



Planning, Design & Access Statement

Full Planning Application for Residential Development Comprising 80 Apartments
Land at Portman Road, Reading

May 2023

RIDGEPOINT
— HOMES —

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1.0 Introduction

This Planning, Design & Access Statement has been prepared by Ridgepoint Homes in support of a full planning application for residential development comprising 80 apartments with associated parking and landscaping on land at Portman Road in Reading.

The application site comprises the northernmost parcel of the existing Tesco Extra car park and a mound of scrubland between the car park and Portman Road. The car park is now surplus to Tesco's requirements and the scrubland is unused, thus offering limited visual and amenity value. The residential redevelopment proposal therefore seeks to make more efficient and effective use of this brownfield site, contributing towards the supply of housing in Reading.

Access to serve the new development is proposed off the existing service road along the western boundary.

Minor enabling works to the existing car park and access to the Tesco store and the relocation of the existing recycling store are also proposed to facilitate the development.

This document sets out the context of the site and surrounding area, including details of nearby recent developments, followed by the planning policy context. The Statement then continues to discuss the evolution of the scheme proposals including the site opportunities and constraints and the pre-application discussions followed by details of the submitted scheme proposals.

This Statement should be read alongside the plans and documents submitted with this application.



2.0 Site & Local Context

2.0 Site & Local Context

2.1 Site Context

The development site extends to circa 1.4 acres and is located within the curtilage of the existing Tesco Extra store in Reading West.

The site is previously developed land and comprises the northernmost section of the Tesco car park and a mound of scrubland between the car park and Portman Road. The mound has been formed by the residue from the historic development of the Tesco store however the land is now unused, thus offering limited visual and amenity value.

Access into the site is presently provided through the Tesco car park via a roundabout to the east, connecting to Portman Road to the north.

The Tesco Extra store with 2 storey apartments above lies to the south of the site, fronting onto the Oxford Road West District Centre beyond. A belt of trees and hedges define the northern site boundary adjoining Portman Road, forming part of the designated Local Green Space. Commercial properties are situated on the opposite side of Portman Road, ranging from 2-3 storeys in equivalent domestic scale, and the railway line beyond.

The Tesco petrol station lies to the immediate east and the new Bellway Homes development of the former Battle Hospital site, known as Renaissance, is located on the opposite side of the round-a-bout, as shown on the diagram in Section 2.2 The development features apartments of 2-6 storeys in heights, this is discussed in more detail in the Section 2.7. A recent modern housing development, completed by Barratt Homes, is located to the south-east, adjoining the Tesco store. This development comprises a mix of houses and apartments with apartments blocks of 5-7 storeys located closest to the application site.

The western site boundary is formed by the Tesco service road and a belt of mature trees along the far side of this road, separating the site from the existing residential area further west. Access to the existing residential area is off Oxford Road to the south thus it is visually and physically separated from the application site.



Aerial view of the site looking north. Application site boundary indicatively outlined in red.

2.0 Site & Local Context

2.2 Site Context Diagram



2.0 Site & Local Context

2.3 Site Context Photos



View looking along the access road



View looking north from the car park towards Portman Road



View looking north from Portman Road onto commercial properties opposite



View looking south from Portman Road towards Tesco



View looking east towards neighbouring residential developments



View looking south onto Tesco store



2.0 Site & Local Context

2.4 Local Context

In the wider context, the surrounding area is urban in character and predominantly comprises medium-high density residential development. The wider residential area to the west comprises mainly 2 - 2 ½ storey terraced properties of a mix of styles to include Victorian terraced housing and more recent traditional developments. There are 2-3 storey terraced dwellings and apartments located within the Oxford Road West District Centre frontage to the south of the site. A Storey Heights Plan is shown in Section 2.8 to set out the context of this local area. All residential development in the locality follows a general linear layout pattern, further defining the local character.

The Portman Road Park is located to the west within 0.3 miles of the application site and a park with a play area is also located off Battle Square in the existing housing development within 0.2 miles to the east of the site. There are several further play areas and open spaces within the locality as shown on the diagram in Section 2.5.



Aerial view of the site looking east

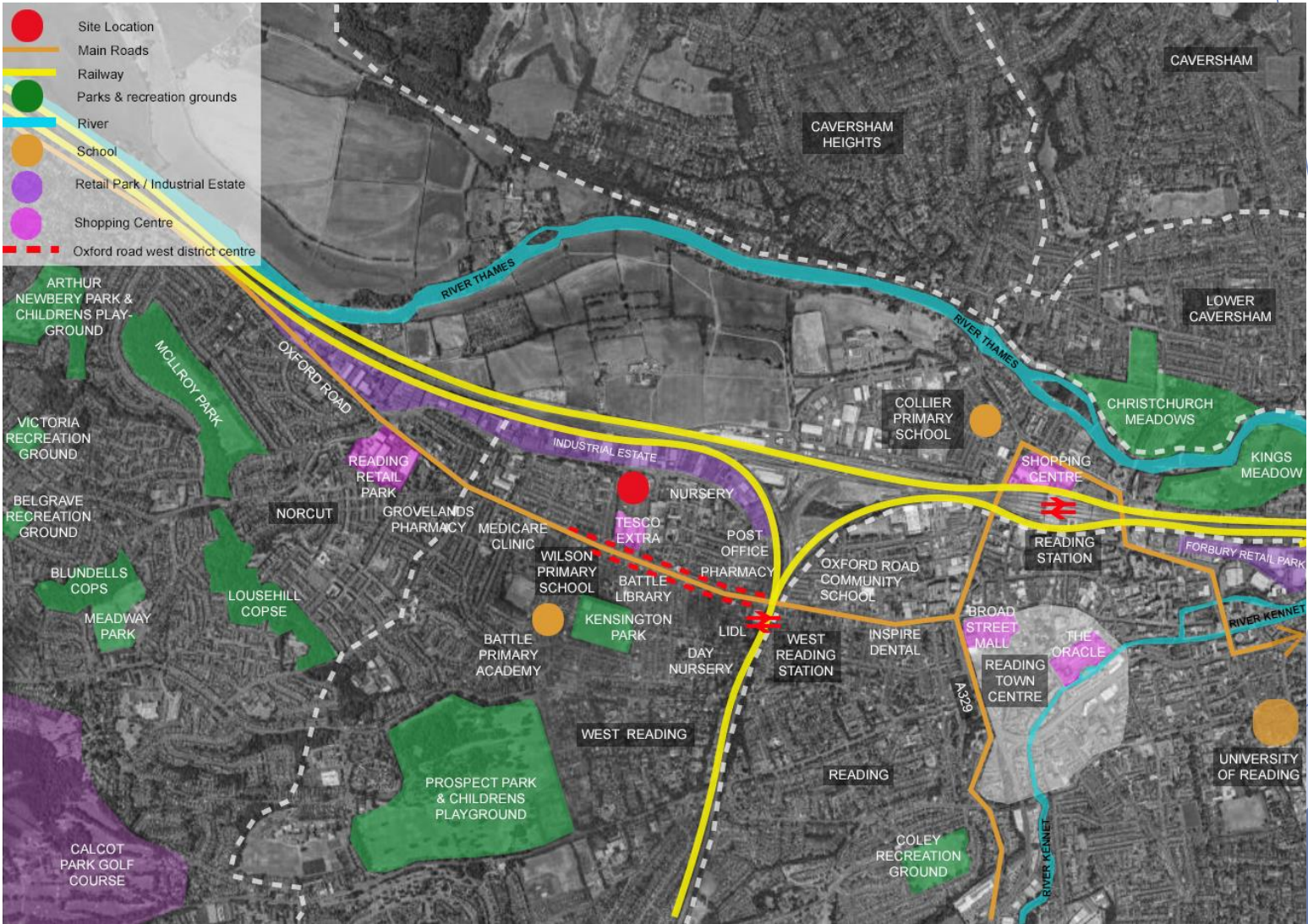
By virtue of the setting of the site with the Tesco store and car park to the south and the belt of mature trees adjoining the western boundary, the application site is isolated from the wider area thus the character of the site is informed by the neighbouring residential developments to the east.

The site is in a highly sustainable location within less than 1 mile from the Oxford Road West District Centre frontage, 0.7 miles from Reading West Train Station and 1.5 miles from Reading Town Centre and Reading Train Station. There are bus stops located Oxford Road to the south.

There are several shops, services and facilities within walking distance of the site, as shown on the diagram in Section 2.5, including the Tesco Extra store and library within 200m, a children's nursery within 0.3 miles, several places of worship, the Medicare Clinic and Oxford Road Pharmacy within 0.5 miles, Lidl Oxford Road, Salisbury Road Post Office and primary schools all within 0.6 miles and Inspire Dental within 0.9 miles.

2.0 Site & Local Context

2.5 Local Context Diagram



2.0 Site & Local Context

2.6 Local Context Photos



View looking Oxford Road



View looking Oxford Road



View looking onto the Portman Road Park



View looking onto existing residential area south of Oxford Road



View into the development at the former battle hospital site



View looking onto the park and play area off Battle Square



2.0 Site & Local Context

2.7 Bellway Development

The residential redevelopment of the former Battle Hospital site to the east of the application site was approved in October 2018 for 211 dwellings (ref: 18/0319/FUL). The site is currently under construction by Bellway Homes and is now known as Renaissance.

The approved development comprises a mix of housing clustered towards the south and east of the site with apartments situated along the northern boundary fronting Portman Road and the western boundary opposite the application site.

The apartments range from 2-6 storeys in height, stepping up from east to west. Where closest to the application site, the development features Block 1, the largest and tallest 5-storey apartment block with a set-back sixth storey. Further detail of heights is shown on the Plan in Section 2.8.

The consented scheme follows a perimeter block approach (see extract top right of the approved site layout) with development focused along the site boundaries, forming a strong street scene along Portman Road. The form of the layout enables the creation of open spaces and parking courts within the site.

The development follows a contemporary design approach (see extract bottom right of approved Block 1 front elevation) and the apartments are constructed primarily from red brick with grey brick features. The scheme incorporates a range of architectural details including a mix of brick built-in and bolt-on balconies, projecting brick details, staggered storey heights with in-set top floors and vertical articulation.



Extracts of the approved site layout (top) and front elevation of Block 1 (bottom) planning permission ref: 18/0319/FUL)

2.0 Site & Local Context

2.8 Local Context - Storey Heights



Key

-  2-3 storey commercial properties
-  2 - 2.5 storey housing
-  Apartments up to 7 storeys
-  Tesco store with 2 storey flats above
-  2-3 storey housing
-  2-3 storey apartments and housing
-  Apartments up to 6 storeys



3.0 Planning Policy Context

3.0 Planning Policy Context

3.1 National Planning Policy

The National Planning Policy Framework (NPPF) (July 2021) provides the overarching national planning policy context which has informed the evolution of the scheme proposals pursuant to this application submission. Accordingly, the following sections of the NPPF are considered of relevance and have been taken into account during the design process:

- ▶ Section 5 Delivering a Sufficient Supply of Homes
- ▶ Section 8 Promoting Healthy and Safe Communities
- ▶ Section 9 Promoting Sustainable Transport
- ▶ Section 11 Making Effective Use of Land
- ▶ Section 12 Achieving Well-Designed Places
- ▶ Section 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change
- ▶ Section 15 Conserving and Enhancing the Natural Environment



Ministry of Housing,
Communities &
Local Government

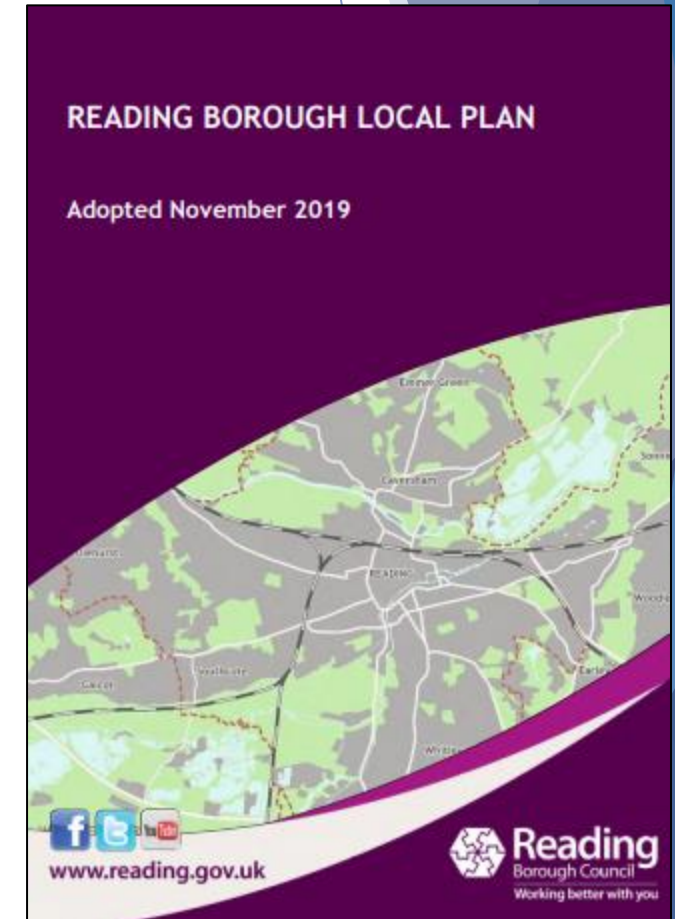
National Planning Policy Framework

3.0 Planning Policy Context

3.2 Local Planning Policy - Local Plan

The development plan for Reading comprises the Reading Borough Local Plan (LP) (November 2019) accompanied by the Proposals Map and supplementary planning documents. Accordingly, the relevant policies of the adopted Local Plan which have informed the design process of the submitted scheme proposals are as follows:

- ▶ Policy CC4 - Decentralised Energy
- ▶ Policy CC7 - Design and the Public Realm
- ▶ Policy EN9 - Provision of Open Space
- ▶ Policy EN12 - Biodiversity and the Green Network
- ▶ Policy EN14 - Trees, Hedges and Woodland
- ▶ Policy EN15 - Air Quality
- ▶ Policy EN18 - Flooding and Sustainable Drainage Systems
- ▶ Policy H2 - Density and Mix
- ▶ Policy H3 - Affordable Housing
- ▶ Policy H5 - Standards for New Housing
- ▶ Policy H10 - Private and Communal Outdoor Space
- ▶ Policy TR1 - Achieving the Transport Strategy
- ▶ Policy TR3 - Access, Traffic and Highways-Related Matters
- ▶ Policy TR4 - Cycle Routes & Facilities
- ▶ Policy TR5 - Car & Cycle Parking and Electric Vehicle Charging



3.0 Planning Policy Context

3.3 Local Planning Policy - Proposals Map

The Proposals Map which accompanies Reading's adopted Local Plan details the designations and allocations affecting the site and surrounding area. The designations for the application site are summarised below.

The application site is located on the northernmost boundary of the Oxford Road District Centre on Reading's adopted Proposals Map (see inset map bottom right).

An Existing or Proposed Green Link runs along the Portman Road frontage, extending further east with the application site defining the end of this link (defined by the green dotted lined - see extract of the Proposals Map top right).

The Portman Road frontage is also part of a defined Local Green Space and Public Open Space (defined by light green shading - see extract of the Proposals Map top right).

The Portman Road Core Employment Area lies further north (defined by orange shading - see extract of the Proposals Map top right).

The application site lies in between an Air Quality Management Area covering Portman Road to the north and Oxford Road to the south (defined by brown hatched outline - see extract of the Proposals Map top right).

Oxford Road to the south of the application is a designated as a key frontage in the district centre (defined by purple hatched outline - see extract of the Proposals Map top right).



Extracts of Reading's adopted Proposals Map (top) and Oxford Road West inset Map (bottom)

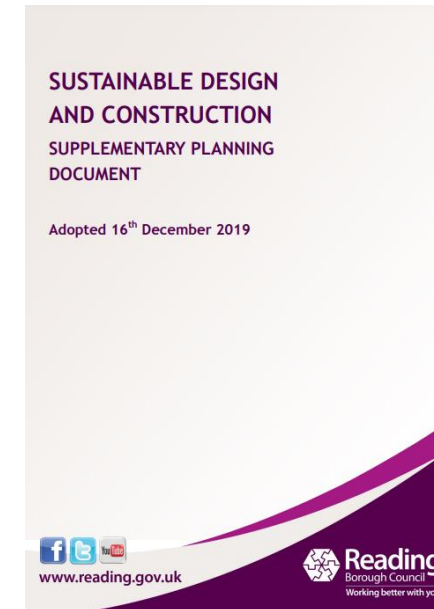
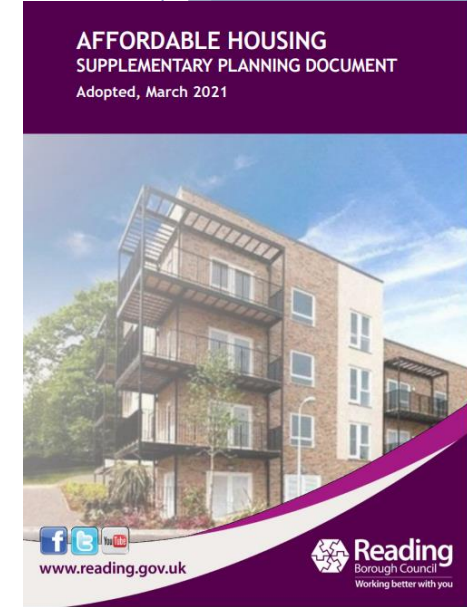
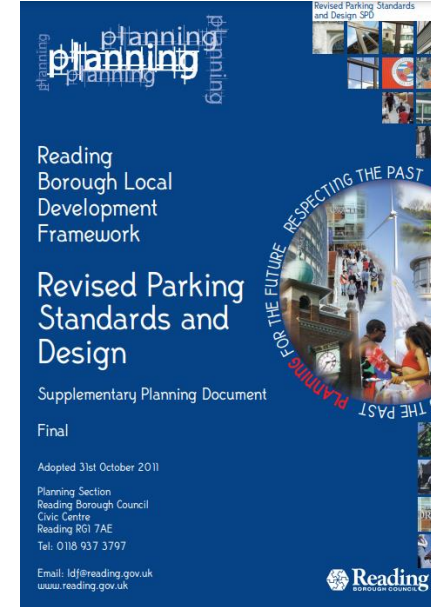
3.0 Planning Policy Context

3.3 Local Planning Policy - SPD's

The following supplementary planning documents have also informed the evolution of the submitted scheme proposals:

- ▶ Affordable Housing SPD (adopted March 2021)
- ▶ Parking Standards and Design Supplementary Planning Document (SPD) (adopted October 2011)
- ▶ Sustainable Design and Construction SPD (adopted December 2019)

There is no neighbourhood plan in preparation for the application site.



4.0 Scheme Evolution



4.0 Scheme Evolution

4.1 Opportunities & Constraints

Opportunities

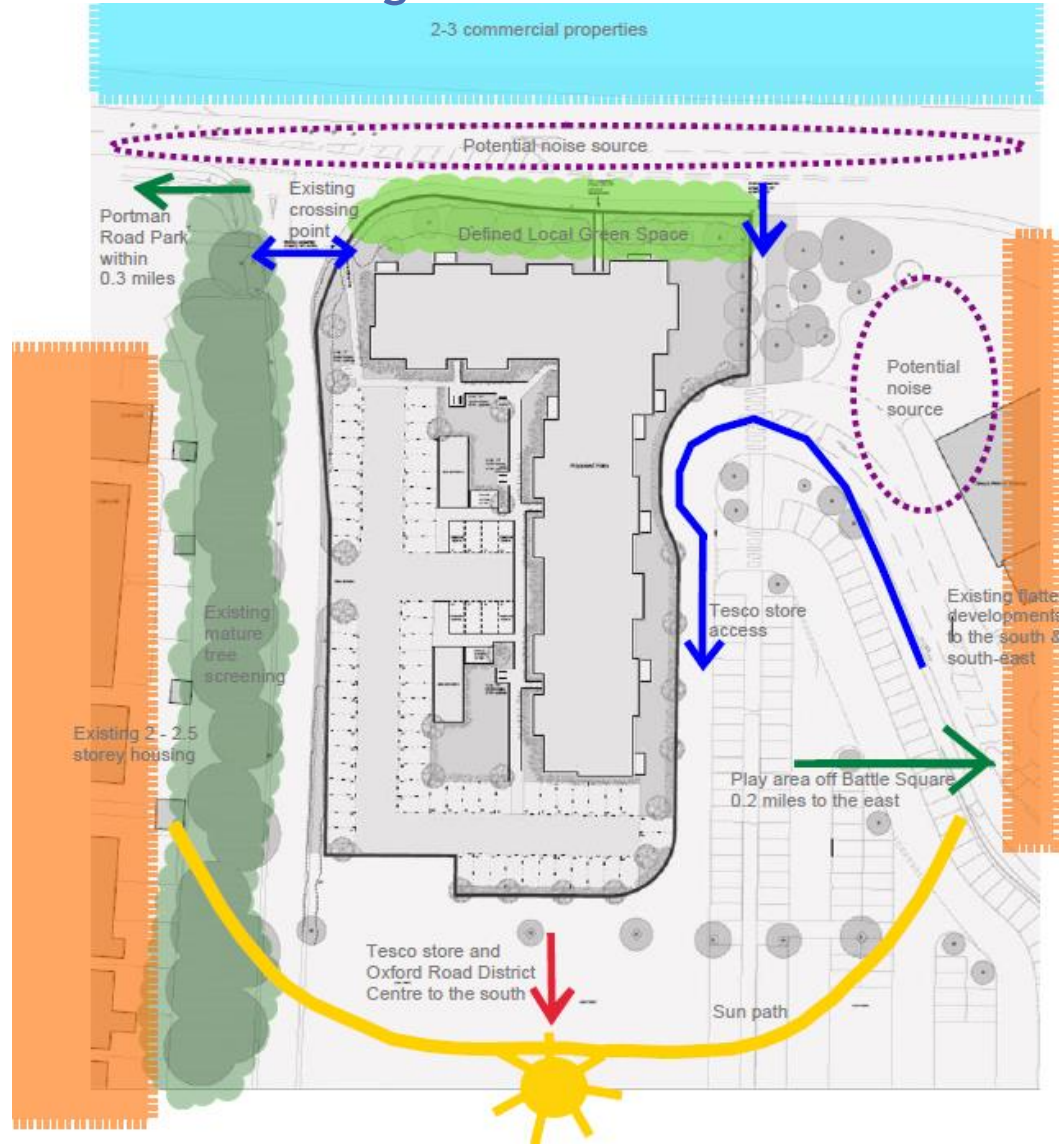
- ▶ Brownfield site within a defined settlement
- ▶ Sustainable location within close proximity to several public transport networks, services and facilities, as discussed in Section 2.4
- ▶ Urban location wherein higher density development should be considered acceptable and reflective of the character of the locality
- ▶ Mixed residential character with flatted developments to the immediate east and south-east of the application site
- ▶ Recent neighbouring development of the Former Battle Hospital to the east follows a contemporary design approach
- ▶ Nearby Portman Road Park to the west within 0.3 miles and play area off Battle Square within 0.2 miles to the east providing future residents ease of access to green and play spaces
- ▶ Removal of existing hard surface car park enabling the creation of new green spaces
- ▶ South facing courtyard to maximise daylight and sunlight for future residents
- ▶ Retention and enhancement of the “green link” along Portman Road
- ▶ Provision of new homes, including affordable homes, to contribute towards the supply of housing in Reading

Constraints

- ▶ Potential amenity considerations associated with the adjoining Tesco petrol station & recycling centre, Portman Road and Tesco service road & car park
- ▶ Commercial uses opposite and location of the site in the Oxford Road West District Centre
- ▶ Location of the site in part in Flood Zone 2

4.0 Scheme Evolution & Engagement

4.2 Opportunities & Constraints Diagram



4.0 Scheme Evolution & Engagement

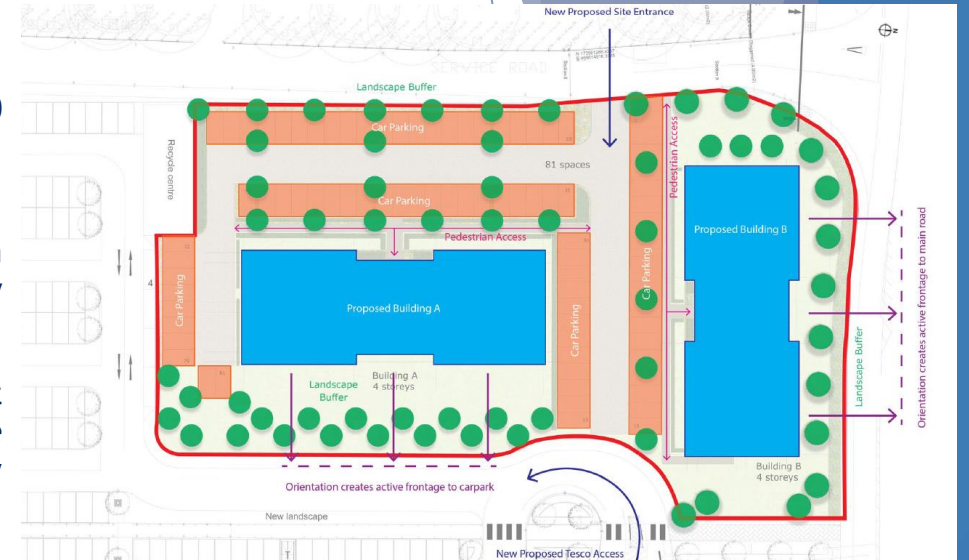
4.3 Pre-Application Discussions

A request for pre-application advice was submitted to Reading Borough Council in July 2020 based on a scheme comprising 74 units in two separate rectangular shaped blocks. The pre-application scheme proposed a mix of 33 x 1-bed and 41 x 2-bed apartments.

The proposed apartments blocks were designed as 4 storeys in order to provide a transition in height along the street scene, stepping down from the neighbouring 6-7 storey apartment blocks in the east to the existing low-rise residential development to the west.

A virtual pre-application meeting was held with the Case Officer, Brian Conlon, in August 2020 wherein the principle of development was supported. The Officer also provided some feedback on the overall design, layout and appearance of the scheme as summarised below however no formal written feedback was received:

- ▶ Layout should follow a loose perimeter block approach with landscaping in the centre of the site to create a focal space and reflect the pattern of development in the area.
- ▶ Proposed scale of development was supported and was considered appropriate to reflect this urban location.
- ▶ Reduced parking could be supported as local car ownership is low and to allow for greater open space to be provided on site.
- ▶ Green frontage along Portman Road should be retained and enhanced to reflect the character of this street scene.
- ▶ Contemporary design approach would be supported.
- ▶ Portman Road park is located within close proximity to the site which could serve future residents.



Extracts of the submitted pre-application scheme

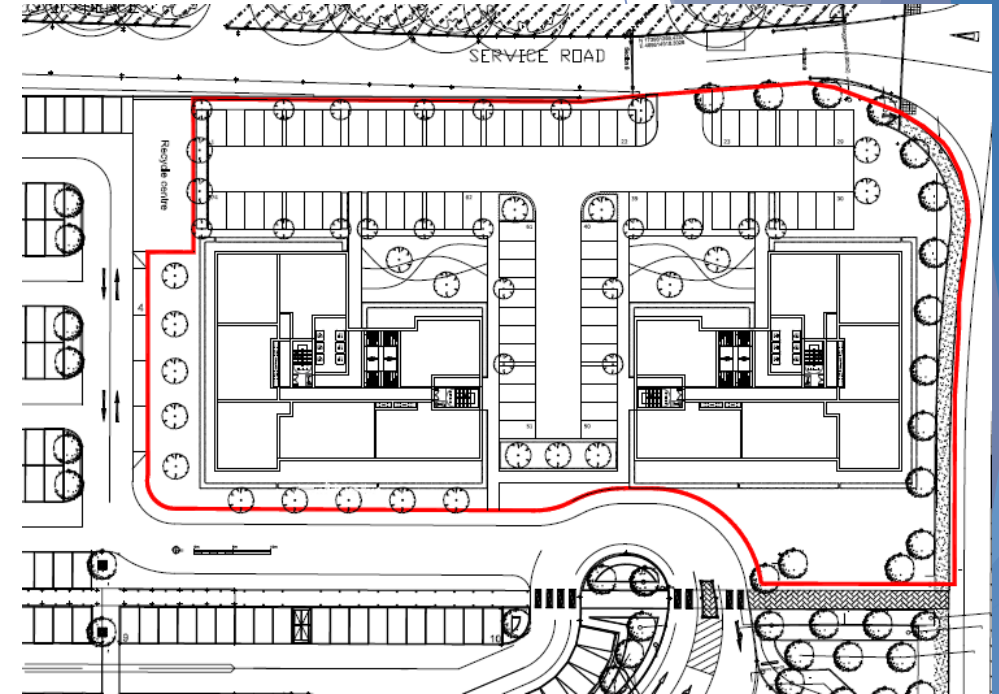
4.0 Scheme Evolution & Engagement

4.4 Follow-Up Scheme

Following the virtual pre-application meeting, a follow-up scheme was considered which sought to follow a perimeter block arrangement with open spaces within the centre of the site (see extract right of the amended indicative scheme). The scheme retained two blocks reflective of the pre-application submission scheme with an access road and parking separating the blocks.

Whilst the revised scheme was considered during the design evolution process, a request for follow-up advice based the revised proposals was not submitted to the Council.

Additional survey work has since been undertaken on site following the pre-application meeting pursuant to this formal application submission which has further informed the evolution of the submitted scheme proposals.



Extract of the amended sketch scheme (not submitted to the LPA)

The image is a presentation slide. It features a background architectural rendering of a modern, multi-story residential or commercial building with a mix of brick and dark paneling. The building is set against a clear blue sky. In the foreground, there is a landscaped area with green grass, trees, and a paved walkway. A semi-transparent blue overlay covers the entire image, with a series of overlapping geometric shapes (triangles and polygons) on the right side. Centered over the image is the text "5.0 Proposed Development" in a white, sans-serif font.

5.0 Proposed Development

5.0 Proposed Development

5.1 Summary

The application site comprises brownfield land located in an urban area within the settlement of Reading. The principle of development should therefore be supported and has been established as acceptable following pre-application discussions.

In a change to the pre-application proposals, the submitted scheme now proposes 80 apartments in a single apartment block in order to make more efficient and effective use of this brownfield site and reflect constraints of the site.

The scheme has been carefully designed to take account of the pre-application advice received from the Council and the site opportunities and constraints. In this regard, a single L-shaped apartment block is proposed to follow perimeter block approach which creates a strong frontage onto Portman Road, reflective of and continuing the street scene formed by the Bellway development to the east, and facing the Tesco petrol station to the east to form a barrier block in the interests of the amenities of future residents. The perimeter block form also creates enclosed parking courts and more intimate open spaces within the application site to create a sense of place, reflective of the pre-application feedback received.

The apartment block has been designed to be 4 storeys in height to provide a transition in the street scene between the neighbouring apartment blocks of 5-7 storeys to the east and the neighbouring 2 storey houses further to the west.

The scheme has been designed to take account of its local context and pre-application feedback received from the Council and therefore follows a contemporary design approach. The apartment block is proposed to be constructed from a mix of red, dark red and grey brick and comprises a range of architectural details to draw upon the character of the neighbouring development at the Former Battle Hospital site and to add interest and variety. The scheme incorporates a mix of built-in brick and bolt-on balconies, projecting brick details, staggered heights with artificial parapets and vertical articulation.

Care has been taken to ensure that the existing green frontage along Portman Road is retained and enhanced, in the interests of retaining the character of the street scene and continuing the designated Local Green/Public Open Space as well as providing opportunities for biodiversity. New landscaping and planting is also proposed within the site to provide an enhancement over the existing hard surfaced car park and assist in creating a sense of place for the development.

Minor enabling works to the existing car park and access to the Tesco store comprising the realignment of the existing road and revised white lines to the car park as well as the relocation of the existing recycling store are also now proposed to facilitate the development. The works are included within the application boundary however the associated land does not form part of the developable area.

Accordingly, the following sections of this Statement continue to discuss the application proposals in more detail.

5.0 Proposed Development

5.2 Layout Form

The principles of the submitted site layout are summarised as follows:

Development Form & Character

- ▶ The layout follows an improved perimeter block approach in response to pre-application discussions which creates positive street scene when approaching the site along Portman Road in order to better create an enclosed courtyard, focusing parking and open spaces within the centre of the site and minimising surplus and left over spaces around the boundaries of the site. The form of this layout has also been carefully considered to ensure that the courtyard is south facing in order to maximise daylight and sunlight in the open spaces.
- ▶ This perimeter block approach enables to creation of a strong frontage to Portman Road, reflective of and continuing the unified street scene created by the Bellway development to the east. The strong building line further assists with defining the entrance to the development when travelling along Portman Road.
- ▶ Form of the layout with uniform building lines reflects the linear pattern of development in the locality.
- ▶ A key consideration during the evolution of the scheme proposals has been to retain the landscaped frontage to Portman Road in order to reflect the character of this street and continue the designated green link.

Safety & Security

- ▶ In terms of minimising the risk of crime, the siting of parking courts and open spaces within the centre of the site maximises natural surveillance and overlooking over these areas by the adjoining apartments in the interests of safety.



Extract of the satellite imagery showing the pattern of development in the locality



Extract of indicative imagery showing landscaped frontage to Portman Road

5.0 Proposed Development

5.3 Layout Form

Accessibility

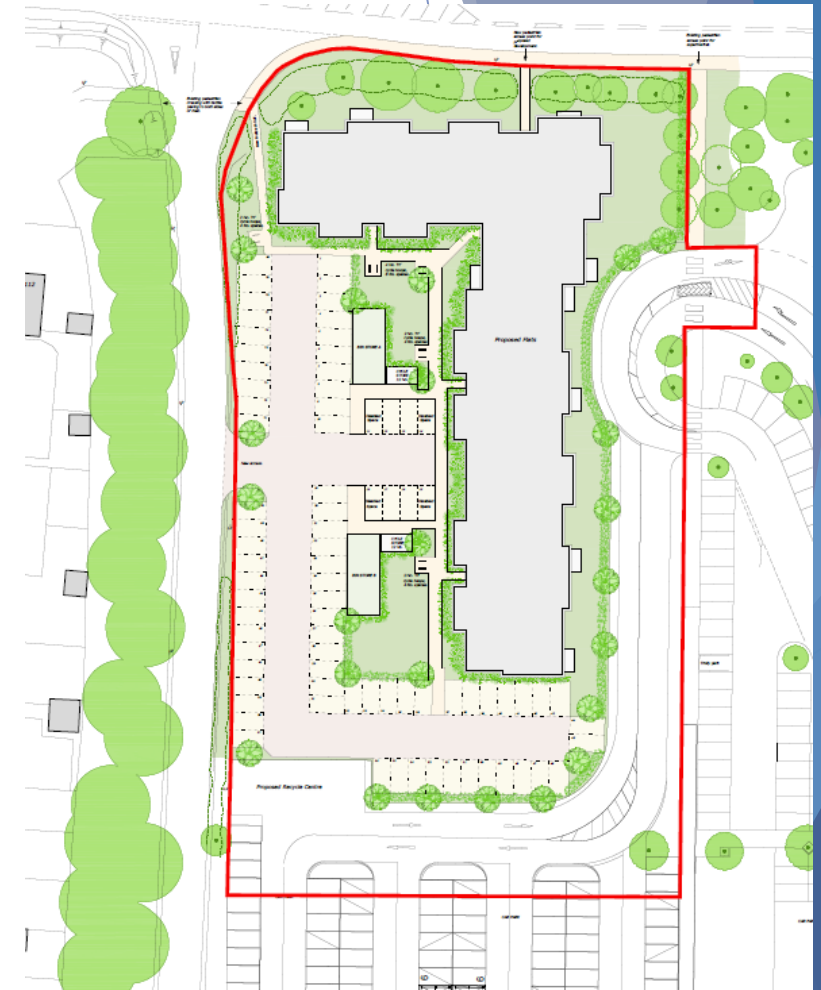
- ▶ Access is to the development proposed off the existing service road along the western boundary. This separates residential traffic from the visitors utilising the Tesco car park in the interests of enhancing the living environment for future occupants.
- ▶ Minor enabling works to the existing car park and access to the Tesco store and the relocation of the existing recycling store are also proposed to facilitate the development.
- ▶ The scheme has been designed to enhance accessibility and connectivity, with access provided through the building connecting the internal parking and open space area with Portman Road.

Amenity

- ▶ Each apartment will benefit from a balcony providing private amenity space as well as the pocket pockets proposed within the courtyard.
- ▶ In addition, there are several open spaces in the locality such as Portman Road Park located within 0.3 miles to the west of the application site and a play area located off Battle Square in the existing housing development within 0.2 miles to the east, providing residents ease of access to nearby green and play spaces.
- ▶ Given the location of the site and the distance to neighbouring properties, the scheme is not considered to impact the amenity of neighbouring occupiers.

Summary

- ▶ The scheme is therefore considered to adhere to Sections 11 and 12 of the NPPF and LP Policies CC7, CC8 EN9, EN12 & H10.



Extract of the proposed site layout

5.0 Proposed Development

5.3 Housing Mix

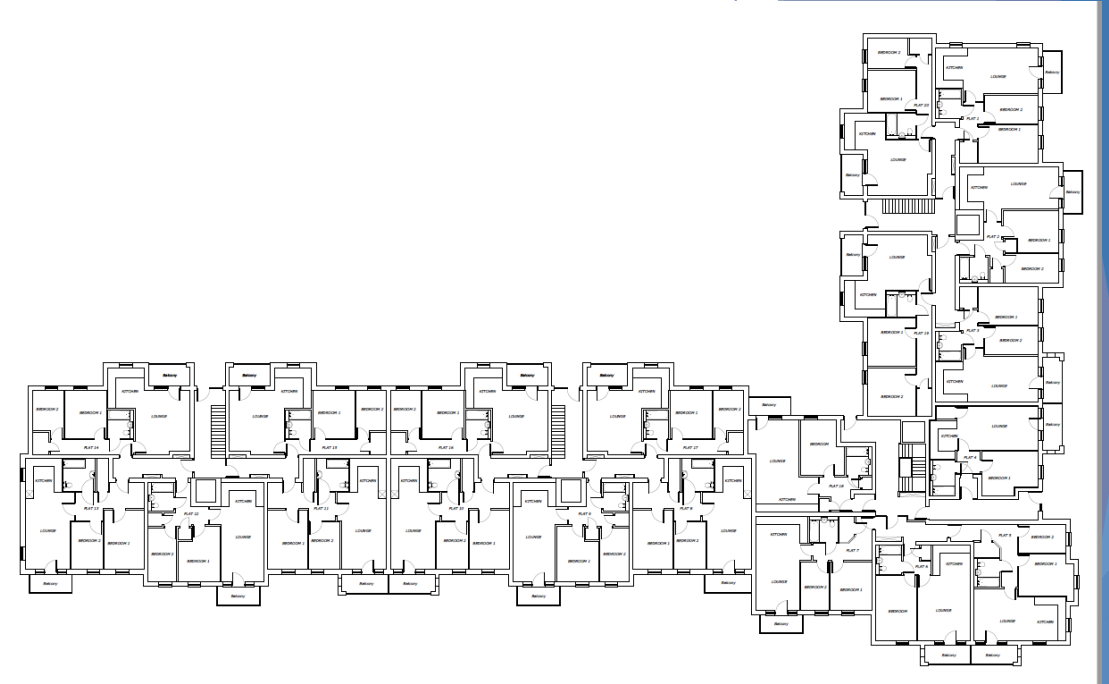
The scheme proposes a mix of 6 x 1-bed and 74 x 2-bed apartments which is considered appropriate to reflect the urban character of the site and its location within a District Centre. The apartments are proposed to be a range of sizes and accommodate 2-4 persons to ensure a mix of units is provided.

The scheme proposes 30% affordable housing in accordance with adopted planning policy requirements.

All units have been designed to comply with national design standards and the internal layouts provide adequate sized bedrooms and storage areas.

In regard to accessible and adaptable units, all units have been designed to comply with M4(2) and 5% of dwellings have been designed as wheelchair user dwellings in line with M4(3).

The scheme is therefore considered to adhere to Section 5 of the NPPF, LP Policies H2, H3 & H5 and the Affordable Housing SPD.



Extract of the proposed ground floor plan

5.0 Proposed Development

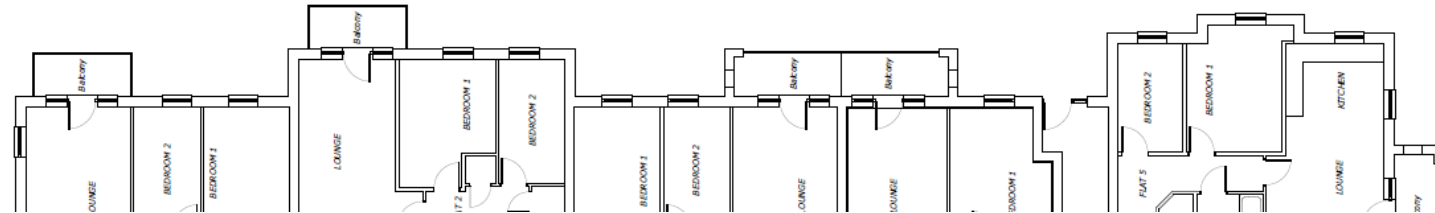
5.4 Scale & Height

The apartment block is proposed to be 4 storeys in height to provide a transition between the existing housing to the west which is domestic in scale and the 5-7 storey apartment blocks to the east.

The overall scale of the proposed apartment block is reflective of the scale and footprint of the neighbouring block on the westernmost boundary of the neighbouring development at the Former Battle Hospital development and the footprint of the commercial buildings opposite the site to the north.

The design of the block introduces staggered building heights through parapets as well as steps in the façade of the building to add articulation and interest as well as to break up the scale of the building. The block is also proposed to be constructed with a flat roof to reflect that the neighbouring development, to minimise the scale of the building and to enable the installation of PV panels (see Section 5.10 for further details).

The scheme is therefore considered to adhere to Section 12 of the NPPF and LP Policy CC7.



Extract of proposed floor plans and elevations

5.0 Proposed Development

5.5 Appearance

Given the isolated location of the application site, it is considered to be read primarily in the context of the Bellway development to the east at the Former Battle hospital site. The design rationale has therefore in part been informed by this development to create a unified design approach and also to take into account the feedback received during pre-application discussions.

The scheme therefore proposes to adopt a contemporary design approach and incorporates a mix of bolt-on and built-in brick balconies, projecting brick detailing, parapets, tax windows, and vertical articulation in the building facade to interest and variation to the elevations, break up the massing of the building as well as to take cues from the details featured in the neighbouring Bellway development to create a unified street scene.

The palette of materials has been carefully considered to assist in creating a uniqueness for the development. The block is proposed to be constructed from primarily red brick with grey brick to the ground floor and to the built-in balconies. The scheme also proposes the use of grey brick to create a recessed panelling effect and to the ground floor of the block with a projected brick bank detail to break up the mass of the building. The scheme also proposes the use of a dark red brick on the inside of the built-in balconies to create vertical emphasis. The northern elevation of the block facing onto Portman Road proposes a porch canopy to the main entrance to frame and define its entrance on the street scene and create an active frontage on Portman Road.

The scheme is therefore considered to adhere to Section 12 of the NPPF and LP Policy CC7.



5.0 Proposed Development

5.6 Trees & Landscape

The evolution of the scheme has been guided by the objective of retaining and enhancing the landscape character of the site.

Accordingly, the scheme seeks to retain the existing trees along Portman Road, as encouraged during pre-application discussions, to ensure the retention and continuation of the existing Green Link and defined Local Green Space on this frontage.

In addition, the scheme proposes new planting within the site, including native planting, and along the boundaries to enhance its appearance, create a sense of place and provide a betterment over the existing hard surfaced car park. New defensive planting is proposed around the apartments in the interests of amenities of future residents.

Whilst a small number trees are proposed for removal to facilitate the development, it should be noted that none of the trees are protected by way of a Tree Preservation Order (TPO) and the proposed new planting compensates for these losses. Pruning is also proposed to some trees to ensure their retention and the supporting AIA (prepared by GHA Trees) confirms that this will not adversely impact the health or amenity value of these trees.

The trees located on the opposite side of the Tesco service road are protected by a TPO however due to the separation from the application site and the proposed construction activities, these trees will not be impacted by the development and will be retained.

In terms of the hard surfacing, different colour paving is proposed to delineate the access road and parking spaces.

Accordingly, the scheme is considered to provide an enhanced landscape character compared with the existing hard surface car park and is therefore considered to adhere to Sections 12 & 15 of the NPPF and LP Policies CC7, EN9, EN12 & EN14.



Extract of the proposed landscape plans

5.0 Proposed Development

5.7 Ecology

In regard to ecology, this application is supported by a Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment (prepared by John Wenman Ecological Consultancy). This confirms that the site is not statutorily designated and that there are no protected species recorded in the TVERC database for this site specifically. The Assessment concludes that the site has low ecological value.

The Appraisal confirms that whilst some existing trees and landscape features will need to be removed to facilitate the development, this loss is compensated for by the creation of new habitat and landscaped areas within the site, including new native and wildflower planting, in order to enhance its biodiversity value.

The Appraisal also includes recommendations for ecological enhancement features such as the provision of bat boxes, house sparrow or starling nest boxes as well as precautionary measures during construction.

The scheme is therefore considered to adhere to Section 15 of the NPPF and LP Policy EN12.



5.0 Proposed Development

5.8 Transport, Parking & Servicing

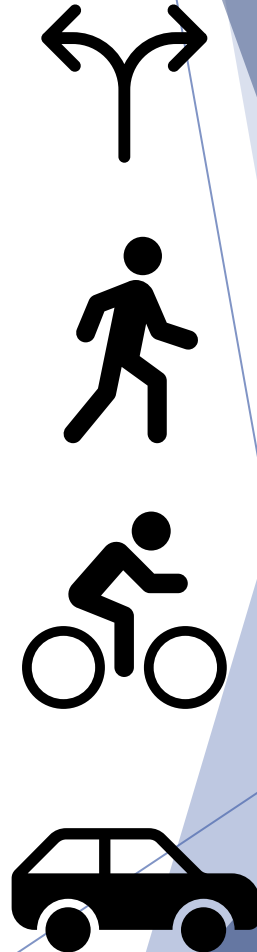
This application is supported by a Transport Statement (prepared by i-Transport) which provides an assessment of the transport and highways aspects of the development proposal. The principles of the transport and highways aspects are summarised as follows:

Access Principles

- ▶ In regard to the proposed vehicular access arrangements, access to serve the new development is proposed off the existing Tesco service road along the western site boundary.
- ▶ The supporting Statement confirms that there have been no records of accidents on Portman Road within the vicinity of the site and sufficient visibility splays can be achieved. It is therefore confirmed that safe and suitable access can be provided.
- ▶ Pedestrian and cycle links are provided onto Portman Road and connectivity is provided through the building from the internal courtyard onto Portman Road.
- ▶ Minor enabling works to the existing car park and access to the Tesco store and the relocation of the existing recycling store are also proposed to facilitate the development. The works comprise the realignment of the existing access road and amended white lining to amend the configuration of part of the existing car park.

Vehicular Movements

- ▶ In regard to the traffic movements generated by the development, the Statement confirms that the additional vehicle movements will have no discernible impact upon the overall highway network and therefore no further network testing capacity is required.



5.0 Proposed Development

5.8 Transport, Parking & Servicing

Public Transport

- ▶ The Statement confirms that the site is very well connected to encourage sustainable modes with several bus stops located along Oxford South to the south, Reading West Train Station within 0.7 miles and Reading Town Centre and Reading Train Station within 1.5 miles. In addition, the site's proximity to services and facilities, including the Oxford Road West District Centre within less than 1 mile to the south, will enable residents to walk on a day-to-day basis.
- ▶ A Travel Plan Statement (prepared by i-Transport) is also provided with this application to further promote sustainable lifestyles.

Parking

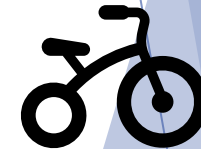
- ▶ In terms of parking, the Statement confirms that the scheme proposes 1 car parking space per unit in accordance with Reading's adopted parking standards for Zone 2, equating to a total of 80 spaces.
- ▶ The scheme also provides 40 cycle parking spaces, in accordance with Reading's cycle parking standards, in order to promote a shift towards sustainable modes of travel.

Servicing

- ▶ In regard to servicing, the site layout proposes external bin stores and has been designed to enable refuse vehicles to enter and exit the site in a forward gear. Tracking is also provided to demonstrate that a fire tender is able to enter and exit the site in a forward gear.

Summary

- ▶ The scheme is therefore considered to adhere to Sections 8 & 9 of the NPPF, LP Policies TR1, TR3, TR4 & TR5 and the Parking Standards and Design Supplementary SPD.



5.0 Proposed Development

5.9 Flooding & Drainage

This application is supported by a Flood Risk Assessment and Drainage Strategy (prepared by JNP Consulting Engineers). This confirms that the site is currently predominantly covered by impermeable car parking and the proposed split of impermeable/permeable surfacing is approximately the same as the existing scenario.

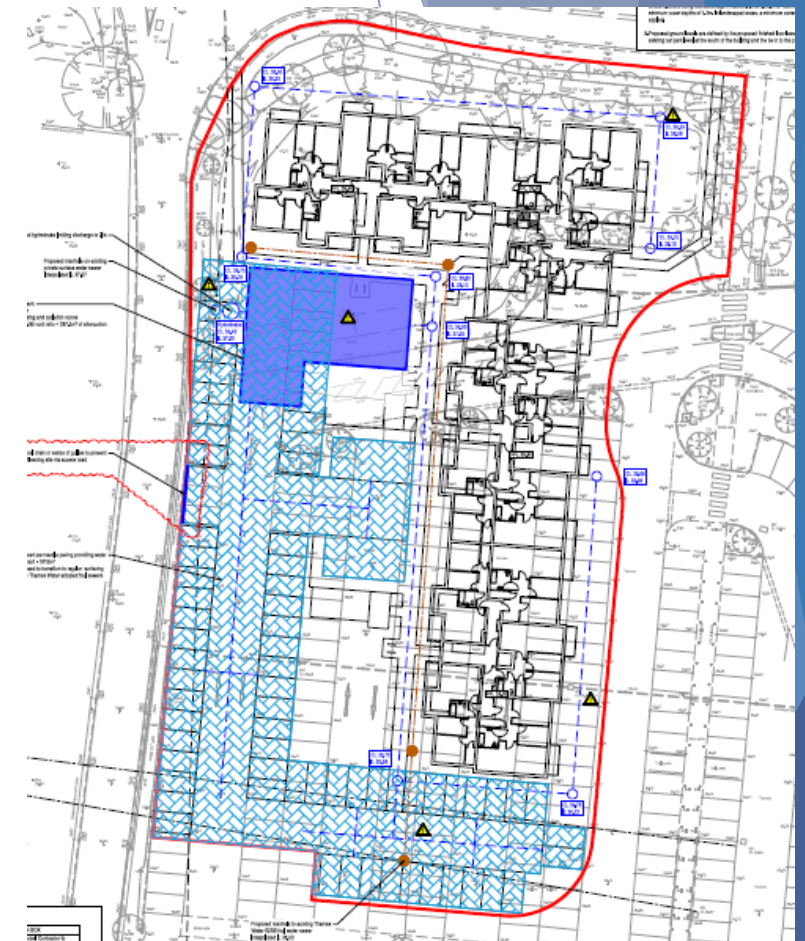
The Drainage Strategy proposes to collect and manage surface water on-site before discharging to the sewer network at an agreed rate, reflective of the current drainage arrangements for the site. The scheme has been designed for flood events up to 1.0% AEP + 40% climate change allowance.

In terms of flooding, as the site is partly located in Flood Zone 2, the application is supported by a Sequential Test (prepared by Bell Cornwell) with the aiming of steering new development to areas with the lowest risk of flooding from any source.

The methodology for undertaking this Test was agreed with Reading Borough Council prior to the submission of this application. The Test therefore concludes that having identified the appropriate area of search parameters and assessed the sequentially preferable and reasonably alternative sites within the RBLP, HELAA, Brownfield Land Register and an interrogation of sites from websites, there are no other reasonably available suitable sites. The Test therefore concludes that the application site is the best option available for the development proposed and the sequential test has been passed.

In terms of safe means of escape, the Flood Risk Assessment and Drainage Strategy confirms that as the site is outside of the 1 in 100 + climate change (1% AEP) event (as per 4.3.8), dry access and egress is maintained to the site during this and lesser flood events. As such, a plan showing emergency access/egress routes has not been deemed necessary.

The scheme is therefore considered to adhere to Section 14 of the NPPF and LP Policy EN18.



Extract of the proposed Drainage Strategy (prepared by JNP Consulting Engineers)

5.0 Proposed Development

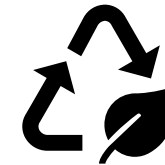
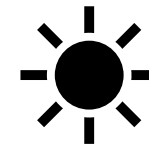
5.10 Sustainability

This application is supported by an Energy & Sustainability Statement along with supporting SAP calculations (prepared by Darren Evans). The Statement includes an energy demand assessment showing how selected energy efficiency, low carbon and renewable energy measures have been considered and those, which are deemed appropriate for the scheme.

The Statement concludes that the development significantly reduces the buildings CO2 emissions when compared to the baseline target, through a combination of passive measures, building fabric design improvements and the installation of high efficiency hot water services and the addition of 131,200 kWp of photovoltaic panels. A saving in CO2 of 83% over 2013 Building Regulations is therefore estimated to be achieved annually compared to the building regulations compliant baseline assessment across the site.

The PV proposed to be installed on the roof of the building also achieve the decentralised energy infrastructure requirement.

The scheme is therefore considered to adhere to LP Policies CC4 & H5 and the Sustainable Design and Construction SPD.



5.0 Proposed Development

5.11 Noise

The perimeter block design of the site layout acts is considered to act as a barrier block for noise associated with the access road into the Tesco car park and petrol station to the east, protecting the internal courtyard within the application site.

This application is supported by a Noise Assessment (prepared by Hawkins Environmental) which provides details of the noise surveys undertake on site and details the recommended acoustic mitigation measures for the units fronting onto Portman Road, similar to the approach adopted by Bellway at the adjoining development to the east, to protect the amenities of future residents. No recommendations are provided for any other units.

Acoustic mitigation measures are also recommended to be followed during the construction phase of the development.

The scheme is therefore considered to adhere to LP Policy CC8.

5.12 Air Quality

The site adjoins an Air Quality Management Area to the north encompassing the parcel on the opposite side of Portman Road. As a result of the proximity to this designation, an assessment of the impacts of the local area on the air quality of the development has been carried out.

This application is therefore supported by an Air Quality Assessment (prepared by Hawkins Environmental) which confirms that there will not be a significant increase in pollutant concentrations and therefore mitigation is not considered necessary, other than those routinely used to control construction dust. Such details can be provided by condition in a Construction Management Plan.

The scheme is therefore considered to adhere to LP Policy EN15.

6.0 Conclusion



6.0 Conclusion

The information submitted in support of this application demonstrates that the evolution of the submitted scheme proposals has been informed by the pre-application discussions, the site's setting, local context including the nearby recent developments and planning policy requirements.

The scheme proposals seek to make more efficient and effective use of this brownfield site which is now surplus to requirements for the Tesco store to contribute towards the housing supply in Reading.

The proposed site layout has been carefully considered to follow a perimeter block approach creating a strong frontage onto Portman Road to the north and forming a barrier block along the eastern boundary fronting the Tesco petrol station and access to the store, taking account of the pre-application advice. This form of layout also enables the creation of overlooked open spaces and parking courts within the centre of the site, maximising natural surveillance and creating a sense of place for the new development.

The scheme follows a contemporary design approach, reflective of feedback received during pre-application discussions, and incorporates key design features which takes cues from the details featured in the neighbouring Bellway development to create a unified street scene.

The existing green frontage to Portman Road has been retained and enhanced to ensure the continuation of the existing defined Local Green and Public Open Space along this boundary.

Accordingly, in light of the above, we respectfully request that this revised application is considered favourably without delay.

RIDGEPOINT
— HOMES —