

3.1 Consultation Process

Consultation Timeline

Consultation with the local community, Council members, Planning Officers and the Reading Design Review Panel has been integral in the in shaping the proposed design. The adjacent time line demonstrates the various consultation events and meetings which have been held during the design development process.

A Statement of Community Involvement has been prepared and submitted as part of this application. This reports provides information regarding the consultation approach, details regarding each of the public consultation events and summaries of the feedback received.

August 2019 - Drop-in Consultation Event Public Event 1

The event was structured as a 'drop-in' session on the site on the proposed site. No design proposals were presented at this event, instead an Interactive 3D Block Site Model was available for residents to demonstrate their own ideas for the site. In addition, feedback forms were offered to all attendees and members of both the Reading Borough Council and HTA Design teams were available throughout to take part in discussions.



September 2019 - Design Options Consultation Public Event 2

The aim of this event was to gain local residents' feedback on three schematic design options, informed by the previous consultation, as well as their opinions on possible appearance, house types, landscape and play proposals. The event also included information regarding the project the timetable, feedback from the previous event as well as planned and potential improvements work to the existing towers.



June 2019 Members Briefing

Stage 1 site analysis and capacity studies presented to Council members.

July 2019 Members Briefing

Public consultation strategy agreed.

July 2019 Pre-application Scoping Meeting

An outline design proposal was discussed with the relevant planning officers to gain initial feedback on possible development on the site.



September 2019 Pre-application Scoping Meeting

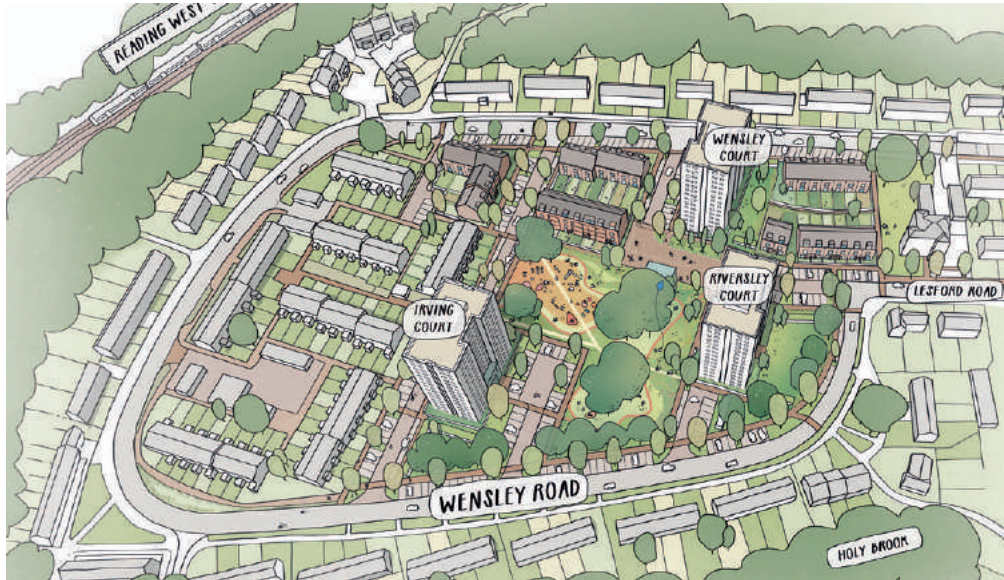
Assessment of the design development with planning officers.

September 2019 Members Briefing

Review of consultation feedback and discussion regarding the design options to be presented at the second public consultation event.

October 2019 - Design Exhibition Consultation Public Event 3

The consultation event was organised as a drop-in session at the Coley Park Community Centre, a short walk from the proposed development site. At the event the proposed design was exhibited and along with detailed information regarding the landscape, play, parking, unit types and 3D visualisations of the proposed street scenes.



November 2019 Reading Design Review Panel

Detailed design review and discussion, followed by written feedback



PLANNING

October 2019 Public Newsletter

Circulated to residents within the Coley Park estate to provide feedback following the first two events and advertise the third public consultation event.

October 2019 Members Briefing

Review of the proposal with understanding from public opinion from the consultation event.

October 2019 Pre-application Meeting

Detailed design proposal discussed with relevant planning officers, followed by written feedback.

November 2019 Members Briefing

Review of feedback from all three consultation events, pre-application meetings and detailed design update.

November 2019 Pre-application Meeting

Developed design proposal discussed with relevant planning officers

January 2020 Public Newsletter

Circulated to residents within the Coley Park estate to provide a summary of all the public consultation events and provide information regarding the planning application.

January 2020 Members Briefing

Discussion of the proposal prior to submission of planning application for Wensley Road.

3.2 Consultation Design Development

August 2019 - Drop-in Consultation

No designs were presented at the first public consultation event, instead using an interactive 3D block model attendees were able to demonstrate their own ideas for the site.

September 2019 - Public Consultation

At the September consultation event three schematic designs were displayed. The design of these was informed by residents input at the previous consultation event, subsequent discussions with Council members and two initial scoping meetings with planning officers.

September 2019 - Public Consultation

Option 3 was the preferred option as it provided a larger amenity space and was more integrated into the existing street network. However, there was also support for the other two options as well as general comments regarding all three options.

October 2019 - Public Exhibition Consultation

Following a review of residents feedback and further discussions with Council members, a single design option was developed. This design proposal was exhibited at the October consultation event, with display information including plans, site strategies, unit types and 3D visualisations.



3.2 Consultation Design Development

October 2019 - Public Consultation

In advance of the October public consultation event, the design team had a pre-application meeting with planning officers, to discuss the same design proposal as presented at the public consultation event.

November 2019 - Design Review Panel

Comments from the pre-application meeting, residents feedback and comments from the Council members informed the design proposal which was presented both to the Reading Design Review Panel and at a second pre-application meeting with planning officers.

November 2019 - Design Review Panel

In response to comments received from both the Reading Design Review panel and the pre-application meeting, further refinements were made to the overall site plan, as well as to the detailed design of the unit types, elevations and landscaping.

January 2020 - Planning Proposal

The planning proposal submitted is the layout below.



Site plan presented at the Reading Design Review Panel (21/11/19) and at the Pre-application Meeting (27/11/19)



Current Proposal

3.3 Stage One Feasibility Studies

Stage 1 Feasibility Studies

Initial design options were explored to test the capacity of the site as well as different possible typologies. These were presented to Council Members at the initial Members Briefing meeting.

Whilst option A delivered more homes overall, option B provided more family sized houses which better meets the current need of RBC and was felt to be more in keeping with surrounding context.

Option A: Apartments & Maisonettes

This option proposed three residential apartment blocks and in order to create a hierarchy relating to both the 15 storey tower and the neighbouring two storey houses, a five storey, a four storey and a central eight storey block was proposed.

In all three of the apartment blocks, three bed maisonettes were proposed at ground and first floor with direct access at street level and private amenity space. The upper floors consisted of a mix of one and two bed flats, with generous balconies wrapping around the buildings.

Option B: Housing

To increase the number of family sized homes, option B comprised of predominantly three bed six-person homes arranged in terrace rows with ample back-to-back rear gardens, private amenity space to the front and a south facing terrace with views toward Fobney meadow. The terraces are oriented so that they either provide an active frontage to the existing streets or the central public amenity space.

Option A: Apartments & Maisonettes



Key Details:

Existing Homes Retained = 267
Proposed Homes = 79
 1 Bed 2 Person Flat = 22
 2 Bed 4 Person Flat = 40
 3 Bed 6 Person Maisonettes = 17
Total = 346
Proposed Dwellings per ha: 146
 Red line area= 2.362 ha
 (Existing Dwellings per ha = 114)
Proposed Car Parking Bays: 251
 (Existing Car Parking = 208)
Additional Parking= 43
Proposed Car Parking Ratio = 0.74
 (Existing Car Parking Ratio = 0.76)

Option B: Housing



Key Details:

Existing Homes Retained = 267
Proposed Homes = 53
 1 Bed 2 Person Flat = 6
 2 Bed 4 Person Flat = 6
 3 Bed 6 Person Houses = 41
Total = 320
Proposed Dwellings per ha: 135
 Area of Red line Boundary = 2.362 ha
 (Existing Dwellings per hectare = 114)
Proposed Car Parking Bays: 245
 Existing Car Parking = 208
Additional Parking = 47
Proposed Car Parking Ratio = 0.79
 Existing Car Parking Ratio = 0.76

3.4 Pre-application Planning Designs

Scoping Meeting - 22/07/19



Key Details:

Existing Homes Retained = 267
Proposed New Homes = 43

1 Bed 2 Person Flat (WCH) = 2
1 Bed 2 Person Flat = 4
2 Bed 3 Person Flat (WCH) = 3
2 Bed 4 Person Flat = 8
3 Bed 6 Person Houses = 26

Total = 301

Proposed Dwellings per ha: 143
Red line Area = 2.109 ha
Existing Dwellings per ha = 122

Proposed Car Parking Bays: 217
Existing Car Parking = 196)
Additional Parking = 21

Proposed Car Parking Ratio = 0.72
Existing Car Parking Ratio = 0.76

Key Comments:

- General layout progressing in the right direction however need to ensure proposed mews are pleasant spaces
- Make further moves to relate the proposal to the existing context.
- Consider switching the proposed apartment building and the northern housing to create a hierarchy of building forms.
- Important that there is coherence between the proposed development and improvement works to the towers.
- Tree survey required in order to review approach to tree retention and removal.
- Supportive of the proposed routes through the site and happy that the layout does not appear to be conducive to speeding or being used as cut-throughs.
- Achieving the existing parking ratio seems reasonable

Scoping Meeting - 12/09/19



Key Details:

Existing Homes Retained = 267
Proposed Homes = 43

1 Bed 2 Person Flat (WCH) = 2
1 Bed 2 Person Flat = 4
2 Bed 3 Person Flat (WCH) = 3
2 Bed 4 Person Flat = 8
3 Bed 6 Person Houses = 26

Total = 301

Proposed Dwellings per ha: 143
Red line Area = 2.109 ha
Existing Dwellings per ha = 122

Proposed Car Parking Bays: 217
(Existing Car Parking = 196)
Additional Parking = 21

Proposed Car Parking Ratio = 0.72
(Existing Car Parking Ratio = 0.76)

Key Comments

- Scheme should improve the functioning of the wider estate.
- Removal of east-west mews and increased distance between Irving Court an improvement.
- Rotation of the central houses loses the animation on the new north-south mews on the west boundary of the site.
- Need a re-provision of the existing parking bays plus 1:1 ratio for new homes and visitor spaces.
- Define curtilage of Wensley Court Tower, currently too much unused space.
- Consider using building appearance to create sense of identity, maybe something slightly different to other new Reading developments.
- Currently a lot of flats being built in Reading, and therefore houses would be welcomed. A wider variety of house types, including maisonettes and maybe older persons accommodation.

3.4 Pre-application Planning Designs

Pre-app Meeting - 18/10/19



Key Details:

Existing Homes Retained = 267
Proposed New Homes = 45

1 Bed 2 Person Flat (WCH) = 2
1 Bed 2 Person Flat = 5
2 Bed 3 Person Flat (WCH) = 3
2 Bed 4 Person Flat = 8
3 Bed 6 Person Houses = 27

Total = 312

Proposed Dwellings per ha: 136
Red line area = 2.294 ha
Existing Dwellings per ha = 116

Proposed Car Parking Bays: 217
Existing Car Parking = 196
Additional Parking = 21

Proposed Parking Ratio = 0.72
Existing Parking Ratio = 0.76

Summary of Written Comments

Layout & Massing

- General massing seems appropriate for the context (to be justified in terms of daylighting and street scenes).
- Any loss of open space, both amenity and buffer, needs to be justified and building/ car parking footprint should be minimised as much as possible.
- On the former garage site the proposed 'L' shaped block creates back land parking area and overlooking issues. Alternative options to be explored.
- Increase back-to-back distance, ideally to 20m between houses to avoid overlooking.
- Consider reorientation of the houses facing onto Wensley Road so that the houses are parallel to the opposite houses.
- Consider adjusting the flat block to become more of a feature at the termination of the extended Lesford Road.
- Microclimate assessment strongly advised owing to the effect of the existing towers.

Density & Mix

- Acknowledged that the immediate context of the flats pushes up the density, therefore justifiable to consider the density of the wider context.
- Over 50% of 3 bedrooms or more is strongly welcomed, as is allocating homes to existing

residents of the towers. All dwellings should meet NDSS.

External Appearance

- Distinctive brick-based features in the area but these do not have to be followed too closely and suggested could be more contemporary. Opportunity to increase design quality.

Highways/Transport

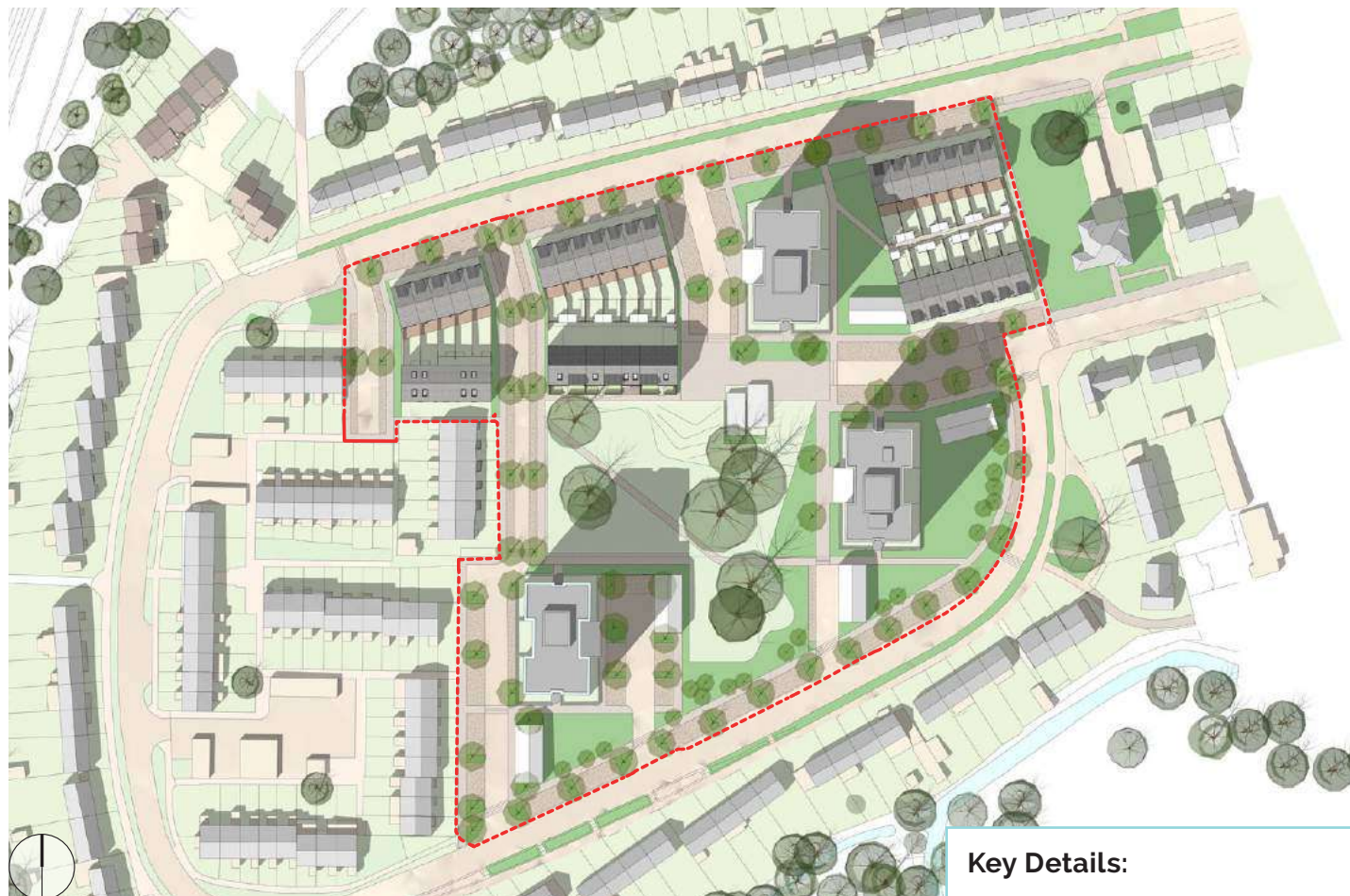
- Removal of existing garages needs to be justified. Full parking survey required, including garage ownership and usage details. Loss of storage for residents a concern.
- Proposal should emphasise the east-west route across the site.
- Car parking for existing should be based on the current ratio and for the proposed based on the current car ownership in the area (survey required)

Improvements to the Existing Towers

- Cycle and Refuse for existing needs to be in close enough proximity to the existing blocks and ideally should compromise the outlook of the ground floor flats.
- Impact of the construction on the existing residents needs to be considered in terms of phasing.
- Include as many intended improvements works to the towers with the proposal as possible (appreciate time scales might preclude some).

3.4 Pre-application Planning Designs

Pre-app Meeting - 27/11/19



Key Details:

Existing Homes Retained = 267
Proposed New Homes = 44

1 Bed 2 Person Flat (WCH) = 1
1 Bed 2 Person Flat = 4
2 Bed 3 Person Flat (WCH) = 3
2 Bed 4 Person Flat = 10
3 Bed 6 Person Houses = 26

Total = 311

Proposed Dwellings per ha: 136
Red line area = 2.294 ha
Existing Dwellings per ha = 116

Proposed Car Parking Bays: 240
Existing Car Parking = 196)
Additional Parking = 44

Proposed Parking Ratio = 0.77
Existing Parking Ratio = 0.76

Summary of Written Comments

Phase One & Phase Two Works

- Demonstrate that all the site wide strategies are resolved for both the existing flats and the proposed without the improvements works.
- Encouraged to include future intensions for the towers in the application. Do not include within the visual information for the Phase One application.
- Provision of additional garages or storage units could be provide on another site on Wensley Road

Landscape – Parks and wildlife corridors

- Improving access to Courage park. Discussions about working with funded youth workers to set up events to encourage use of Courage Park.
- Emphasis on toddler play in the new Wensley Park is encouraged.
- Bus stop within the site next to the park positive in terms of making it a community wide facility and bringing the wider community into the site.
- Green mound or screen around Substation/ Water tank to better integrate within the landscape design.
- Enhancement needs to be shown of wildlife corridors clearly in the submission.

Landscape – Trees

- Net gain in trees needs to be demonstrated / set out. Trees T90 and T94 are going to be removed owing to heath reasons.
- Is there any opportunity to retain the English oak on the garage site?

Rear Access Routes

- Concern for the maintenance and opportunity for fly tipping, Understanding of the necessity and benefits of rear access of garages, cycle stores and air source heat pumps.

Highways

- Trees on the corners of the entrances not be a problem to visibility splays – trees are clear stemmed and no additional low-level planting.
- Tracking tabled. For the bus route and Refuse & Emergency Access.
- Shared Surface Space should feel more part of the park and use innovative design to calm traffic.

Plans & Elevations

- Recessed Balconies, concerns of natural daylight, agreed the continuous balcony could be a solution.
- Incorporate high level windows where possible for natural daylight and improve blank façade.

Sustainability

- As a council scheme this should be meeting Zero carbon. Amend the design in order to achieve Zero carbon,

Daylight, Sunlight & Overshadowing

- Concern regarding daylight/sunlight Accommodation for rooms behind balconies.
- Demonstrate the open space has more than two hours of sunlight on the Spring Equinox

Crime Prevention & Anti-social Behaviour

- Advisable that Thames Valley Crime Prevention Officer is able to review the scheme.

3.5 Design Review Panel Proposal

Design Review Panel - 21/11/19



Housing Type Elevations - Option 1



Apartment Block Type Elevations - Option 4



Apartment Block Type Elevations - Option 3



Apartment Block Type Elevations - Option 1

Summary of Comments

Layout & Plans

- Good to see intensification and improvements of estate site. Holistic approach to placemaking and creating a sense of enclosure around the tower blocks very positive.
- Relationship between proposed houses and Lesford road could be better resolved, in particular the location of the footpath.
- Corners/end of the terrace rows could be stronger. Consider a different house type with entrance on the side elevation to help turn the corner into the site.
- Four storey flat block feels very appropriate facing onto and framing the green space.
- Small flat block does not feel well resolved. General agreement that it would be an improvement to have a single block of flats (four flats per floor) and change small flat block to houses.
- Consider adjusting the flat block to an 'L' shape to help great a stronger elevation at the termination of the new extension to Lesford Road, as well as closing-up the space behind.

Elevations

- Consultation elevation design (parapet, set back dormers, varying brick colours), feels quite 'Reading' and would read better with neighbouring houses, as read more like two storeys rather than three. Elevation options with dormer flush with the front elevation feel too elongated.
- Dormer windows feel very narrow on plan, could these be wider to create a more usable space? This might also work better with the parapet re-introduced.

Sustainability

- Nearly zero carbon approach (ASHP, PVs, 600mm walls) very positive. Seems a shame owing to the high sustainable aspiration for it not to quite achieve zero carbon.
- 10% policy requirement of electric vehicle charging bays seems very low, is there an opportunity to improve on this or future proof the scheme so that more can be installed?
- Are there any opportunities for green walls or green roofs?

Landscape

- Integrated cycle storage positive, can more be done to emphasis the cycle route across the site and encourage cycling in the area, as there are several cycling initiatives in Reading.
- Shared surface space (south of Wensley Court) could be improved. Depending on tracking and services, could more soft landscaping be incorporated.

Next Steps

- The scheme will not be presented at another DRP before the submission. However, suggested that in new year once the tower improvement designs are developing the project is presented again.

3.6 Site Constraints

The adjacent plan consolidates the findings from site analysis and the consultation process regarding the existing constraints within the proposed site.

This includes information relates to physical constraints as well as planning constraints regarding site designations. This information has been based on OS plan information, topographical survey, tree survey, utilities survey and visual inspection of the site by HTA Design during several site visits.

The following key site constraints have been identified:

- Entrance locations of the existing tower blocks and surrounding houses
- Existing trees on site and along the boundaries.
- Electricity sub-station in the centre of the site
- Overlooking distances to adjacent homes
- Change in site levels (Northwest to southeast) by approximately a single storey height.

Diagram Legend

	Whole Site Boundary		Major Road Junction
	Building Frontages		Primary Vehicular Route
	Overlooking Frontages		Secondary Vehicular Route
	Visual Node		Existing Site Entrance (Pedestrian & Vehicles)
	Electrical Substation		Existing Site Entrance (Pedestrian Only)
	Water Tank		Primary Pedestrian Route
	Existing Green Space		Secondary Pedestrian Route
	Existing Play Facilities		Indicates fall in level
	Existing Parking Court		1 storey
	Existing Trees - Onsite (Approx. Location)		2 storey
	Existing Trees - Offsite (Approx. Location)		5 storey
	Bus Stop		15 storey

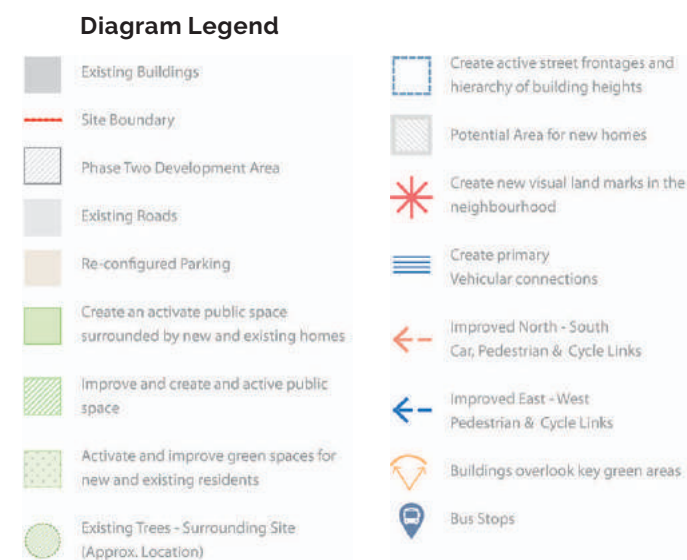
Constraints Plan - not to scale



3.7 Site Opportunities

The adjacent plan reflects the opportunities for the Wensley Road site, which have been identified, developed and refined through the site analysis and the consultation process. These include the following:

- An increased central amenity space that could be framed and overlooked by both existing and proposed dwellings.
- New routes through the site which better integrated the site with the surrounding area, which are more defined and legible
- New affordable homes that meet the needs of local residents and relate to the surrounding homes in terms of orientation, scale and massing.



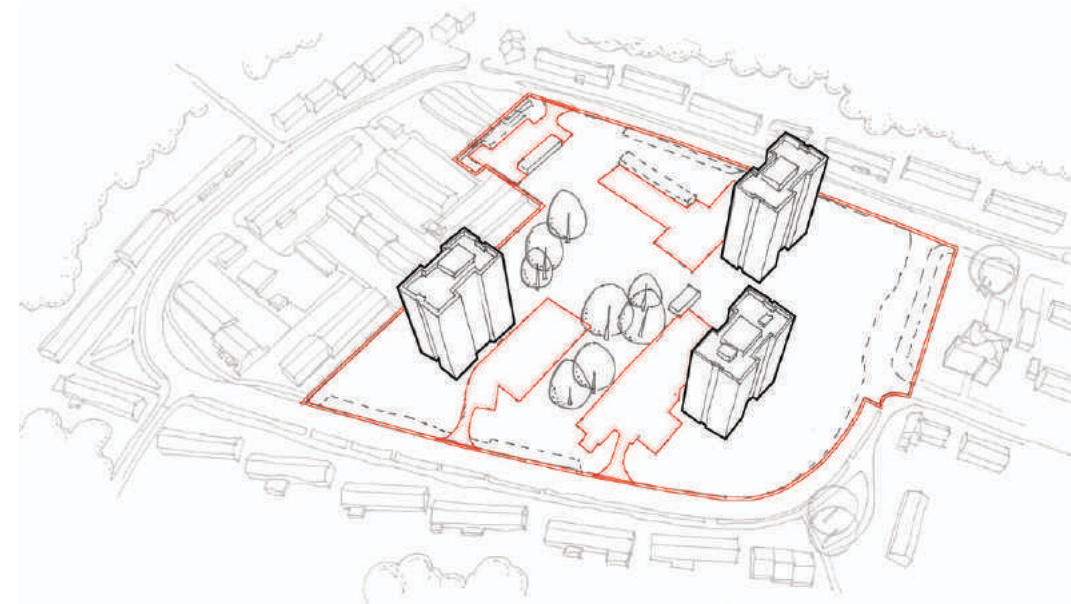
Opportunities Plan - not to scale



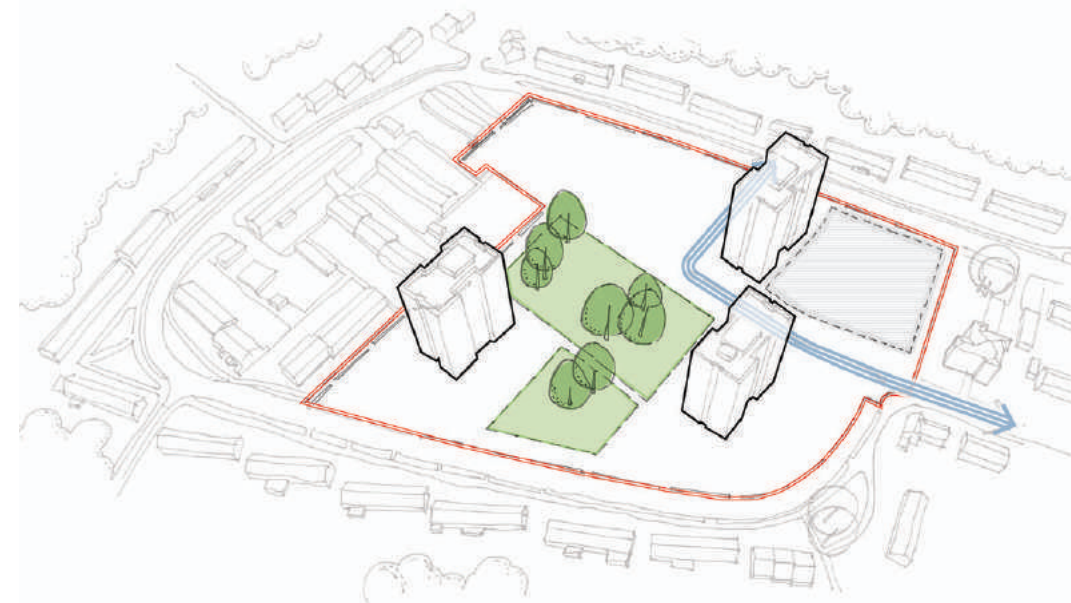
3.8 Key Design Moves

Urban design decisions regarding the layout and massing have been carefully considered to make the central green space a welcoming and accessible facility for wider community use, as well as create a more coherent relationship between the existing dwellings within the Wensley Road loop and those around the perimeter of the loop.

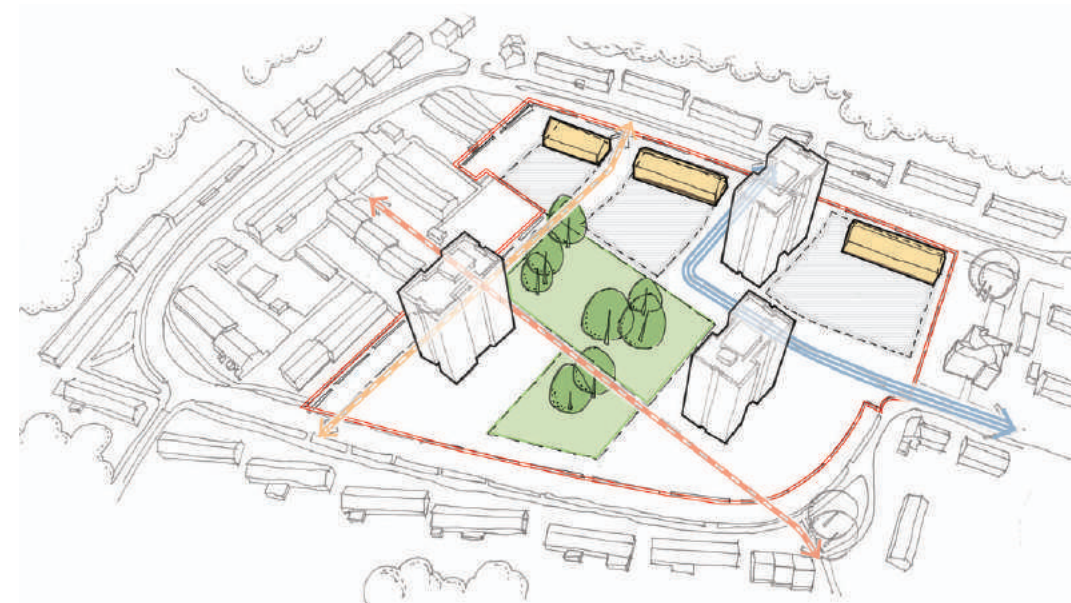
As identified in the early character analysis, there are two different orientation approaches on and around the site. The houses around the perimeter of Wensley Road are orientated to face onto Wensley Road, whilst the houses within the loop and the existing towers have a north-south orientation. Therefore the layout of the proposed dwellings and the alignment of the proposed roads have been designed to create a transition between these two disjointed orientation approaches.



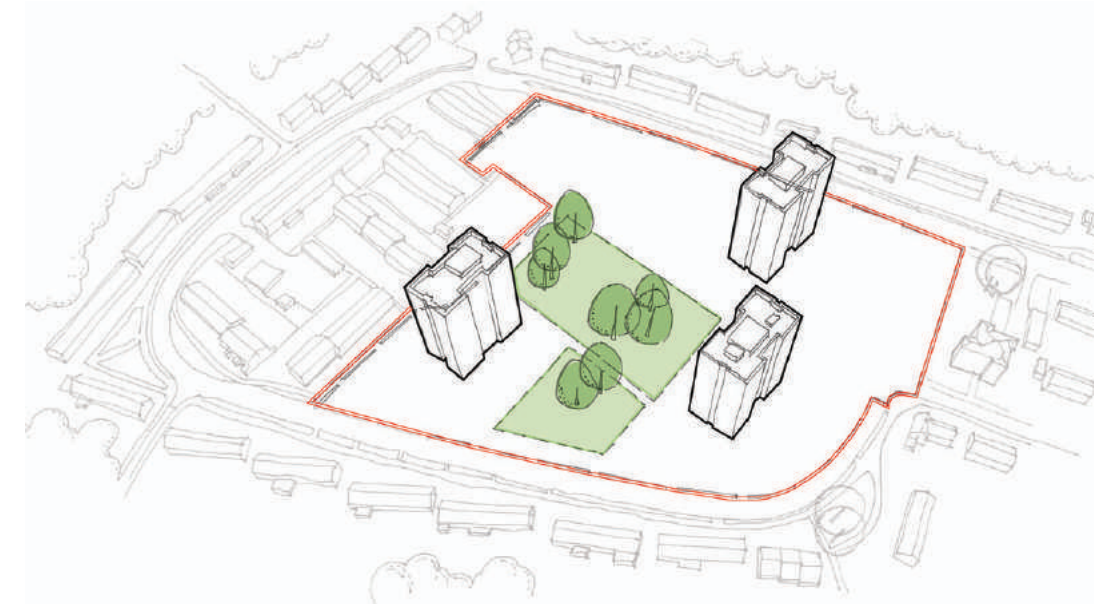
1. Remove large dead-end parking courts



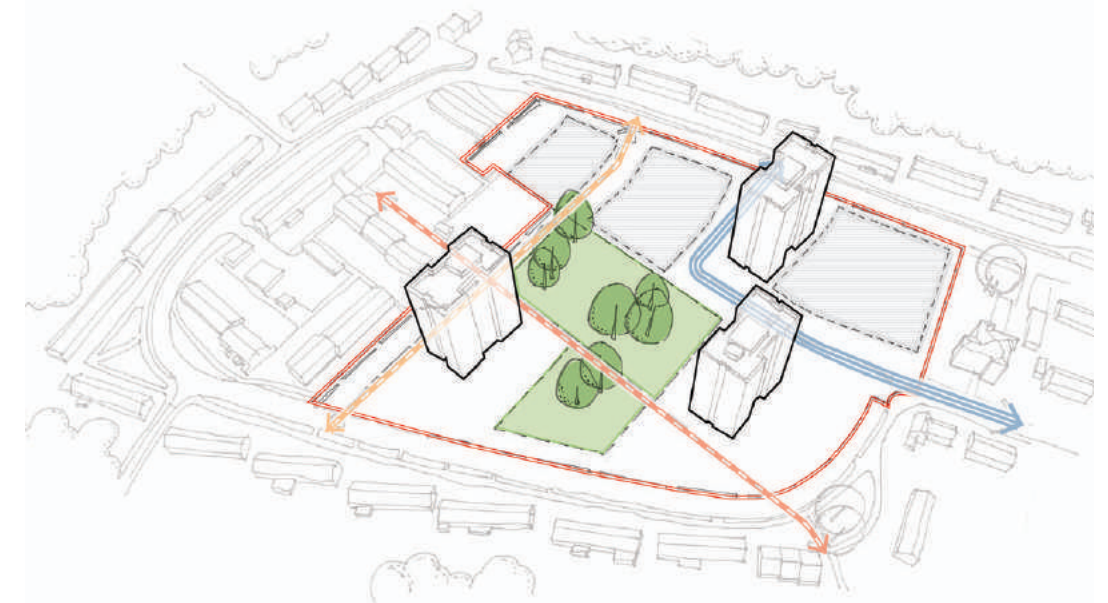
3. Connect to Lesford Road



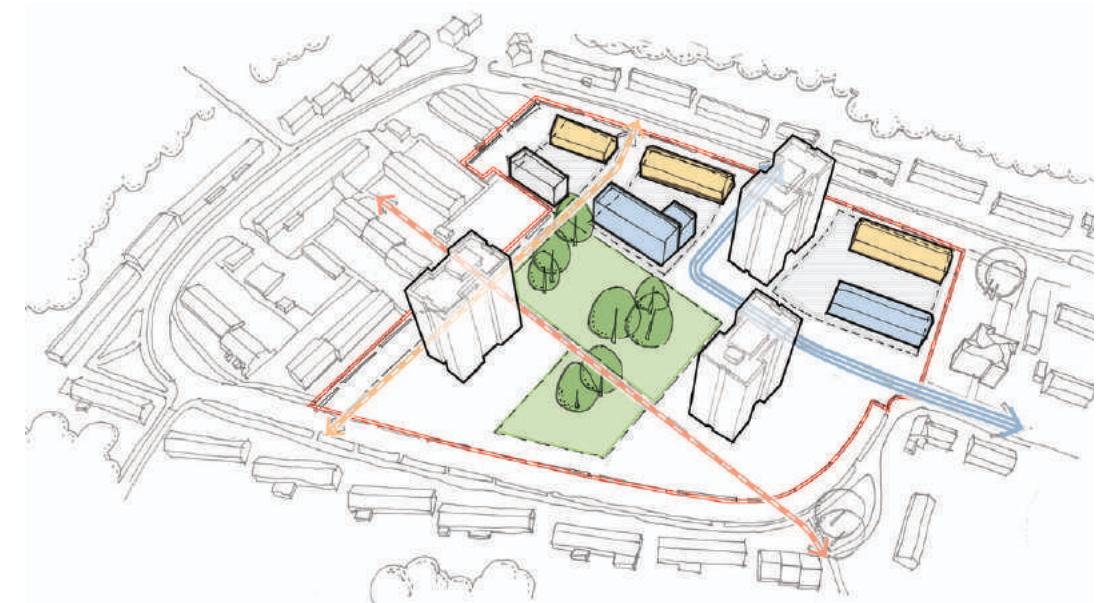
5. New street frontage on to Wensley Road



2. Retain & Expand central green space



4. Improved North-South & East-West Links



6. New street frontage to define streets and public space



4.1 Design Proposal



View looking north-west across the central green space



View Looking west along the Wensley Road

Design Proposal

The design proposal submitted for the Wensley road site has been informed by the analysis of the existing context and the consultation process, incorporating comments received from the pre-application meetings, discussions with council members and the public consultation events.

Taking the approach to address the site as a regeneration project rather than just a housing development has meant that place-making and integration with the wider urban context have been core to the design development decisions.

Owing to its current and even greater potential future value to the wider community, the large public amenity space has been very much the central focus of the proposal, and the layout of both the proposed housing and car parking has been designed to maximise the amount of usable space in this area.

New Homes

- ① 3 Bedroom Houses
- ② 4 Bedroom Houses
- ③ Apartment Building

New Landscaping

- ④ Shared surface streets
- ⑤ 5 -11 year old's play area
- ⑥ Under 5's play area
- ⑦ Seating area
(inc. existing memorial benches)
- ⑧ Outdoor gym
- ⑨ Bus Stop



4.1 Design Proposal

The submitted proposal includes 46 new affordable homes, which includes twenty-six 3-bedroom terrace houses, two detached 4-bedroom houses and a single apartment building of 18 flats, containing, eight 1-bedroom flats and ten 2-bedroom flats.

All of the proposed dwellings are situated to north of the site and have been designed as three coherent areas, blocks A, B and C.

The site layout has been refined to ensure that both the existing and the proposed dwellings can be accessed, served and maintained in a safe and secure manner. Further explanation is included in following the site strategy diagrams.

Key Details:

Existing Homes Retained = 267

Proposed New Homes = 46

- 1 Bed 1 Person Flat (WCH) = 2
1 Bed 2 Person Flat = 6
- 2 Bed 3 Person Flat (WCH) = 2
2 Bed 4 Person Flat = 8
- 3 Bed 6 Person Houses = 26
- 4 Bed 7 Person Houses = 2

Total = 313

Proposed Dwellings per ha: 132

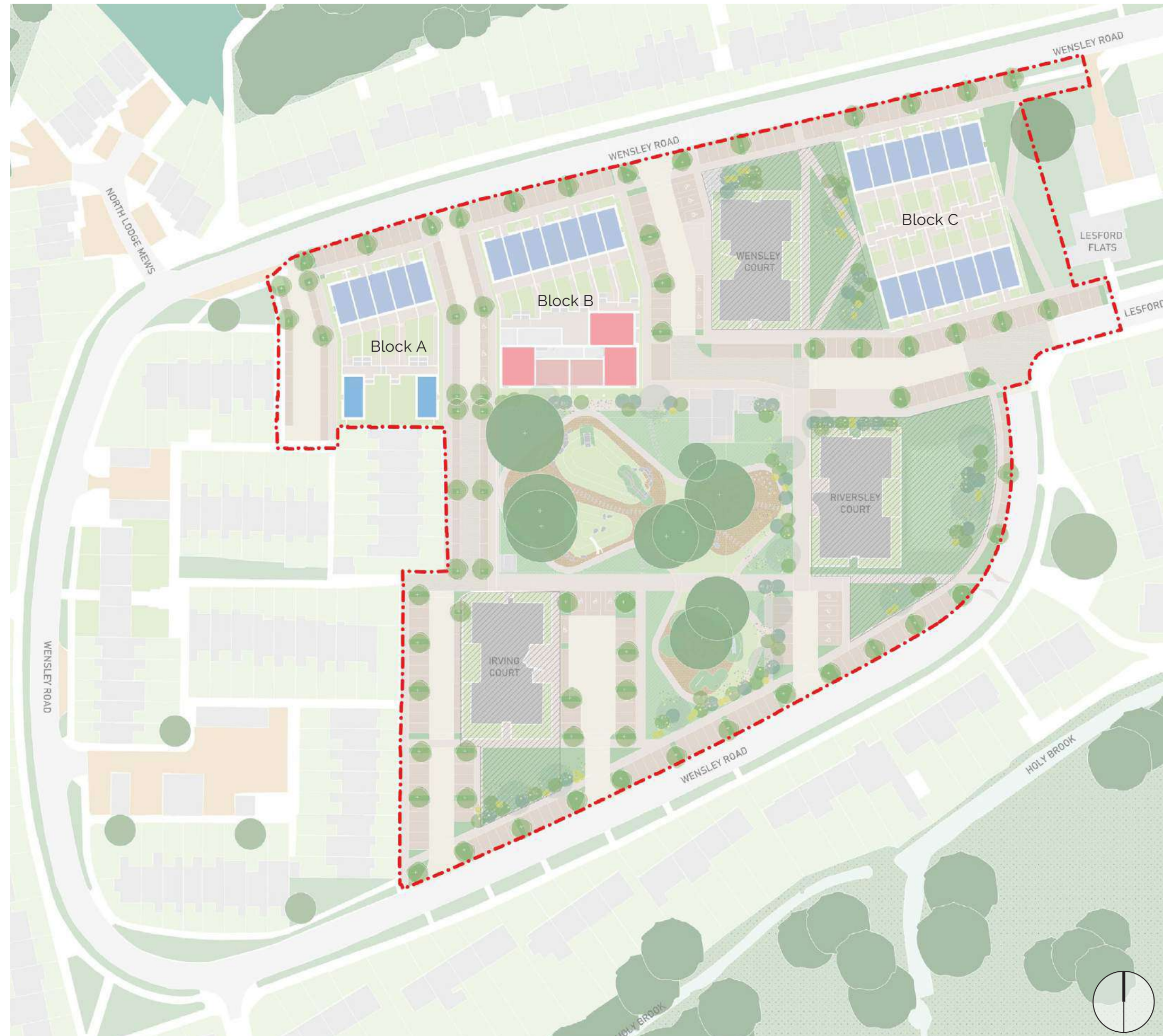
Red line area = 2.36 ha

Existing Dwellings per ha = 113

Proposed Car Parking Bays: 230

Existing Car Parking = 192)

Additional Parking = 38



4.2 Site Strategies

Massing & Building Height Strategy

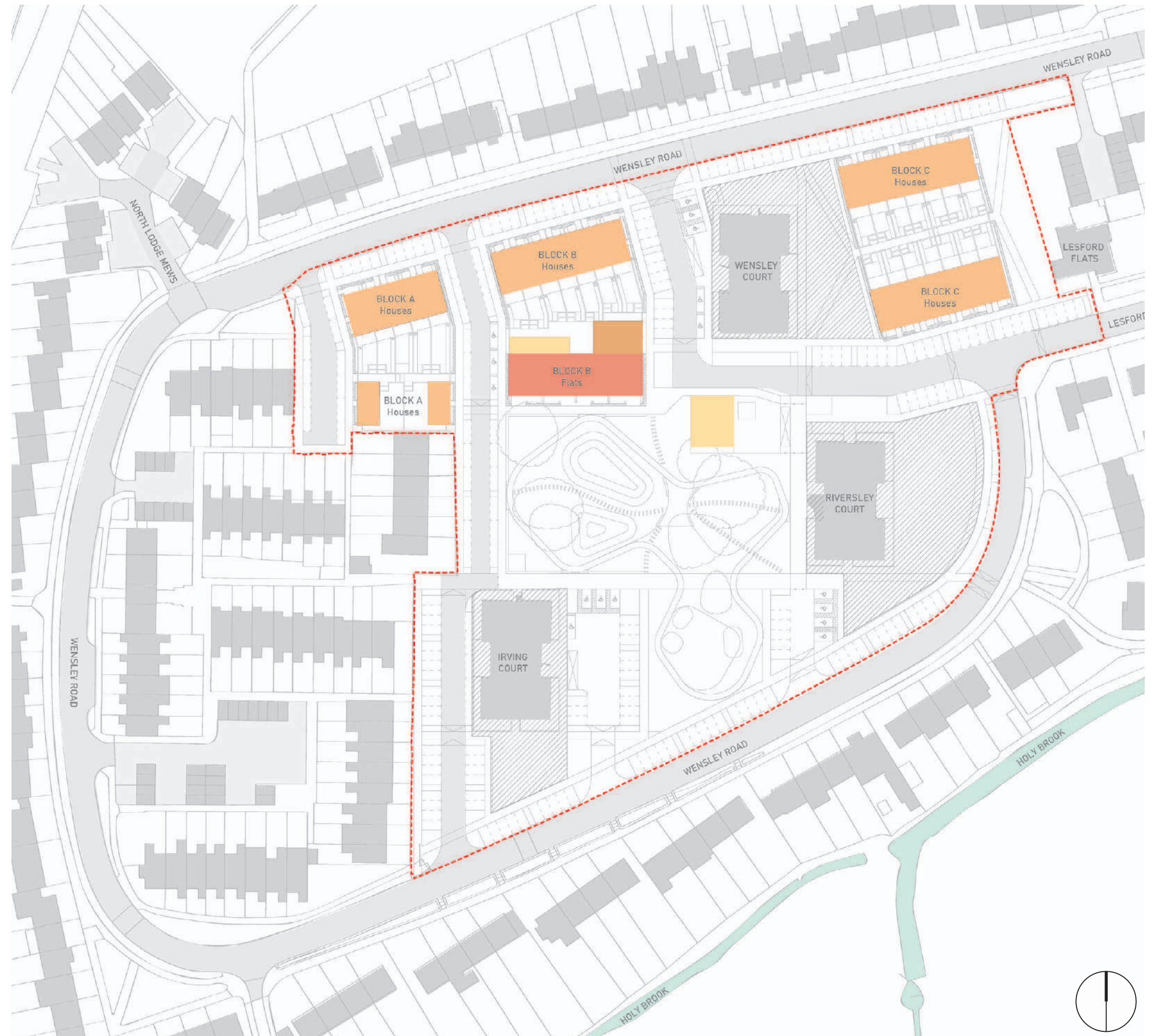
In relation to the neighbouring existing 2-storey dwellings, all the new houses, terraces in Blocks A, B and C, and detached homes Block A are proposed as two and a half storeys, with the upper storey set back.

The south facing section of the apartment block is four storeys, stepping down to 3 storeys on the east elevation of block B, creating a hierarchy of the building heights.

Diagram Legend



Massing Strategy Diagram - not to scale



4.2 Site Strategies

Entrances, Access & Active Frontages

A key urban design objective of the site arrangement is to create an active street frontage on the south side of Wensley Road and extend the street frontage along Lesford Road. It is also an objective to activate the proposed north-south routes, by terminating the terraces with a gable house type, proving front doors located on the gable elevation; increasing activity on this frontage.

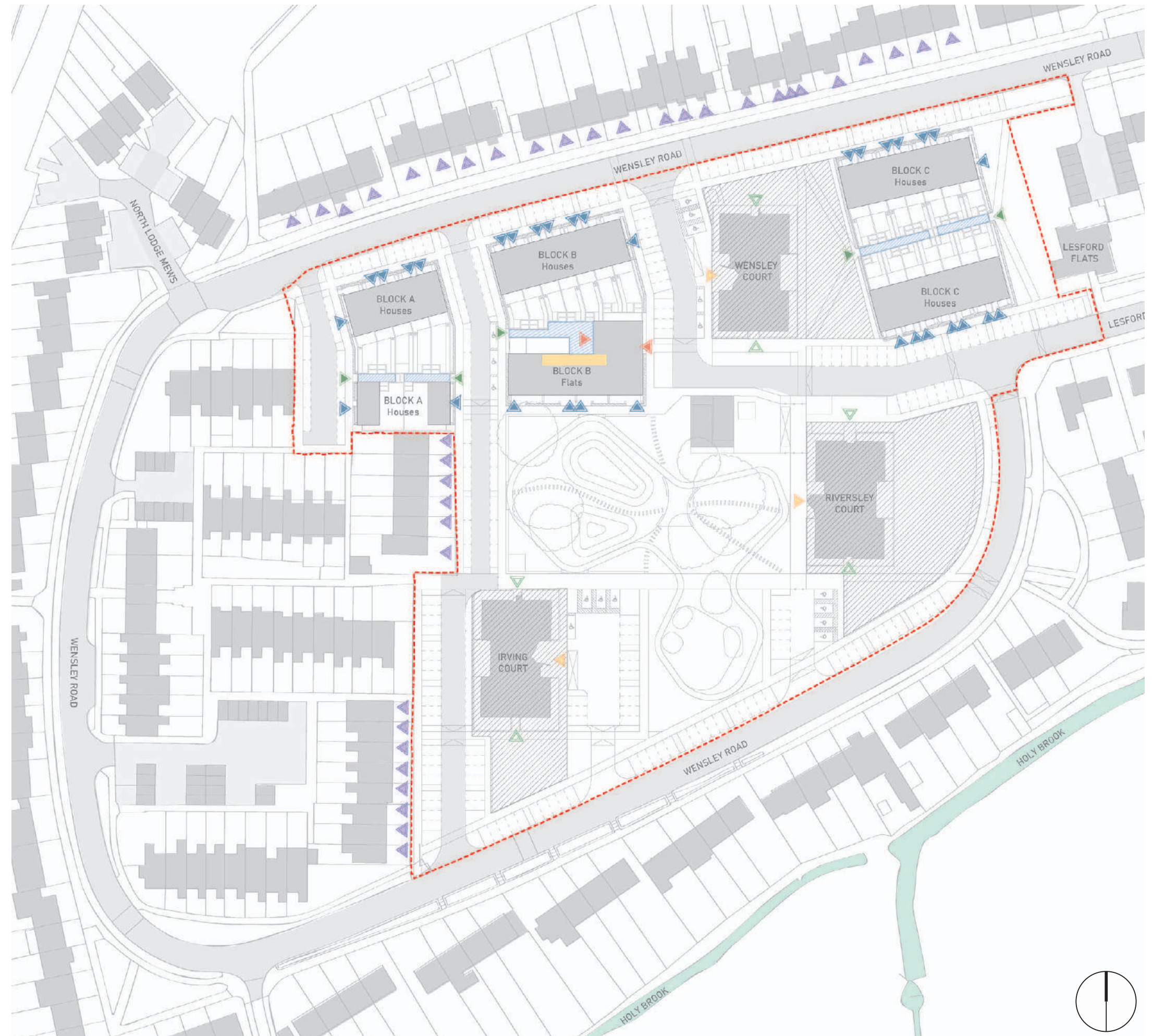
The apartment building has been situated and arranged to provide an active frontage facing on to the central green space to the south and the shared surface square to the east. The main entrance to the proposed apartment building is accessed directly from the central shared surface square and at ground floor flats have individual private front doors accessed from the central green spaces, to add street level activity and provide natural passive surveillance.

All of the proposed houses and the apartment building propose secure controlled gated rear access. These access routes will also be used for maintenance of the air source heat pumps.

Diagram Legend

-  Main Communal Entrances
-  Private Entrances
-  Secure Rear Access Gate
-  Secure Controlled Rear Access Route
-  Neighbouring Homes Entrances
-  Tower Entrances
-  Tower Fire Escapes
-  Core Locations

Entrances, Access & Active Frontages - not to scale



4.2 Site Strategies

Overlooking Mitigation Strategy

The orientation, the internal arrangement and the elevations have been designed to mitigate overlooking between the proposed and existing dwellings.

Block A

The terrace to the north of the block is aligned with Wensley Road, with north-west and south-west facing windows. Whereas the detached houses are orientated in line with the existing neighbouring houses, with windows west and east facing. To avoid overlooking between the houses, the rear windows are offset from one another so that they do not align.

Block B

The northern terrace is aligned with Wensley Road and has north-west and south-west facing windows, whereas the apartment building is orientated in line with the existing towers blocks. All of the primary windows and the balconies on the apartment building are located on the south, east and west facing elevations. To provide natural daylight into the circulation space, obscured glazing is proposed on the north elevation to prevent overlooking.

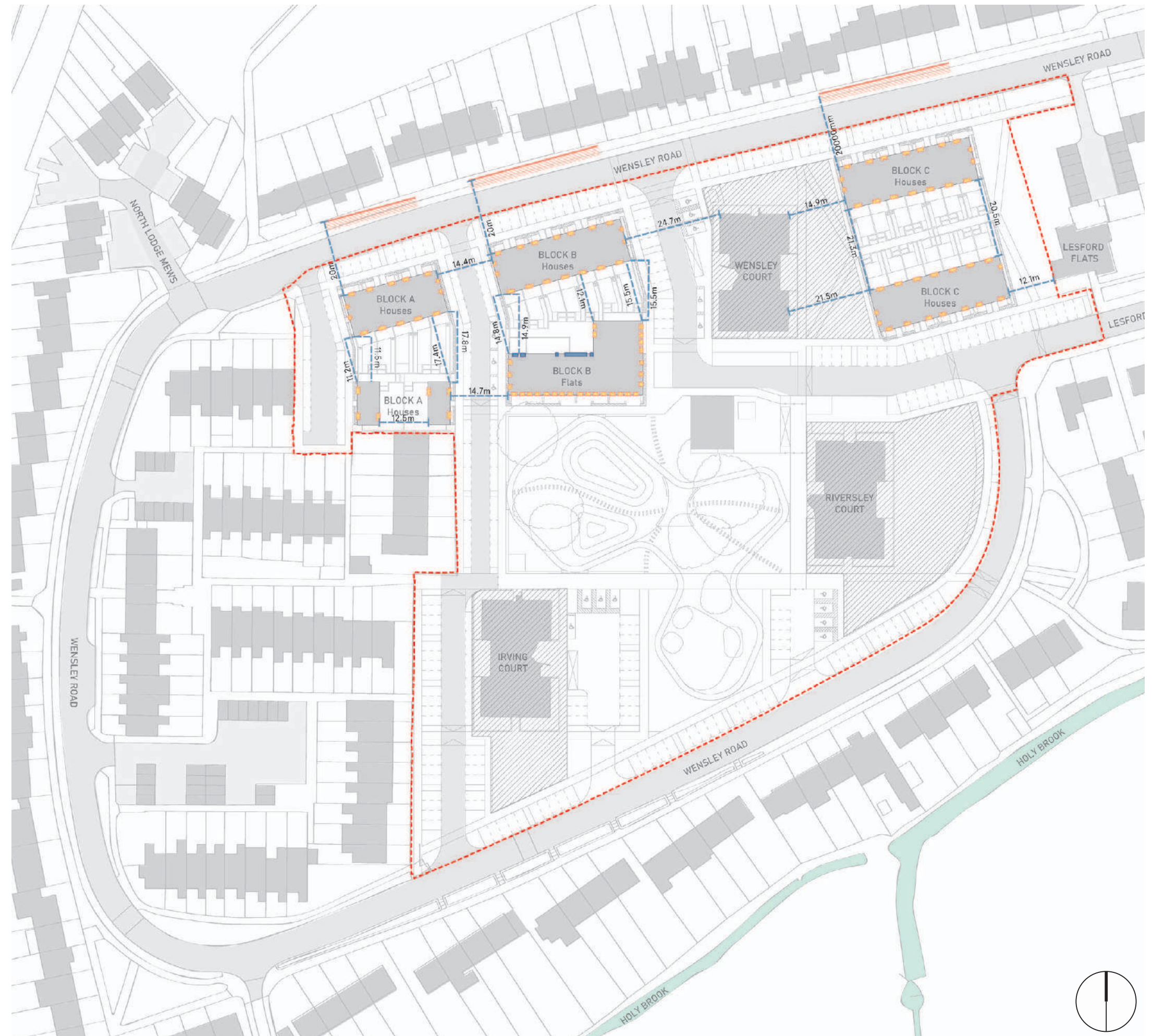
Block C

The back to back distances between the proposed houses exceeds 20m, which complies with policy. Where the distance between the proposed houses and the neighbouring existing blocks of flats is less than 20m, window positions have been offset from the windows of the existing dwelling to avoid overlooking.

Diagram Legend

-  Window Location
-  Obscured Glazed Window Location
-  Distance between buildings
-  20m Building Offset

Overlooking Mitigation Strategy - not to scale



4.2 Site Strategies

Movement Strategy

The site layout has been designed to improve and extend the pedestrian and cycle routes both within the site and connecting to the wider area, including a continuous route to connect Southcote and Fobney Meadow.

Two new vehicle routes are proposed through the site. In the north-east corner of the site the proposed road connects Lesford Road and Wensley Road, to replace the existing section of road between Wensley Court and Lesford Flats.

The proposed north-south mews will provide vehicular access to both the proposed and the existing homes along the west boundary of the site.

Diagram Legend

-  Vehicular Access
-  Pedestrian & Cycle Access
-  Emergency Vehicle Route

Movement Strategy Diagram - not to scale



4.2 Site Strategies

Car Parking & Cycle storage Strategy

Total Parking Bays: 230

Wheelchair Accessible Bays: 17 (7%)

Electric vehicle charging bays: 36 (15%)

The proposed number of car parking spaces allows for the re-provision of the 192 existing car parking spaces on site, with an additional 38 spaces for the new dwellings, based upon a ratio of 0.82 which is line with existing car ownership in the area. A day and night parking survey was undertaken by Transport Consultants to determine the number of parking spaces used by existing residents.

The site layout has been designed to integrate car parking within the streetscape and three smaller neighbouring parking courts. All the parking areas are interspersed with street trees and crossing points at regular intervals to create a safe and pleasant environment for pedestrians.

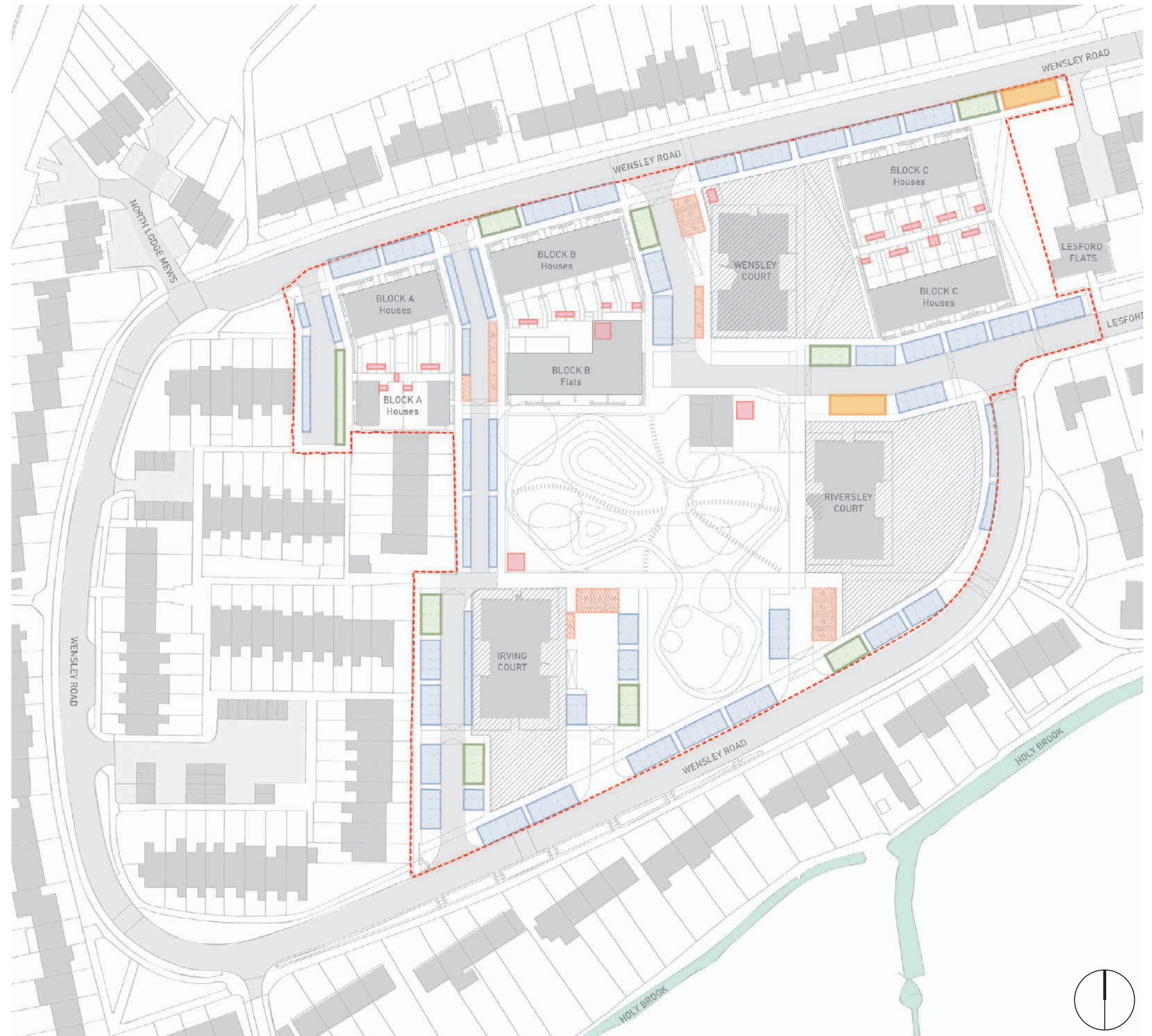
The wheelchair accessible bays are located in close proximity to the wheelchair adaptable dwellings and the main entrances of the existing flat blocks. Groups of 4 parking bays with electric charging points are located in 8 locations across the site so that they are accessible to all existing and new residents.

Both the number of wheelchair accessible parking bays and electric vehicle bays exceed the local planning policy requirements.

Diagram Legend

-  Car Parking Spaces
-  Wheelchair Parking Spaces
-  Electric Car- Charging Spaces
-  Bus Stop
-  Cycle Storage

Car Parking & Cycle Storage Strategy Diagram - not to scale



4.2 Site Strategies

Refuse Collection & Plant Access Strategy

The front garden of each of the houses has been designed to incorporate an enclosure to accommodate 1x240litre general waste bin and 1x240litre recycling bin. The same approach has been taken for the 1 and 2 bed wheelchair accessible ground floor flats, allowing for 1x140litre general waste bin and 1x140litre recycling bin.

Immediately adjacent to the main entrance of the apartment building a communal refuse and recycling store is proposed, sized to accommodate 2x1100litre general waste bins and 2x1100litre recycling bins, this exceeds the policy requirement for a weekly collection.

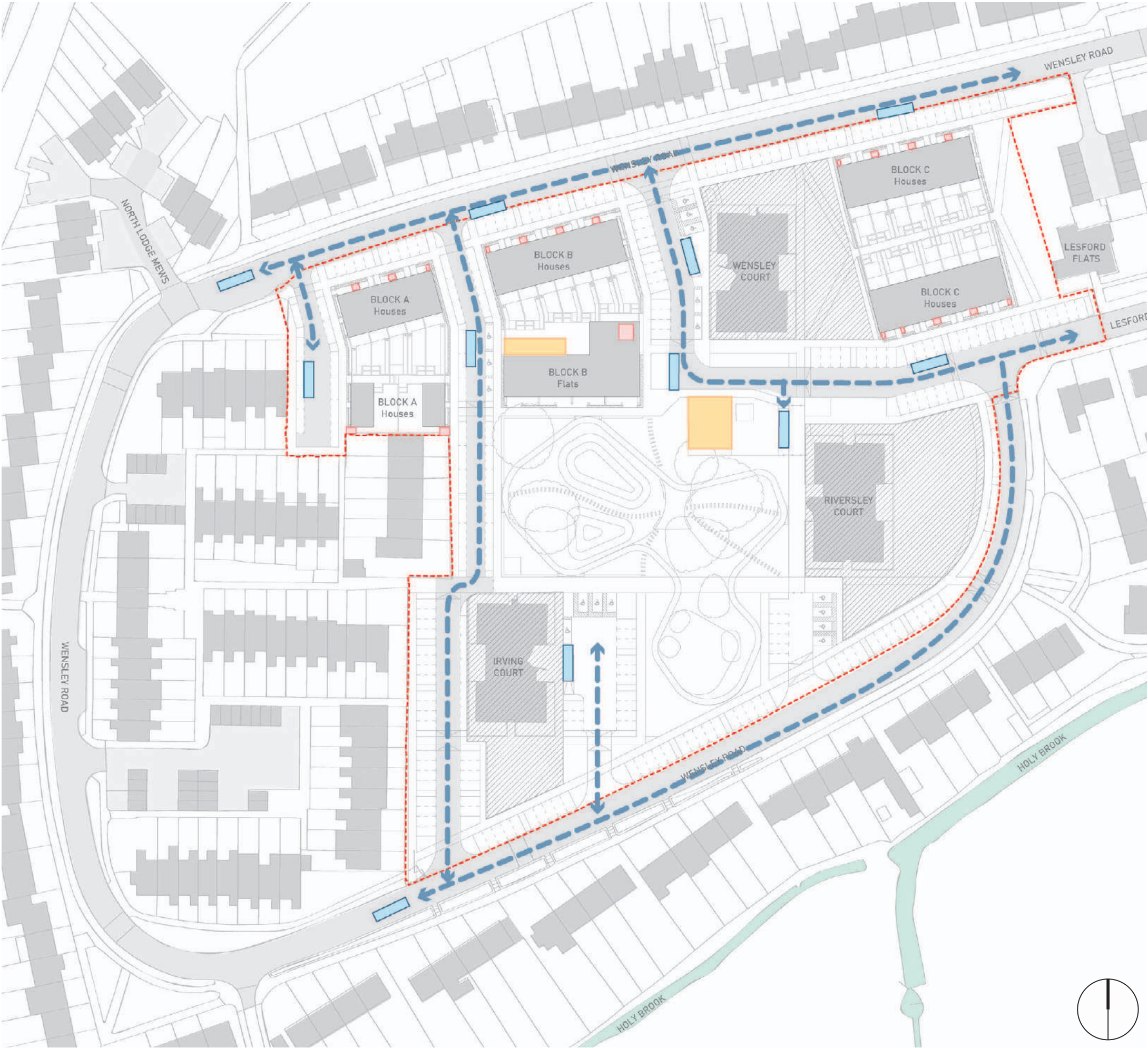
In line with the current refuse collection arrangement for the existing houses surrounding the site, refuse and recycling bins will be collected on-street. All refuse and recycling stores are within a 10m distance from the road to comply with policy. For each of the existing blocks of flats, a space has been allowed for a refuse collection vehicle in close proximity to the existing refuse stores.

To demonstrate that all of the proposed and existing refuse stores can be accessed by the refuse vehicle model used by Reading Borough Council, tracking has been carried out for the whole site. This information is included with the transport statement, which has been prepared and submitted as part of this application.

Diagram Legend

- Refuse Store
- Refuse Colection Points
- Vehicle Movement
- Energy Centre

Refuse & Plant Access Strategy Diagram - not to scale



4.2 Site Strategies

Emergency Vehicle Access

In addition to the proposed vehicular routes across the site, wide footpaths have been designed into the central green space with removable bollards at the exit and entry points to allow emergency vehicle access.

All the routes have been tracked for the appropriate fire appliance used by Royal Berkshire Fire and Rescue Service for high-rise buildings.

Further details are provided in the Transport Statement which has been prepared and submitted as part of this application.

Diagram Legend

-  Fire Truck & Emergency Vehicle
-  Vehicle Movement
-  Core Location
-  Dry Riser Inlet Location
-  Dry Riser Outlet Location
-  Location of drop bollards



Emergency Vehicle Access Diagram - not to scale