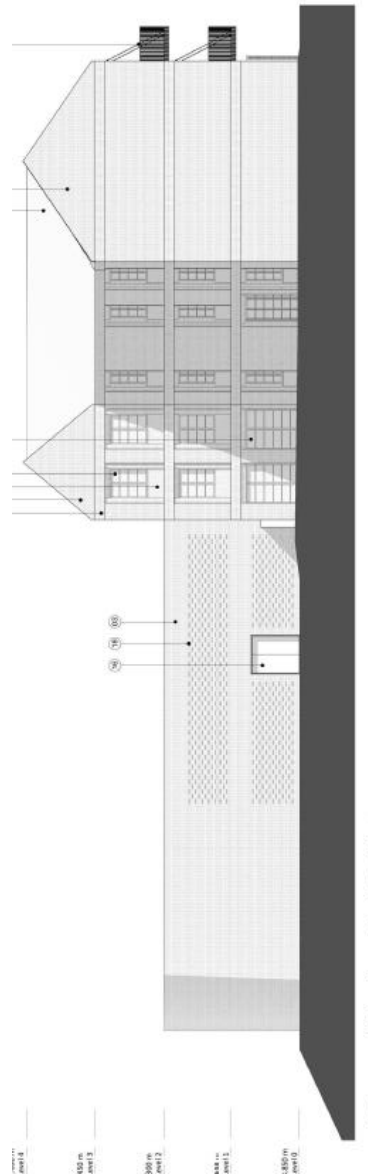




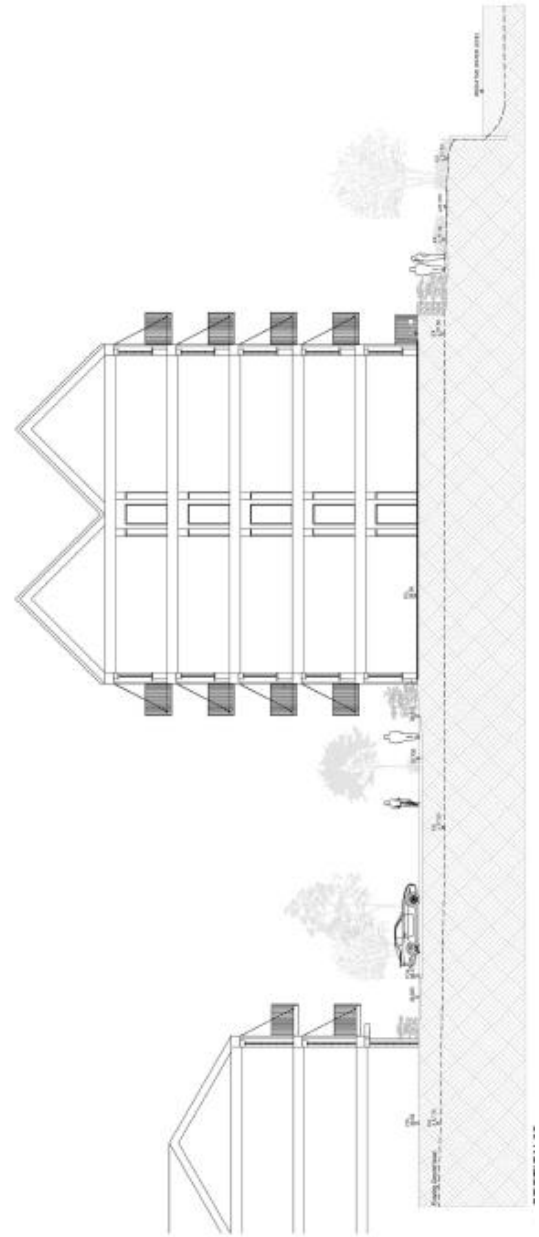
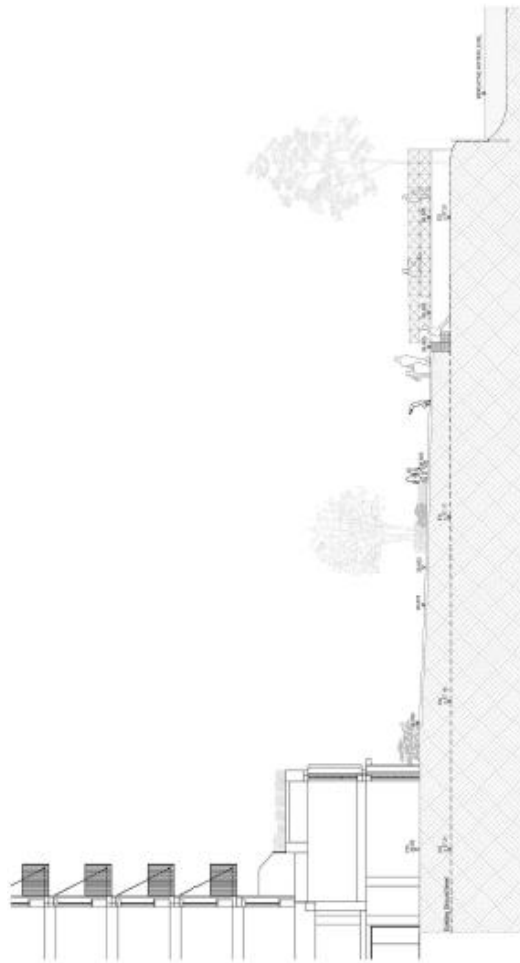
Block B – Proposed East and West Context Elevations



### Block C - Proposed North and South Context Elevations



Block C – Proposed West Context Elevation

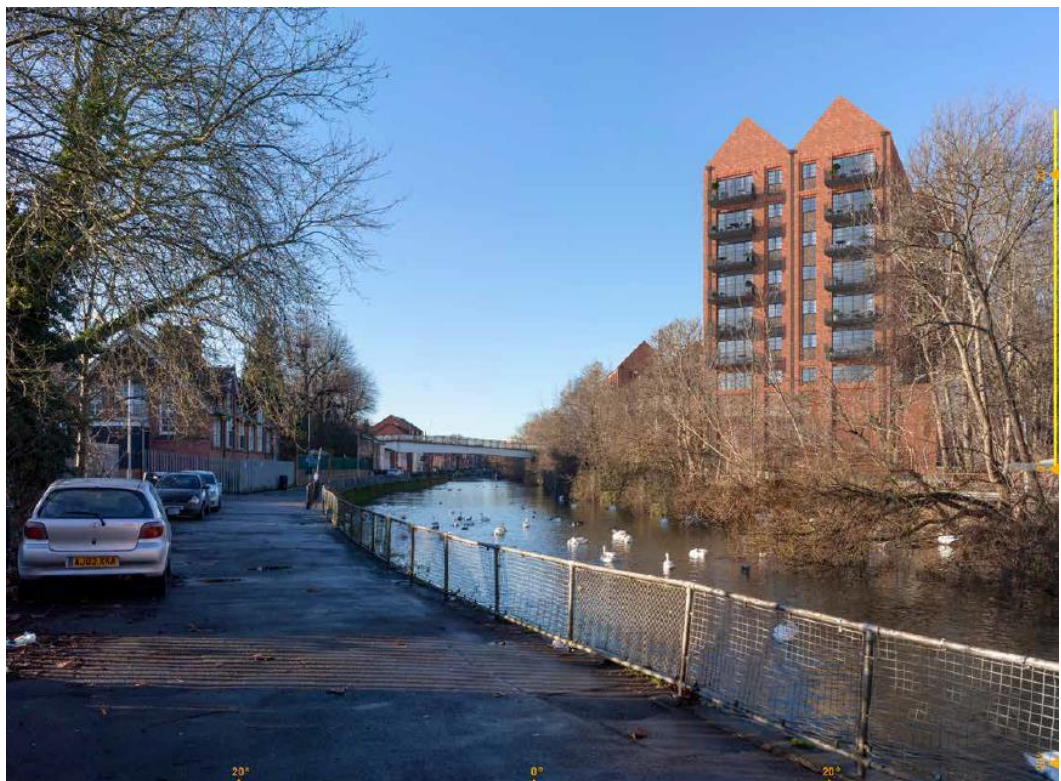


Existing and Proposed Site Levels Section (from river)





Existing View West from South Bank of River Kennet

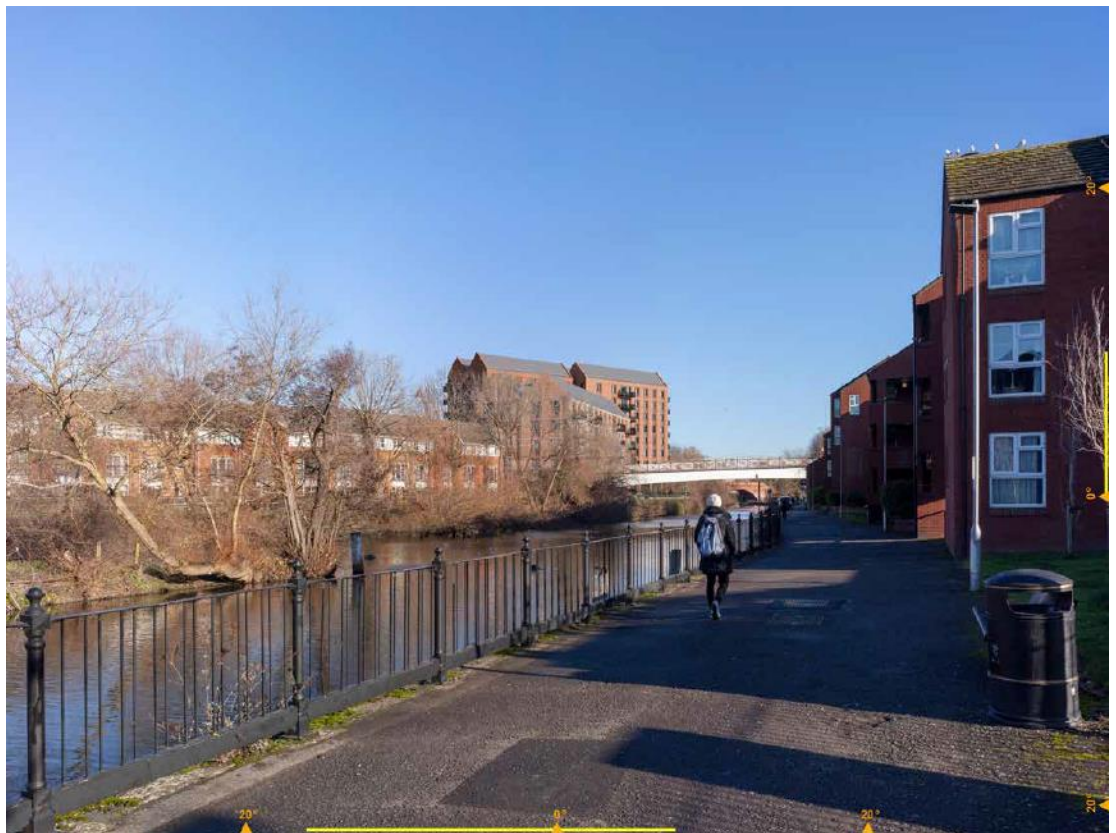


Proposed View West From South Bank of River Kennet





Existing View East from South Bank of the River Kennet



Proposed View East from South Bank of the River Kennet



Existing View North from Cholmeley Road and Grade II Listed Newtown Primary School



Proposed View North from Cholmeley Road and Grade II Listed Newtown Primary School





Existing View North from Cumberland Road



Proposed View North from Cumberland Road





Existing View South West past Grade II Listed Railway Bridge



Proposed View South West past Grade II Listed Railway Bridge





Existing View North West from Liverpool Road



Proposed View North West from Liverpool Road





Proposed Visual Looking Directly North towards the Application site from Kennet Side across the River



Proposed Visual Looking East From Alexander Turner Close at the Entrance to the Site





Proposed Visual Looking North West from the River Bank within the site