

Figure 2.4: Local Amenities



Provision of New Local Facilities

- 2.5.2 The western portion of the site will contain commercial floorspace, potentially including a food store. This will provide a facility to serve the residents of the proposed development at Kings Meadow View and the surrounding (and expanding) community, along with the possibility of several smaller commercial units on the ground floor on the southern residential blocks.
- 2.5.3 The proposed development may also potentially contain community facilities for the residents of the site.
- 2.5.4 The site will contain car club spaces; these will reduce the reliance on private car ownership and promote sustainable modes of transport. The Framework Travel Plan will promote the car club to site residents. The car club will also be accessible to the surrounding local community. This will reduce private car usage and promote sustainable modes of transport.

3 Development Proposal

3.1 Introduction

- 3.1.1 This section presents an overview of the central element of the proposed development for the Kings Meadow View, most relevant to transport matters and the proposed residential units.

3.2 Development Proposal

- 3.2.1 The Kings Meadow View planning application seeks Planning Permission for:

'Outline application for comprehensive redevelopment, including demolition of existing structures, comprising a residential-led mixed-use scheme of up to 820 units (Class C3) and up to 5,500 sqm (GEA) of commercial uses (Class E) together with ancillary and associated development including new and enhanced pedestrian routes and vehicle access routes, open spaces, hard and soft landscaping, basement, and basement car parking providing up to 200 car parking spaces, up to 860 cycle parking spaces and servicing facilities, sewer diversion and associated works, with details of layout, scale, external appearance and landscaping reserved.'

3.3 Access Strategy

Pedestrian and Cycle Access

- 3.3.1 The site's accessible and sustainable provides an opportunity to tie the site's layout into the existing network. A cycle path will run along the internal southern edge of the site, which forks at East Block 3 to allow a desire line to other developments and the Napier Road Underpass.
- 3.3.2 The internal layout of the site is designed to allow ease of passage through the site for pedestrians and cyclists. Only service vehicles will be able to access the internal network of the residential section of the site with residential parking contained in a basement accessed via the commercial area.
- 3.3.3 The pedestrian and cycle access routes will be from Forbury Road via the two access point, along with an access point on the east of the sites boundary to allow access the Napier Road Underpass.
- 3.3.4 The parameters plans are included for determination as part of the planning application.

Vehicular Access

- 3.3.5 The site will have two access points; the western access point will remain as left in, left out. The eastern entrance will change from an entry only to a two-way operation. The eastern access will be used to access the service route around the site's exterior. Service vehicles will access the site from the eastern access and use the service road around the eastern and northern edge of the site. This will provide access for service vehicles to reach the residential blocks, the rear of the commercial floorspace and provide for access for third parties (utilities and Network Rail). The eastern access route will also provide emergency access.
- 3.3.6 The western access point will be used to access the commercial floorspace car park and the residential basement car park. The route to the basement car park will run along the east of the commercial car park to the ramp down to the basement car park.

3.4 Cycle Parking

- 3.4.1 There will be up to approximately 860 cycling parking spaces to encourage cycling; this exceeds the minimum number of cycle parking spaces required for the residential development, shown in **Table 3.1**.

Table 3.1: RBC Cycle Parking Standards and Minimum Requirements for Residential

No. of Bedrooms	Standards	Minimum No. of Spaces
1	0.5	225
2	0.5	111
3+	1	147
Total		483

3.5 Car Parking

- 3.5.1 Shown in **Table 3.2** is the required number of car parking spaces permitted under the RBC Parking Standard based on the site being within Zone 3; this results in a required car parking allowance of 1,250. The Kings Meadow View residential car park will have a maximum capacity of 200 spaces in the basement. This reflects the site's accessible location close to the town centre and railway station and will limit the number of car trips to and from the site and encourage residents to use more sustainable modes.
- 3.5.2 This reduced level of car parking is justifiable due to the accessible location of the proposed development with proximity to local amenities and transport nodes, see **Section 2**. It is comparable to other residential sites that have gained planning approval with less than the required levels of parking, such as at Station Hill and Huntley Wharf, opposite the site.
- 3.5.3 Based on RBC parking standards, the residential car parking should have 3 disabled spaces or 5% of the total capacity, whichever is greater. Of the total car parking spaces, a minimum of 10% will be allocated to EV charging points, resulting in a minimum of 20 EV charging spaces.

Table 3.2: RBC Parking Standards and Maximum allowance for Residential

No. of Bedrooms	Standards	Required No. of Spaces
1	1.5	648
2	1.5	320
3+	2	282
Total		1250

Future Car Club

- 3.5.4 The development will provide car club spaces. The FTP will promote this to future residents of the development. The car club will help to promote sustainable transport modes and reduce the number of private car trips. The car club will be open to the public and foster sustainable transport in the community.

- 3.5.5 Further discussion will be undertaken with car club operators to establish the future car club operation on the site. The car club could be in place and operational prior to the occupation of the first dwelling and marketed to new residents through the FTP.

3.6 Highway and Public Realm Improvements

- 3.6.1 A pedestrian crossing is proposed to improve accessibility to and from Kings Meadow View on Kenavon Drive connecting Kings Meadow View to Huntley Wharf. This will allow residents of Huntley Wharf to access the amenities provided in Kings Meadow View including the commercial units, and the same applies for residents of Kings View Meadow. This will reduce the requirement for residents of Huntley Wharf to take car trips to a food store a further distance away and instead are able to walk to the potential food store in Kings Meadow View.
- 3.6.2 Kings Meadow View will provide an access point to the Napier Road Underpass that bounds the site's eastern edge. This will improve accessibility and connectivity between the site and the wider area.

4 Objectives

4.1 Introduction

- 4.1.1 This section outlines the overarching objectives and targets of this FTP for the residential units.

4.2 Aims and Objectives

- 4.2.1 The overarching aim of this FTP is to develop a set of practical measures and initiatives to help promote sustainable and healthier travel amongst future residents at the site and reduce reliance on car use.
- 4.2.2 To support the overarching aim, the following objectives have been set out:
- Increase the awareness of the Travel Plan and its constituent elements;
 - To minimise single occupancy car travel to and from the development
 - Encourage greater use of more sustainable means of travel, particularly cycling and walking;
 - Reduce the need to travel; and
 - Develop an ongoing management coordination process which will monitor and review changes.

4.3 Travel Plan Targets

Targets

- 4.3.1 Including targets with this FTP enables progress monitoring to be carried out and ensures the FTP seeks to actively meet its objectives. The targets have been set to reflect levels of car use expected as a result of the TP's measures.
- 4.3.2 These targets must be SMART as explained below:
- **Specific:** Identify precisely what is to be achieved;
 - **Measurable:** Over the duration of the target period, allowing for regular evaluation of effectiveness;
 - **Appropriate:** Linked to overall objectives and aims:
 - **Realistic:** In terms of the potential to be achieved over the duration period of achieving targets; and
 - **Timed:** The target must define a date by which it is expected to be achieved.

Targets

- 4.3.3 A key measure of the FTP's success would be the level of residents' car ownership and mode of travel to work. The development has been designed to reduce car ownership so that a limited number of residents have access to a private car.

- 4.3.4 The site's residential car driver mode share has been assumed to be 30.4% based on the 2011 Census Travel to Work data for the **MSOA E02003399**. This will be used as the initial baseline mode share, until surveys are undertaken to establish the baseline of residents which will be at 20% occupation of the residential units. These surveys will be conducted using observational surveys at the entrances to the residential basement car parking, recording of the use of cycle stores and pedestrian routes to and from the residential blocks. These observational surveys may be potentially supplemented by a resident survey.
- 4.3.5 The AM peak period (07:00 – 10:00) and PM peak period (16:00 – 19:00) will be surveyed to capture those residents who are travelling during the network peak periods, as a proxy for the journey to work.
- 4.3.6 As a travel survey of the site cannot yet be undertaken, the modal split targets within this section are indicative. They will be refined once the initial travel survey has been undertaken and reviewed.
- 4.3.7 The site is anticipated to have a high proportion of sustainable transport mode share from its inception. The targets are set out to increase this mode share as the development is built out, and measures are implemented. The modal shares can be seen in **Table 4.1**.

Table 4.1: FTP Interim Mode Share Targets for Residents Based upon Travel to Work Data from 2011 Census

Mode	Baseline Mode Share	Interim Targets		
		Year 1	Year 3	Year 5
Car Driver	30.4%	28.3%	24.2%	20.4%
Public Transport	31.8%	32.8%	34.9%	36.9%
Walking and Cycling	32.9%	33.9%	36.0%	37.9%
Other	4.9%	4.9%	4.9%	4.9%
Total	100%	100%	100%	100%

- 4.3.8 A comprehensive and compliant first baseline survey will be conducted at 20% occupation of the residential units to provide an updated baseline. This will measure the mode share of the residents on a neutral weekday.
- 4.3.9 The targets in years 1, 3 and 5 will require validation and review once the baseline modal share proportions are confirmed. Once data on travel patterns have been obtained, these targets can be firmed up.

5 Travel Plan Delivery

5.1 Introduction

- 5.1.1 This section sets out the responsibilities of the management of the TP to ensure that the objectives and targets set out are achieved.

5.2 Travel Plan Coordinator

- 5.2.1 A key element of the Travel Plan is the nomination of a Travel Plan Coordinator (TPC) who will act as the “champion” for the travel plan.
- 5.2.2 The appointment or nomination of the TPC is central to the successful implementation and management of the TP. The TPC will act as the promoter of the components of the TP to secure its implementation and be the key contact point for the people who use the site.
- 5.2.3 The key responsibilities undertaken by the TPC are set out below, acknowledging that these will be reviewed / amended regularly:
- Leading on the delivery of the updated TP once approved by RBC;
 - Coordinating the necessary data collection for maps of local walking and cycling facilities; public transport tables; contact details for local bus and taxi companies; contact details for local authority travel-based initiatives and promotions, and information about all local facilities in the area;
 - Representing the ‘human face’ of the TP to provide a point of contact for residents to discuss travel arrangements;
 - Promoting individual events and co-ordinating initiatives; and
 - Liaising with Reading Borough Council over monitoring surveys and reviews of the RP to help assess progress towards achieving mode-shift away from car use.

5.3 TPC for Each Type of Residential Unit

- 5.3.1 Due to the nature of the Kings Meadow View site, there would be a mixture of different types of residential units including privately owned, rented and affordable units. These could have Sub-TPC who would have the details of the residents.
- 5.3.2 These sub-TPCs would liaise and assist the main TPC to carry out the requirements of the TP. However, it is possible that there would only be one TPC for all of the residential units. This matter will be outlined in detail within the TP.

5.4 Funding and Handover

- 5.4.1 In the short term, the ownership of the FTP lies with the Site Management Company and the developer prior to occupation. Before the first occupier the FTP is handed over to the TPC. The developer will fund all tasks associated with Travel Plan Management until the occupation of the site.

6 Measures and Actions

6.1 Introduction

- 6.1.1 To achieve the objectives and targets that have been outlined, this section will cover the measures that are proposed. Each measure must be confirmed, introduced, refined and expanded during the life of the travel plan and according to the occupier's requirements and operations.

6.2 Measures and Initiatives

- 6.2.1 **Table 6.1** shows the measures that will be implemented to achieve the objectives.

Table 6.1: Objectives and Measures for Travel Plan

	Measures	Phase	Responsibility
Management	Appoint TPC.	Prior to occupation	Developer
General	Provide disabled access, including varying levels of disability, including visual impairment.	Prior to occupation	Developer
	Develop and provide Welcome Packs to residents	Prior to occupation	Developer
	Promote the benefits of sustainable travel by means of articles, newsletters, notice boards, and website.	Regularly	TPC
Pedestrian and cycling	Provide an internal network of footways and cycling signage to facilitate pedestrian and cycle movements across the development (for all user types regardless of mobility or visual impairment).	Prior to occupation	Developer
	Include walking and cycling maps and information on journey times to key destinations on Notice Boards/web pages).	Prior to occupation	Developer
	Offer cycle proficiency training in conjunction with RBC.	Upon Occupation	TPC
	Promote events (e.g. national walk to work day).	Regularly	TPC
	Provide dedicated, secure and convenient cycle storage.	Prior to occupation	Developer
	Promote walk-buddy / cycle buddy schemes to share daily journeys to work on foot and cycle.	Regularly	TPC
Public Transport	Provide residents with up-to-date information, and consider offering discounts to occupiers.	Regularly	TPC
	Provide up-to-date public transport timetables and information, including links to RBC travel-info and journey-planning websites.	Prior to occupation	Developer

	Measures	Phase	Responsibility
Parking	Implementation of a controlled car park entry system and Car Park Management Plan.	Prior to occupation	Developer
Car Sharing/ Car Club	Incentives to car club users (e.g. prize draws).	Ongoing	TPC
	Introduce car club vehicles available to residents.	Prior to occupation	Developer
	Promote car sharing with links to liftshare.org and regularly updated posters, notice boards and email.	Regularly	TPC
	Consolidation of Deliveries.	Prior to occupation	Facilities Manager

7 Monitoring and Review

7.1 Introduction

- 7.1.1 The Good Practice Guidelines state that Travel Plans should be evolving documents that need regular updating. Implementing a Travel Plan involves:

“...a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances”.

- 7.1.2 This section summarises how this is intended to be delivered for this site-wide TP.

7.2 Monitoring

- 7.2.1 This FTP is an active document that should be continually monitored and reviewed. This section details the schedule for monitoring and review to ensure that any changes to the site or local environment which affect travel patterns are documented accordingly.
- 7.2.2 Initial surveys, monitoring and review of targets will occur once the proposed development has been 20% occupied. Revised baseline targets may be proposed once the surveys have been reviewed and analysed.
- 7.2.3 Annual monitoring would be appropriate for the Kings Meadow View proposals as the site develops. **Table 8.1** identifies the key actions and timescales relating to monitoring and review of the FTP.

Table 7.1: Timeline of Action Plan

Action	Timescale
Baseline travel surveys	At 20% occupancy
Update of FTP following baseline surveys	Following baseline surveys (as above)
Future resident travel surveys	Years 1, 3 and 5
Undertake a comprehensive review of all Travel Plans (including Objectives, Targets, the Action Plan and Monitoring Programme)	Years 1, 3 and 5, following baseline travel surveys.

- 7.2.4 The TPC shall undertake and submit an Annual Monitoring Report to RBC for approval. This report is to demonstrate to the council reasonable satisfaction with how the FTP has been implemented during the preceding period and should include the following:
- Measures introduced and actions taken to promote the FTP;
 - A summary of the modal split through the monitoring surveys;
 - The progress of the FTP in achieving targets and identifying any amendments to be agreed in writing by the council in the event that targets are not met; and
 - A plan for future actions to be implemented.

7.3 Remedial Measures

- 7.3.1 Remedial measures would only be required if the development consistently fails to meet the targets set out within the TP. The remedial measures would consider why the targets have not been met and introduce new measures targeted to address them.
- 7.3.2 The site's TPC would be responsible for negotiating any remedial measures and their subsequent funding with the managing the residential units and RBC.

Appendix A Parameter Plans



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Key

- Application Site Boundary
- Development Plots
- Mixed-Use (Class C3/E)
- Use Class C3
- XX Block X Development Plot Reference

Notes

- This drawing has been prepared to identify the different building plots with the development and for no other approval purposes.
- This plan shows the maximum size of building plots.
- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
- All plots should be equal to or less than the maximum permissible GEA.
- Extent of Highway works to be agreed

Note:

Client to review boundary line.
Client to review and agree site area for outline application.

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Squire and Partners LLP The Department Store 248 Ferndale Road, London SW9 8FR T: 020 7278 5555			
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Project			
Kings Meadow View			
Title			
Parameter Plan 07 Proposed Land Use Typical Floor of Upper Levels			
Status			
S2 - Issued for Information			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-05-DR-A-PL00007			



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Key

- Application Site Boundary
- Maximum Development Limit
- Balcony / Bay zone
- Maximum Deviation Line - Building Overhead
- XX Block X Development Plot Reference

Notes

- The plan defines the horizontal limits of deviation for the proposed buildings.
- Extent of Highway works to be agreed

Note:

Client to review boundary line.
Client to review and agree site area for outline application.

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Description	Date	Chk	Rev
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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555
info@squireandpartners.com
www.squireandpartners.com

Project
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Title
**Parameter Plan 10
Maximum Deviation Plan
Typical Floor of Upper Levels**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-05-DR-A-PL00010	



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Key

Application Site Boundary

Development Zone

+XX.X WIP Maximum Parameter AOD - TBC

Notes

- All levels to be confirmed by Landscape Architect.
- All heights should be interpreted as AOD.
- All roof heights are excluding rooftop plant.
- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
- Extent of Highway works to be agreed
- Buildings heights exclude rooftop plant

Note:

Client to review boundary line.
Client to review and agree site area for outline application.

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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
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www.squireandpartners.com

Project

Kings Meadow View

Title

Parameter Plan 13

Site Levels

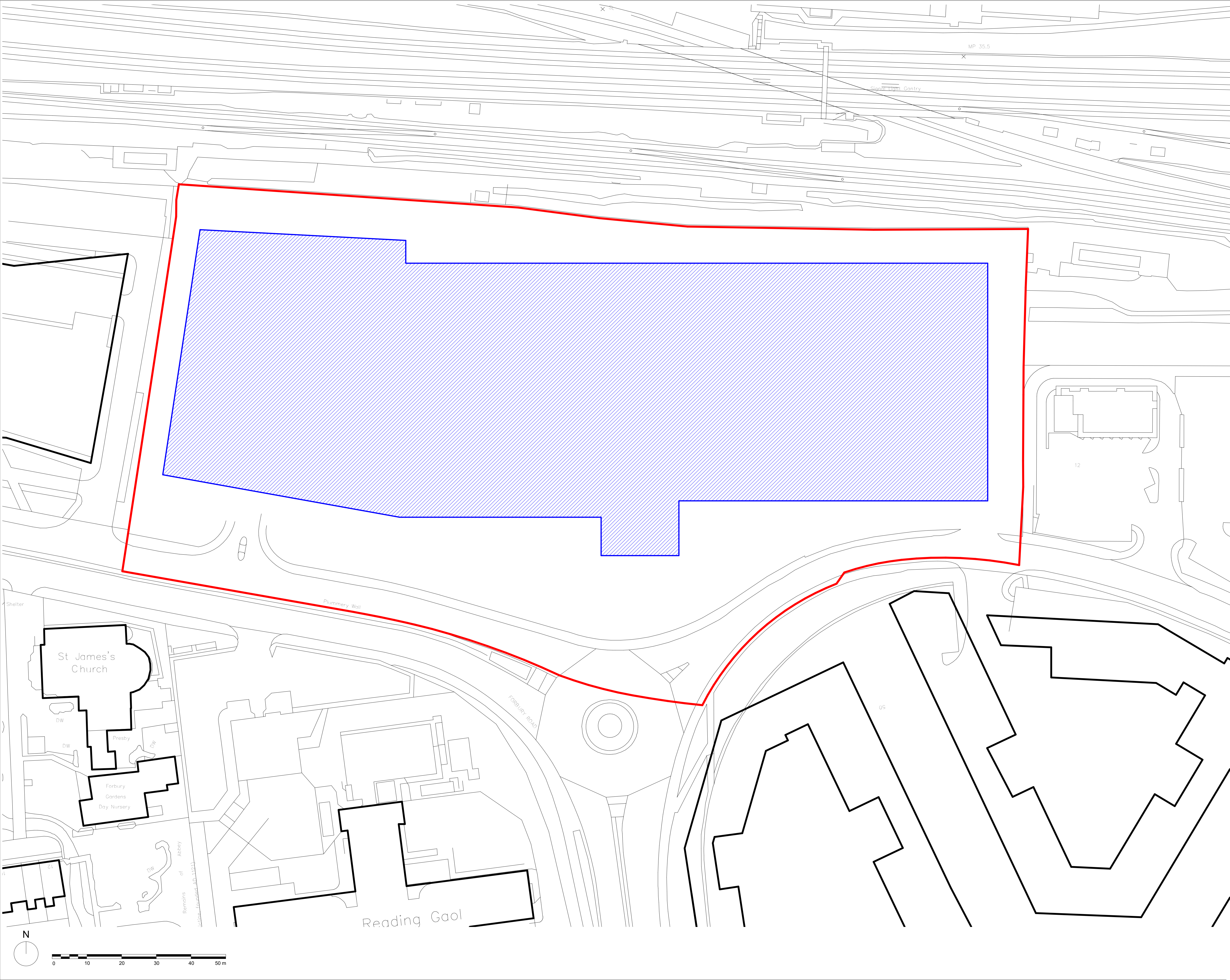
Maximum Building Heights

Status

S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-05-DR-A-PL00013	



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- Key**
- Application Site Boundary
 - Development Plots
 - Car Parking and Servicing to Class C3/E

- Notes**
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 - This plan shows the maximum size of building plots.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
 - All plots should be equal to or less than the maximum permissible GEA.
 - Extent of Highway works to be agreed

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The Department Store
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www.squireandpartners.com

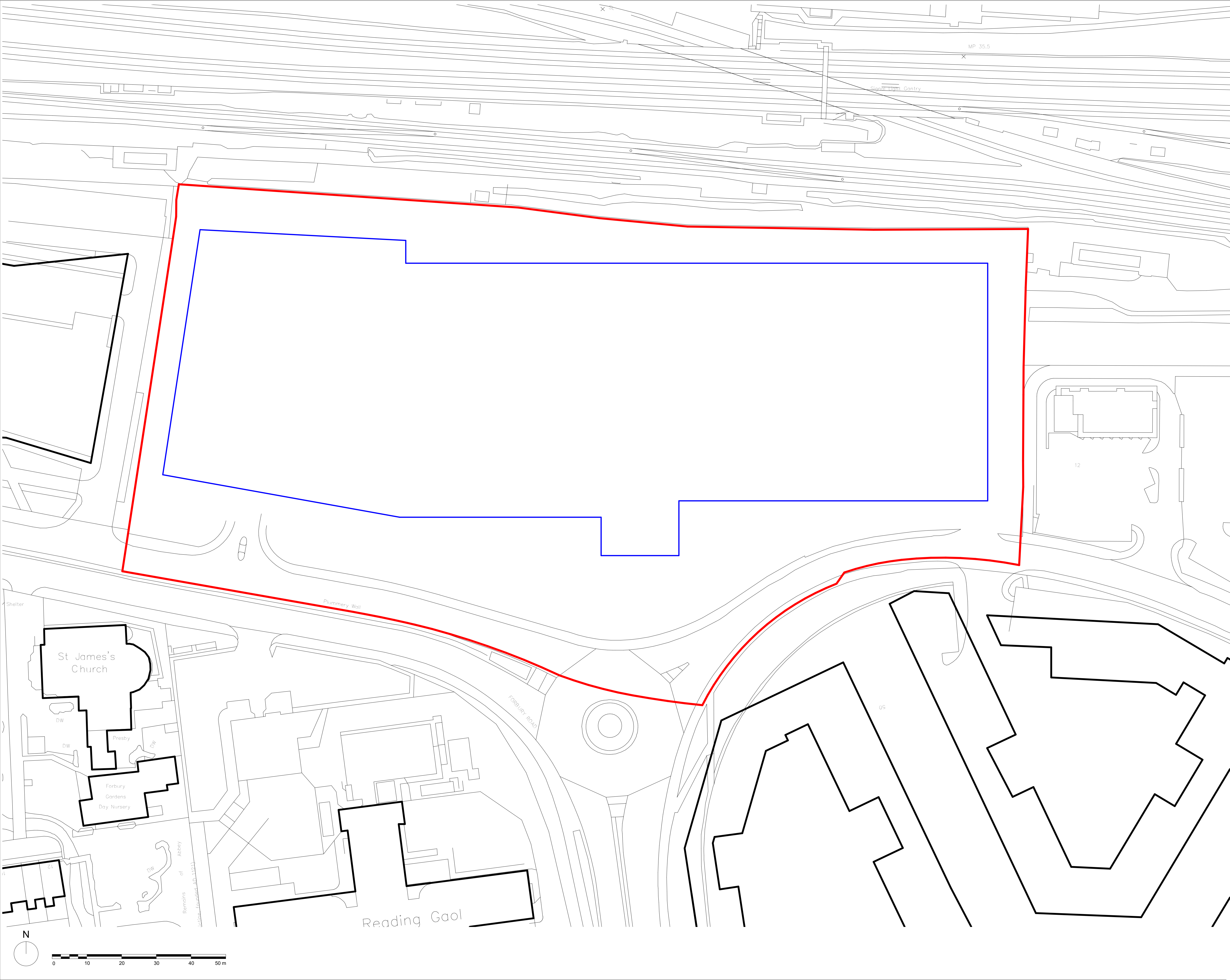
Project
Kings Meadow View

Title
**Parameter Plan 05
Proposed Land Use
Basement**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-B1-DR-A-PL00005	



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Key

- Application Site Boundary
- Maximum Development Limit
- Maximum line of deviation for siting
- Maximum Deviation Line - Building Overhead
- XX Block X Development Plot Reference

Notes

- The plan defines the horizontal limits of deviation for the proposed buildings.
- Extent of Highway works to be agreed

Note:

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Squire and Partners LLP
The Department Store
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T: 020 7278 5555
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Title

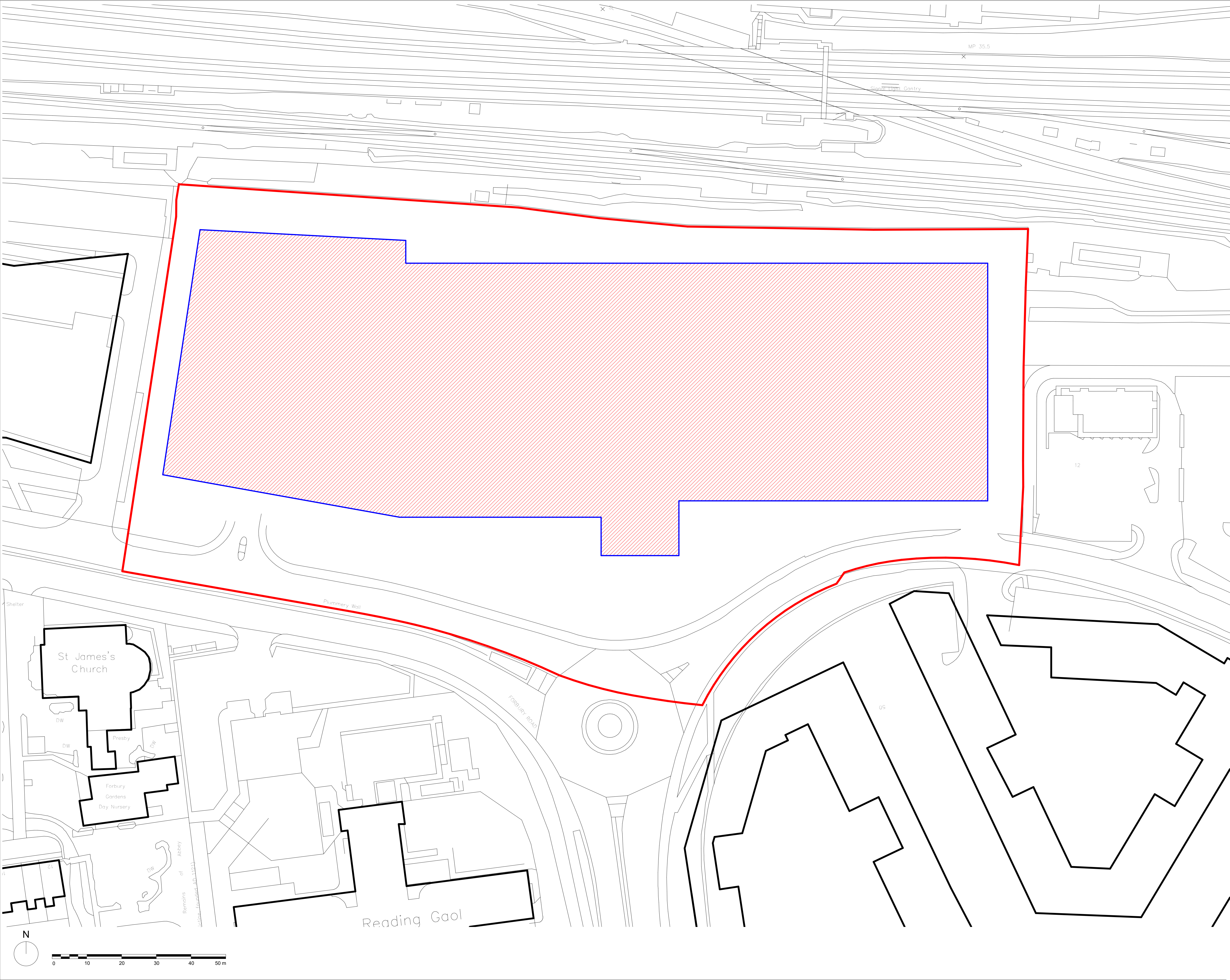
**Parameter Plan 08
Maximum Deviation Plan
Basement**

Status

S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-B1-DR-A-PL00008	



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Key

- Application Site Boundary
- Development Zone
- Enclosed Car Park
- +XX.X WIP Maximum Parameter AOD - TBC

Notes

- All levels to be confirmed by Landscape Architect.
- All heights should be interpreted as AOD.
- Level shown on development plot on basement plan is top of SSL (excluding finishes).
- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
- Extent of Highway works to be agreed
- All levels are SSL levels within built elements

Note:

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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
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info@squireandpartners.com
www.squireandpartners.com

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Title

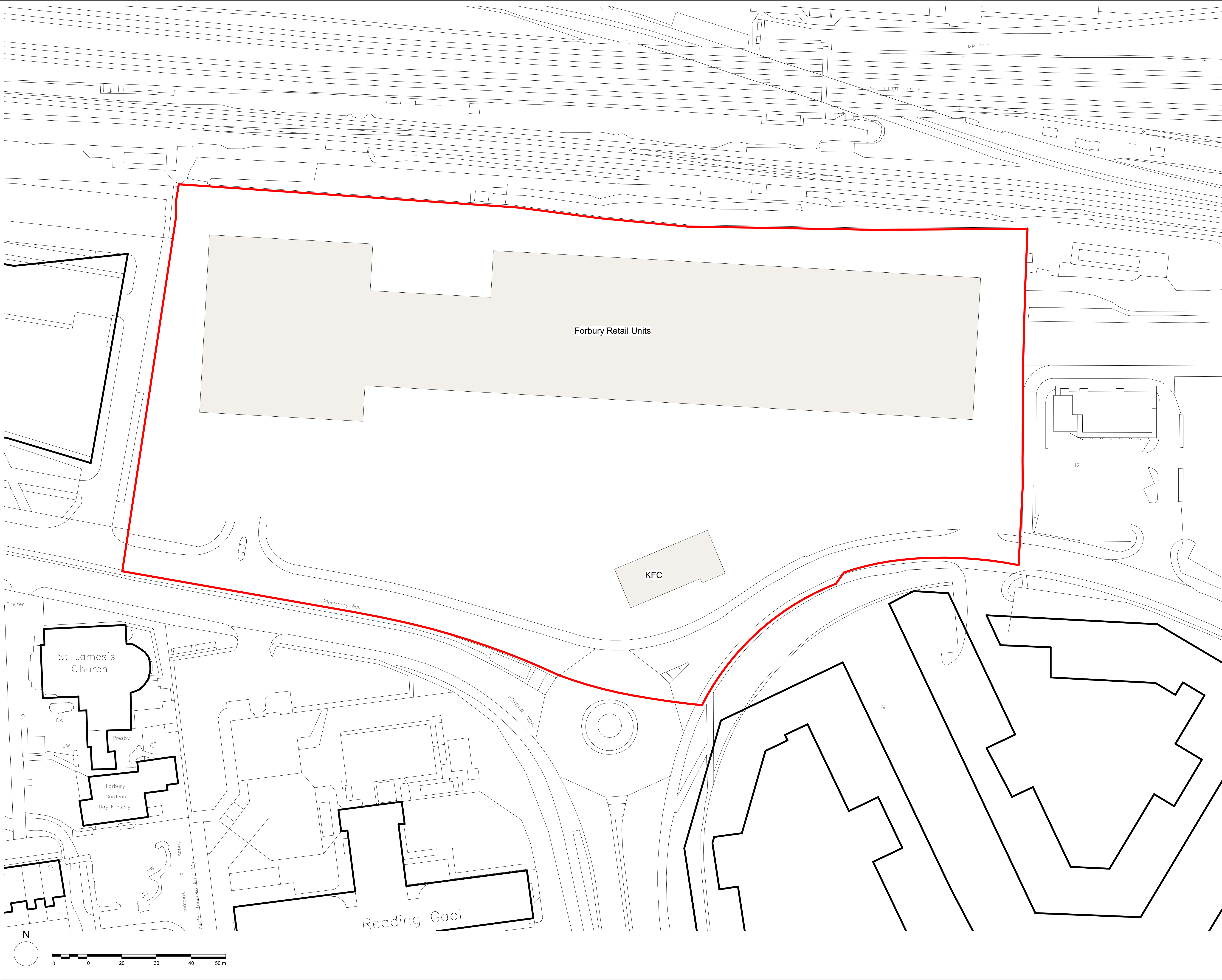
**Parameter Plan 11
Site Levels
Basement**

Status

S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-B1-DR-A-PL00011	



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- Key**
- Extent of Application Site
- Note:**
- Extent of Highway works to be agreed

Note:

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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
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Parameter Plan 01
Site Location

Status			
S2 - Issued for Information			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111
Drawing Number		Revision	
18111-SQP-ZZ-GF-DR-A-PL00001			



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Key

- Extent of Application Site
- Existing Structures. To be demolished

Notes

- Extent of Highway works to be agreed

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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555
info@squireandpartners.com
www.squireandpartners.com

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Title

**Parameter Plan 02
Demolition Plan**

Status

S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-GF-DR-A-PL00002	



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- Key**
- Extent of Application Site
 - Existing Retail Units
- Notes**
- All levels should be interpreted as AOD.
 - Extent of Highway works to be agreed

Note:

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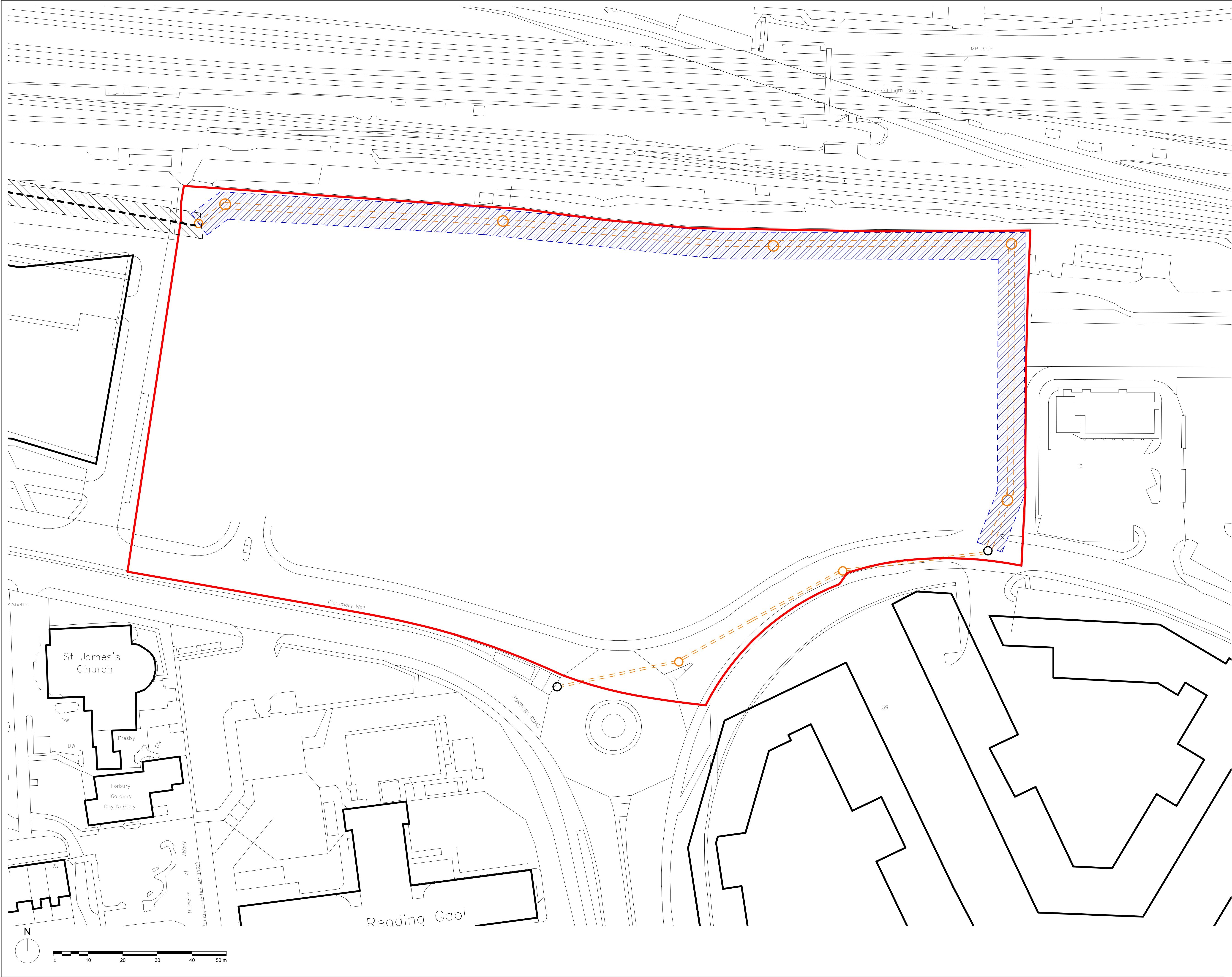
Project
Kings Meadow View

Title
**Parameter Plan 03
Existing Site Levels Plan**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-GF-DR-A-PL00003	



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Key

- Extent of Application Site
- Indicative Location of the Existing Sewer
- Proposed Sewer Easement. No build zone.
- Proposed New Foul Water Sewer
- Proposed Location of Manholes
- Existing Manholes will require reconstruction

Notes

- Refer to the Structural Engineer / Civil Engineer's drawings for further information on proposed sewer diversion.
- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
- Extent of Highway works to be agreed

Note:

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- Client to review and agree site area for outline application.

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Project Kings Meadow View			
Title Parameter Plan 04 Proposed Sewer Location No Build Zone			
Status S2 - Issued for Information			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00004			



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

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- Key**
- Application Site Boundary
 - Maximum Development
 - Maximum Deviation Line - Building Overhead
 - Mixed-Use (Class C3/E)
 - Use Class C3
 - Car Parking and Servicing to Class C3/E
 - Open Space/Amenity Area
 - XX Block X Development Plot Reference

- Notes**
- This drawing has been prepared to identify the different building plots with the development and for no other approval purposes.
 - This plan shows the maximum size of building plots.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
 - All plots should be equal to or less than the maximum permissible GEA.
 - Extent of Highway works to be agreed

Note:
Client to review boundary line.
Client to review and agree site area for outline application.

For internal use and coordination only

Description	Date	Chk	Rev
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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555
info@squireandpartners.com
www.squireandpartners.com

Project
Kings Meadow View

Title
Parameter Plan 06
Proposed Land Use
Ground Level

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-GF-DR-A-PL00006	



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Key

- Application Site Boundary
- Maximum Development Limit
- Balcony / Bay zone
- Maximum Deviation Line - Building Overhead
- XX Block X Development Plot Reference

Notes

- The plan defines the horizontal limits of deviation for the proposed buildings.
- Extent of Highway works to be agreed

Note:

Client to review boundary line.
Client to review and agree site area for outline application.

For internal use and coordination only

Description	Date	Chk	Rev
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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

Project

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Title

Parameter Plan 09
Maximum Deviation Plan
Ground Level

Status

S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number

18111-SQP-ZZ-GF-DR-A-PL00009

Revision



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- Key**
- Application Site Boundary
 - Development Zone
 - Open Services Area
 - Enclosed Car Park
 - Street Level Amenity Area
 - Building Overhead

+XX.X Maximum Parameter AOD

- Notes**
- All levels to be confirmed by Landscape Architect.
 - All heights should be interpreted as AOD.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
 - Extent of Highway works to be agreed

Note:
Client to review boundary line.
Client to review and agree site area for outline application.

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Description	Date	Chk	Rev
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The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
www.squireandpartners.com

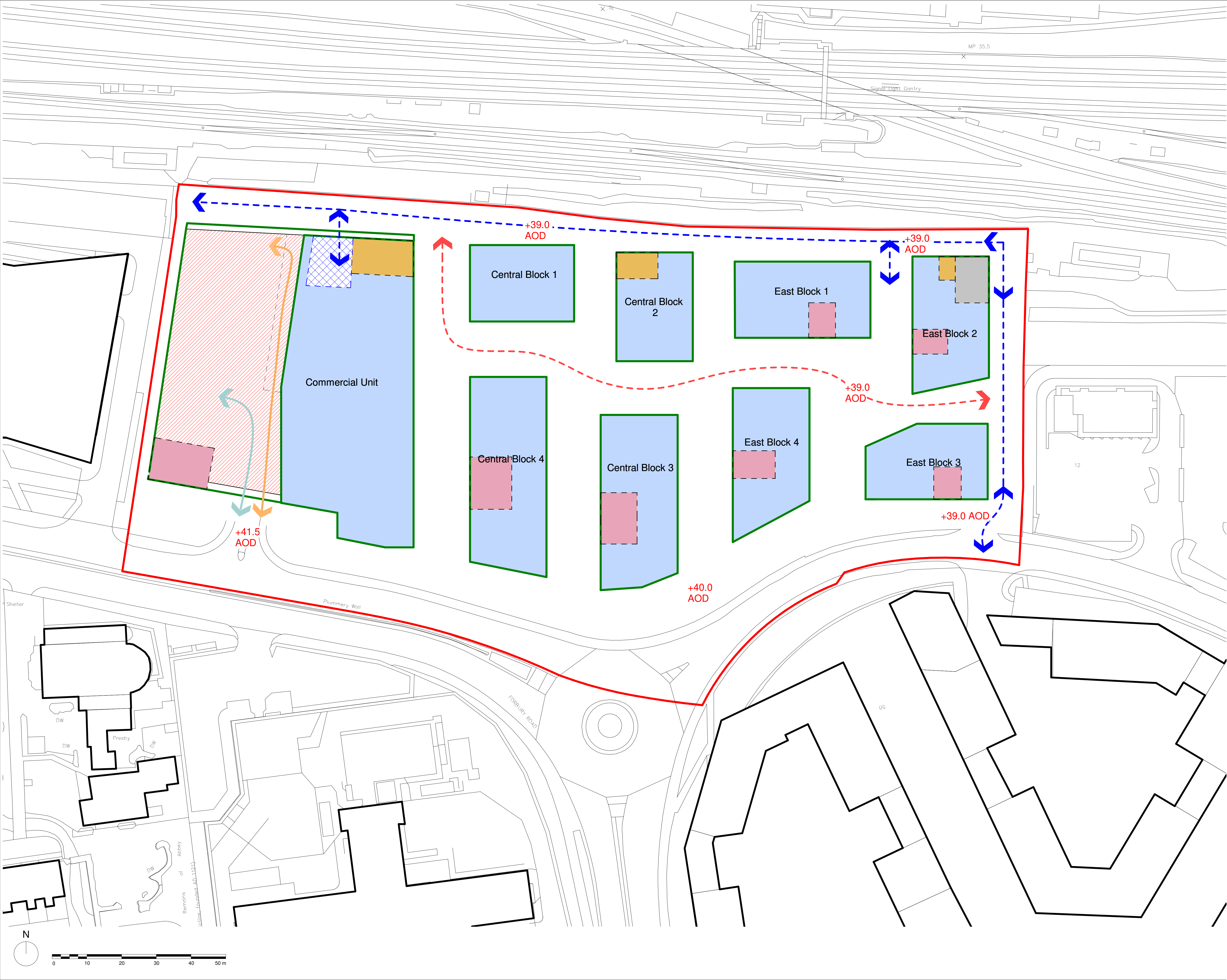
Project
Kings Meadow View

Title
**Parameter Plan 12
Site Levels
Ground Floor**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number	Revision
18111-SQP-ZZ-GF-DR-A-PL00012	



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- Key**
- Application Site Boundary
 - Development Zone
 - Enclosed Car Park
 - Car Parking Ramp
 - Substation
 - Servicing Parking
 - Cycle Store
 - Commercial Servicing
 - Commercial Servicing Access
 - Fire Access Route
 - Residential Car Parking Access
 - Commercial Car Parking Access
 - +XX.X Maximum Parameter AOD

- Notes**
- All levels to be confirmed by Landscape Architect.
 - All heights should be interpreted as AOD.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
 - Extent of Highway works to be agreed

Note:

Client to review boundary line.
Client to review and agree site area for outline application.

For internal use and coordination only

Description	Date	Chk	Rev
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Project
Kings Meadow View

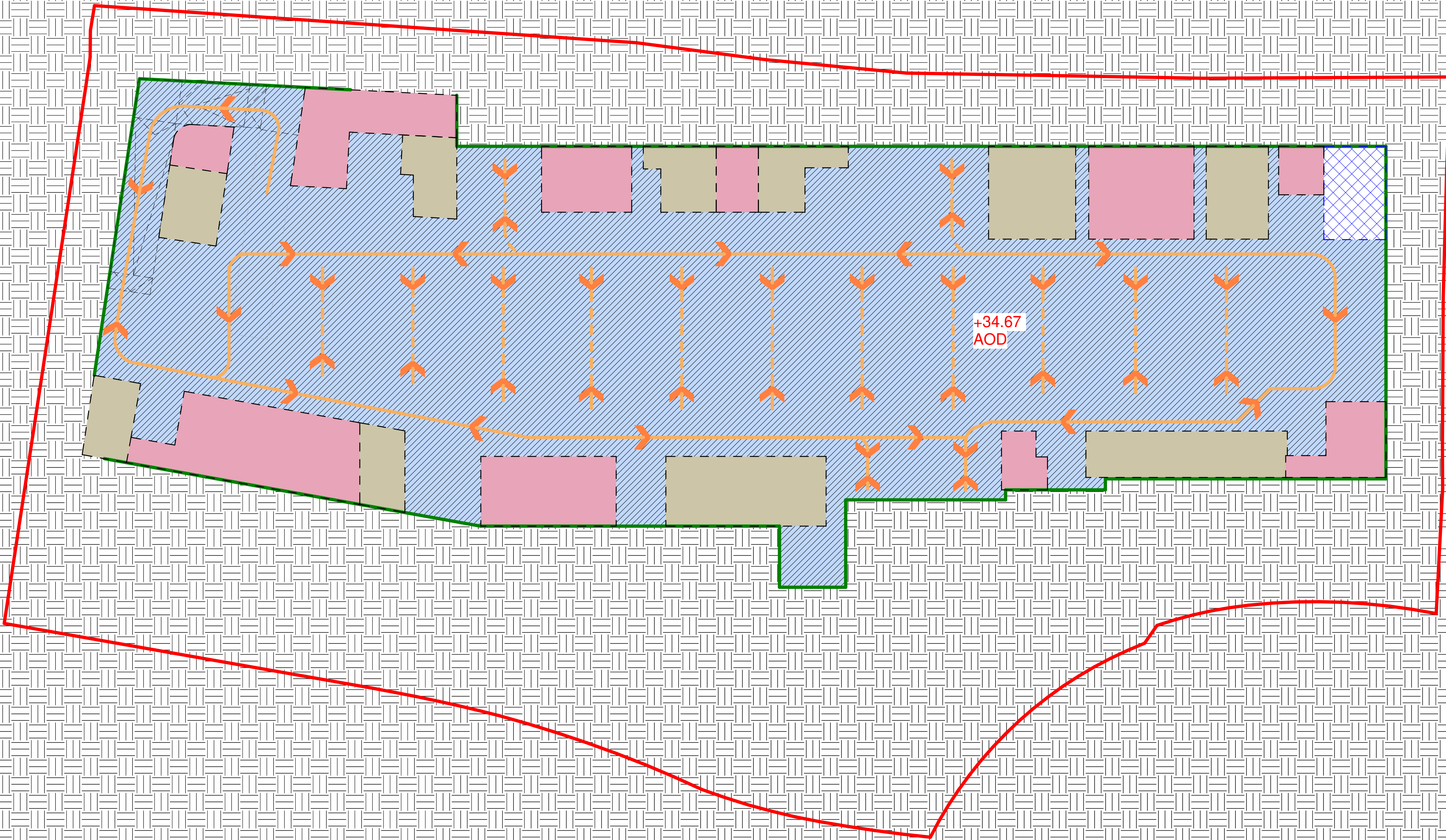
Title
**Parameter Plan 14
Servicing & Access
Ground Floor**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/12/19	1:500	18111

Drawing Number
18111-SQP-ZZ-GF-DR-A-PL00014

Revision



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- Key**
- Application Site Boundary
 - Lower Ground Development Plot
 - Enclosed Car Park
 - Car Parking Ramp
 - Refuse Store
 - Plant
 - Commercial Servicing
 - Commercial Servicing Access
 - Fire Access Route
 - Residential Car Parking Access
 - Commercial Car Parking Access
 - +XX.X Maximum Parameter AOD

- Notes**
- All levels to be confirmed by Landscape Architect.
 - All heights should be interpreted as AOD.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.
 - Extent of Highway works to be agreed

Note:
Client to review boundary line.
Client to review and agree site area for outline application.

For internal use and coordination only

Description	Date	Chk	Rev
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Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

info@squireandpartners.com
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Project
Kings Meadow View

Title
**Parameter Plan 14
Servicing & Access
Lower Ground Floor**

Status
S2 - Issued for Information

Drawn	Date	Scale @ ISO A1	Job Number
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SQP	22/12/19	1:500	18111
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Drawing Number	Revision
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